

Year	Total	Class I Railroads	Others*
1981	44,901	18,863	26,038
1982	17,975	4,920	13,055
1983	5,772	1,486	4,286
1984	12,526	1,380	11,146
1985	12,080	1,098	10,982
1986	11,508	822	10,686
1987	13,645	507	13,138
1988	22,524	3,180	19,344
1989	29,617	5,439	24,178
1990	32,063	4,021	28,042
1991	24,678	1,659	23,019
1992	25,761	2,237	23,524
1993	35,239	4,136	31,103
1994	48,819	6,800	42,019
1995	60,853	9,580	51,273
1996	57,877	7,914	49,963
1997	50,396	4,281	46,115
1998	75,685	13,984	61,701
1999	74,223	25,036	49,187
2000	55,791	2,423	53,368
2001	34,260	2,225	32,035
2002	17,714	1,119	16,595
2003	32,184	3,830	28,354
2004	46,871	8,763	38,108
2005	68,612	13,313	55,299
2006	74,729	10,911	63,818
2007	63,156	6,367	56,789
2008	59,954	10,917	49,037
2009	21,682	2,709	18,973
2010	16,523	5,864	10,659

\* Includes installations by non-Class I's, shippers, leasing companies and TTX Co.

Note: Beginning in 1995, "Total" and "Other" categories include Canadian owners. In 2001, CN & Canadian Pacific started counting as their own cars they'd acquired from U.S. railroads in the late 1990s.

Source: Policy and Economics Department, AAR

## THE DOWN SIDE OF THE ORDER UPTICK

**A recent spike in rail-car orders is good news for car builders, but there could be a down side, too: A rapid ramp-up in assemblies could strain parts and components availability, as Economic Planning Associates Inc. stated in its April 2011 "Rail Car Overview" report. As a result, the forecasting firm predicts deliveries will be "conservative" in 2011 and 2012, totaling 39,600 and 43,000, respectively. Deliveries then could jump to 47,800 in 2013 and 62,500 by 2016, EPA said.**