

Fertilizer material availability affected by railcar shortage

WASHINGTON, D.C. — Areas of the country reporting shortages of fertilizer materials are actually bearing the brunt of a "catastrophic" rail car situation, according to a fertilizer industry spokesman.

Edwin M. Wheeler, president of The Fertilizer Institute, in responding to what has been termed "spot shortages" of fertilizer materials in several parts of the country, said that a huge back order of rail cars - and

not fertilizer availability - is the cause.

"Current inventories are adequate to meet the needs of U.S. farmers," he said.

"The problem is in moving that inventory from supplier to retailer."

The Institute's most recent "Car Situation Report" shows that, for the 22 producer companies participating in the survey, more than 2,400 carloads of fertilizer have not been shipped due to car shortages.

"Today, the back order in the U.S. for all new rail cars stands at more than 104,000," Wheeler added.

"To put that in better perspective, if you were to order a new box or hopper car today - to move fertilizer - that car would not be

delivered until mid-1982. So, it's not a problem that can be immediately solved merely by ordering more cars."

The 104,000 car back-orders compare with back orders of 84,000 cars during this same period one year ago.

The association president said that these reports have been sent to Agriculture Secretary Bob Bergland and Interstate Commerce Commission Chairman Dan O'Neal, in search of action to relieve the situation.

Wheeler said that poor railroad service makes the car shortage problem a yearly "headache" for producers, retailers and farmers and is particularly acute during the peak Spring planting season.

Twp. supervisors to meet

HERSHEY — Nearly 1400 delegates of the Pennsylvania State Association of Township Supervisors will meet at the Hershey Motor

Lodge and Convention Center for their 57th annual convention April 22 to 25. The purpose of the convention is to provide township officials

with necessary tools to make them more knowledgeable and better equipped to serve their citizens.

This year's key speakers are Pennsylvania Governor Richard Thornburgh, U.S. Senator H. John Heinz, and

Jack Watson, President Jimmy Carter's Special Assistant on Intergovernmental Affairs.

The delegates represent Pennsylvania's 1458 townships of the second class.

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★ **FRAME:** Series frames built up with 6" x 4" x 1/4" wall tubing, doubled in axle loading areas with 8" x 4" reinforcing on inside portions of forward frame.

★ **HITCH:** Hitch and front frame cross tubes are 6" x 6" x 3/8" for exceptional strength. Hitch attachment to frame is heavily braced to sides and rear.

★ **AXLES:** Series axles use 6" x 6" x 3/8" wall arms, strapped to 6" main axle tube for extreme strength. Axle wheel arms positioned under frame, so spindles are shorter and stronger. Spindles tubed to stand extra stress. All spindles same size, may be interchanged. Standard tires are 11.00 x 15, 8-ply rated.

★ **SECTIONS:** Built with double 3 1/2" square x 1/4" wall tubing through 14 ft widths, with third tube optional. Three tubes per section standard on 16 ft through 22 ft, internal reinforcing is available if required for extra strength or weight. New section angle-locking system uses single heavy bolt with positive angle holding pin. Large box-end wrench furnished for angle-locking adjustment, also for tightening sections.

★ **SHAFTS:** Shafts are 1 1/4" diameter, high strength cold-drawn steel. Ball bearings on gangs are triple-lip sealed, relubricatable and mounted in heavy flange cast housings for best bearing support and alignment. Scrapers are Series with 1 1/4" shanks and adjustable, replaceable blades.

24" Blades, .313 Gauge Front, .250 Gauge Rear, 1 3/4" Diameter Shaft

Disc Size	Blade Size	Blade Spacing	Blade Count	Approx. Weight
9'	24" x 313 Ga 24" x 250 Ga	9 x 10 1/2"	13 Front, 12 Rear	6457#
10'	24" x 313 Ga 24" x 250 Ga	9 x 10 1/2"	15 Front, 14 Rear	7026#
12'	24" x 313 Ga 24" x 250 Ga	9 x 10 1/2"	17 Front, 16 Rear	7374#
14'	24" x 313 Ga 24" x 250 Ga	9 x 10 1/2"	19 Front, 17 Rear	7833#
16'	24" x 313 Ga 24" x 250 Ga	9 x 10 1/2"	22 Front, 20 Rear	8618#
18'	24" x 313 Ga 24" x 250 Ga	9 x 10 1/2"	24 Front, 22 Rear	9491#
20'	24" x 313 Ga 24" x 250 Ga	9 x 10 1/2"	27 Front, 24 Rear	10,249#
22'	24" x 313 Ga 24" x 250 Ga	9 x 10 1/2"	30 Front, 27 Rear	11,777#

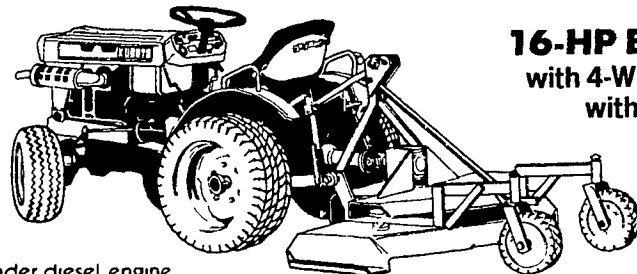
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