United States Steel Corp. and two partners have developed a new lightweight railcar that can carry ore and other commodities.

U.S. Steel, Norfolk Southern Corp. and The Greenbrier Companies, Inc., say the new guldsen rail uses innovative, lighter-weight steel that reduces the unloaded weight of each car by up to 15,000 pounds.

The lightweight-car allows for more total cargo space in each car, potentially extends the life of each railcar by 50 years and reduces maintenance costs, according to a joint news release by the three companies.

U.S. Steel’s innovation in making new types of lightweight, high-strength steel, helped lead to development of the new railcar, and the company.

“This remarkable collaboration with our partners at Norfolk Southern and Greenbrier is helping realize the full potential of U.S. Steel’s continued product innovations as sustainable solutions for the steel and transportation industries,” David Burritt, U.S. Steel president and chief executive officer said in a news release.

“We’ve often said that together we can do anything! This joint initiative proves that point with an innovative rail car that is stronger, more fuel efficient and, with the planet being the ultimate beneficiary.”

U.S. Steel in January announced its acquisition of Big River Steel, a mini mill in Owens, Ark. The acquisition gives the Pittsburgh-based steel company the ability to make advanced high strength steels. Guldsen rail cars typically transport iron ore, bulk material like metal scrap, coal, wood chips, steel slabs and ore.

“Similarly, Norfolk Southern will acquire 80% of the Greenbrier-engineered guldsen cars,acquiring the tract service. The use of

Chisholm approves hiring for city-run ambulance service

New service to start up on Jan. 1

We continue to recruit personnel, accept applications and interview qualified applicants this week and beyond,” Davis said in an email. “The City of Chisholm and its EMS primary service area will continue to receive 911 EMS coverage without interruption/disruption. We have contingencies in place and continue to work on more should we find that staffing numbers are not robust.”

As an incentive to recruit more staff for the city-run service, the council last week approved a tuition reimbursement policy and agreement. The policy includes terms for repayment of the tuition in the event an individual does not fulfill their obligation to work for the city for two calendar years after receiving their EMT certification.

The council also approved a policy regarding background checks to Hippocrates Evi- dencing and Weaver for EMRs, and a subcontracting agreement for the city.

Earlier this year the council voted to allow its contract for a hybrid operation with its emer- gency ambulance service provider for the past 38 years.