

FREIGHT CARS

JOURNAL N^o 71



MODERN COAL CAR PICTORIAL

Part 1 - Quick-Dump Hoppers

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Editors: D G Casdorff, E A Neubauer, and J A Kinkaid. Please address all correspondence to Freight Cars Journal PO Box 2480 Monrovia CA 91017. Whilst every effort is made to ensure the accuracy of the information and data forming the content of this publication, the authors, editors, and publishers cannot be held responsible for errors or omission, or for any loss or damage occasioned by any person using the information contained in this publication. Front and rear cover photos - A close-ups on the left side and end of MTRX 94023, a Thrall Car built 4,040 cubic-foot design. Note the white lettering on aluminum body.

SPECIALIZED NEWSLETTERS FOR TRANSPORT ENTHUSIASTS

In early 1996 we began publishing a series of specialized newsletters with emphasis on data, text, and color photos. Each newsletter is eight (8) pages with four large (half-page) color photos. Each is 8-1/2" x 11" and standard three-hole punched. Shipping is a significant portion of cost which includes first-class postage shipping flat in a cardboard reinforced envelope.

Freight Car World. Text concentrates on news of new cars, transfers, and other related contemporary freight car events. Four issues \$20.00. Issue #1 is still available for \$5.00 plus \$1.00 shipping.

Intermodal-Transport World. Text concentrates on the U.S. intermodal scene (domestic and international) with emphasis on current events and news on containers, piggyback trailers, and intermodal freight car development. Four issues \$20.00. Issue #1 is still available for \$5.00 plus \$1.00 shipping.

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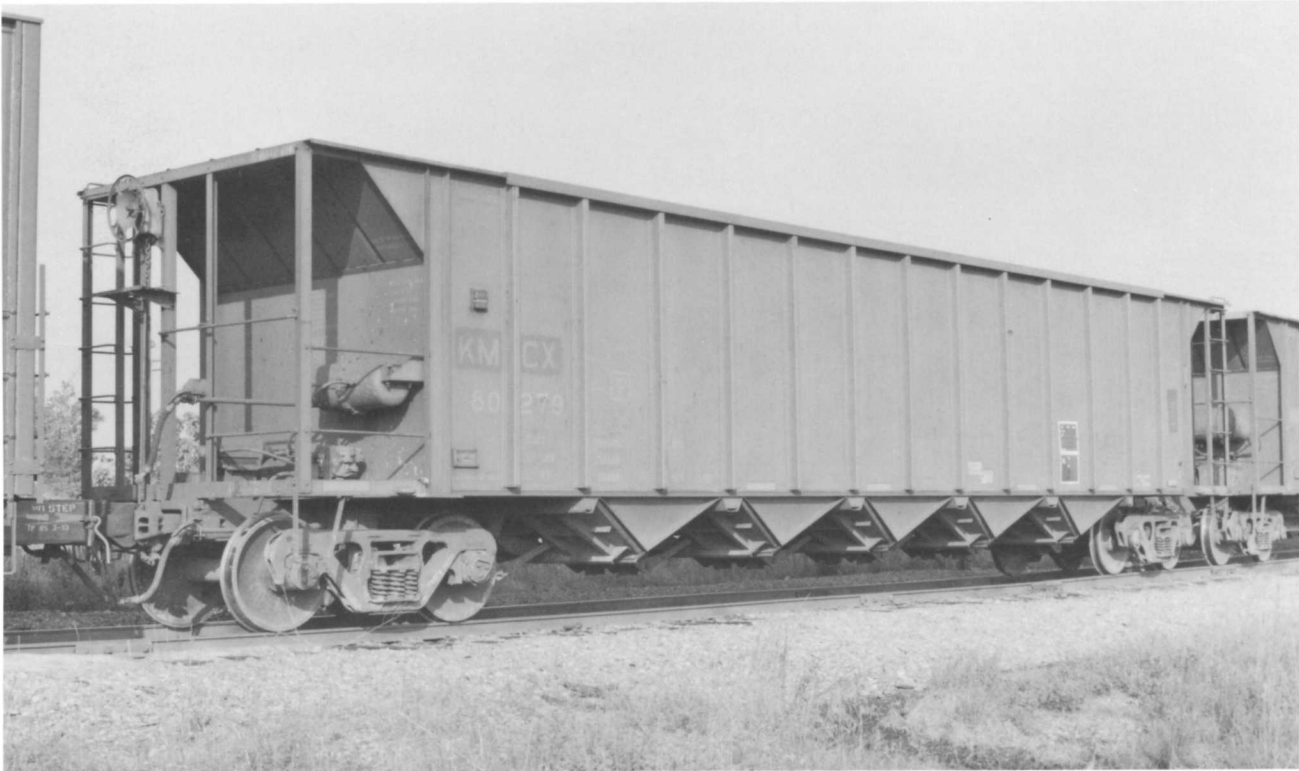
The Coal Train. Contents will cover primarily contemporary coal cars, coal car rosters and some aspects of coal trains (in general). It will not cover coal car news which is included in *Freight Car World*. Four issues \$20.00.

Auto Racks #1. Contents are mostly straight raw data (TTX car number, rack operator, color scheme, dates etc). Plus news and events as it becomes available. Single issue cost \$5.00.

Truck-Transport Enthusiast #1. Contents will focus on the contemporary truck-transport industry (with news items as available). This field is so wide open that almost anything goes....! Single issue cost \$5.00.

Send check or money order to (California residents include sales tax):

Freight Cars Journal
PO BOX 2480
Monrovia CA 91017-6480



KMCX 80279. (Above) Steel bodied 1980 built Ortner 3,850 cubic-foot design. Cars of this series were originally built as UCEX 80001-80350. Note the all welded sides with thirteen "hat" ribs and two channel ribs (one on each end). KMCX = Kerr-McGee Coal Corporation based in Oklahoma City, OK.

SDEX 10020. (Below). Steel bodied 1975 built Ortner 3,850 cubic-foot design. Series is SDEX 10001-10130 (130 cars). Again, typical of Ortner automatic dump cars is the channeled ribs on each corner of the side sheets.

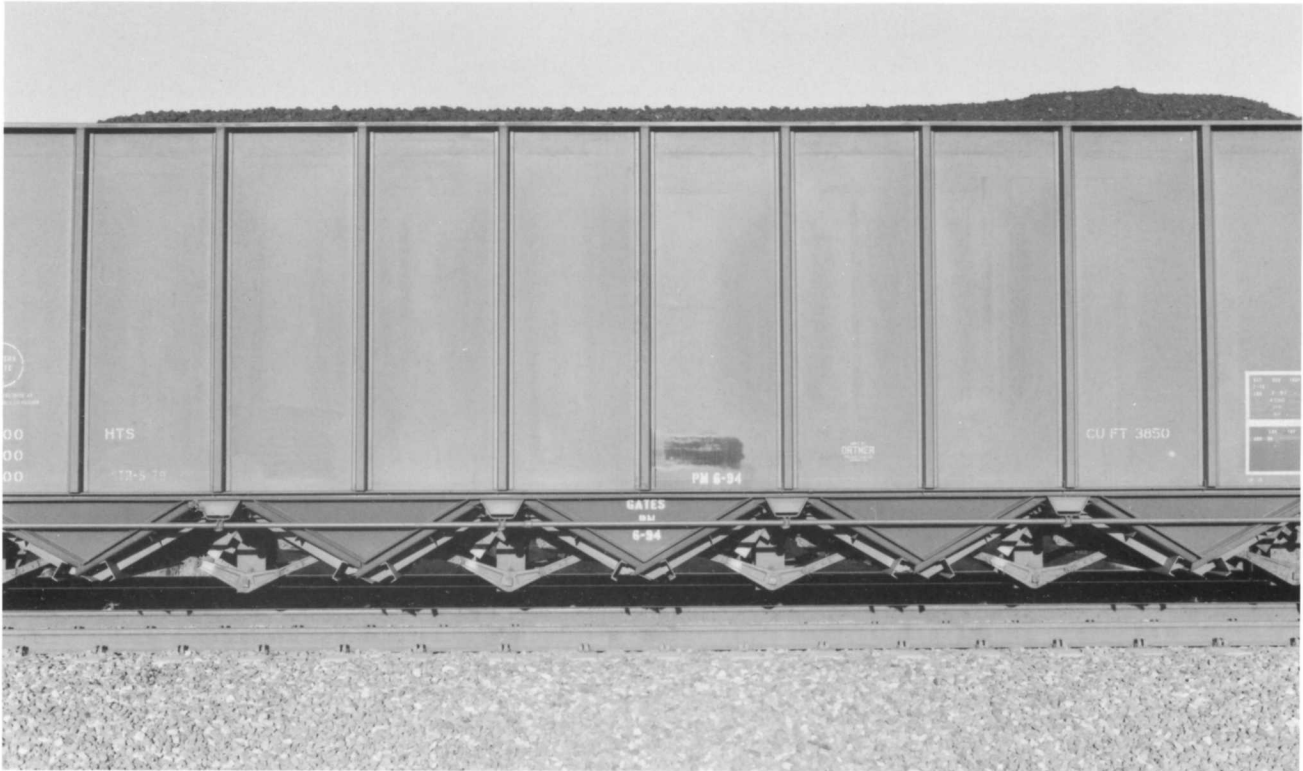




SDEX 10020. (Above). This view shows the "A" end of the previously illustrated car. These early Ortner cars had five nearly equilateral bays. OL (outside length) on this car was 57'8".

SDEX 10020. (Below). Close-up of the left side reveals the clean lines of an all welded cars. Note arms between bays that open gates. Actual load limit on these 263,000 GRL cars averaged closer to 98-tons.

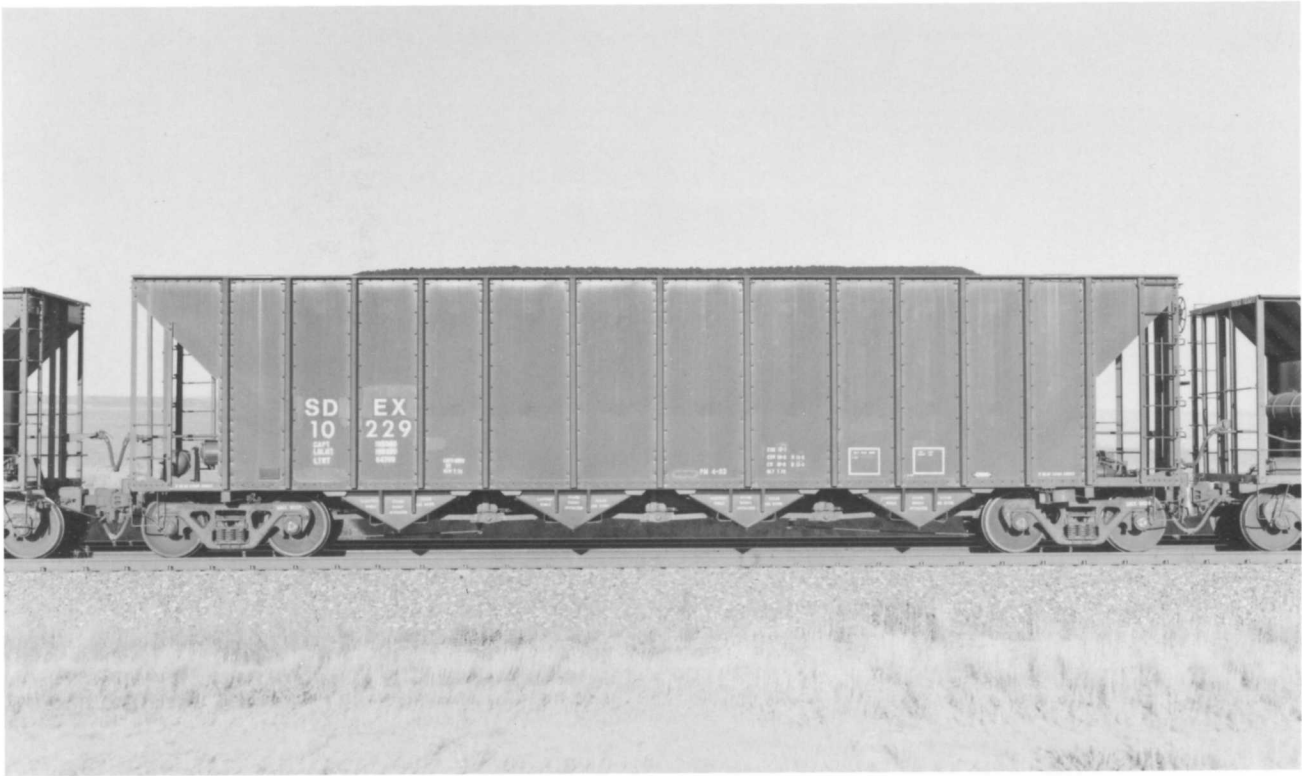




SDEX 10020. (Above). Mid-section side view.

SDEX 10020. (Below). Right end side view. This end includes the actuator shoe just under the first panel. Note the instructions, ACI label and EDI tag!





SDEX 10229. (Above). Steel-bodied 1978 Pullman-Standard 4,000 cubic-foot design. Pullman-Standard's design was shorter (53'1") but taller (13'10") than its Ortner counterpart. Note thirteen "riveted" rib side design. Series is SDEX 10131-10260. SDEX = Swindell-Dressler Energy Supply Company based in Amarillo, TX.

IPPX 189. (Below) Aluminum-bodied 1985 Ortner 4,000 cubic-foot design. Series is IPPX 110-194. Thirteen ribs. Three cross-braces. Four nearly equilateral hoppers. IPPX is Intermountain Power Agency based in Springville UT (just south of Provo UT).





IPPX 386. (Above). Aluminum-bodied 1986 built Ortner 4,000 cubic-foot design. A number of minor changes can be seen in this series compared to IPPX 189. Note especially the cross-brace fastener pattern and the added "fins" on the hopper bays. Series is IPPX 301-391.

SDEX 10692. (Below). Steel-bodied 1990 built Trinity 3,850 cubic-foot design. Thirteen ribs. 53' 1" OL. Series is SDEX 10659-10703. Note the three center bilaterally symmetric hoppers and the two end asymmetric hoppers.





SDEX 10692. (Above). Left side view. Note how the rivet pattern on the ribs change from paired to alternating depending on stress points (greater stress on top and bottom joints).

SDEX 10692. (Below). Right side view. Barely seen is the vertically mounted air tank for the electro-pneumatic dump system.

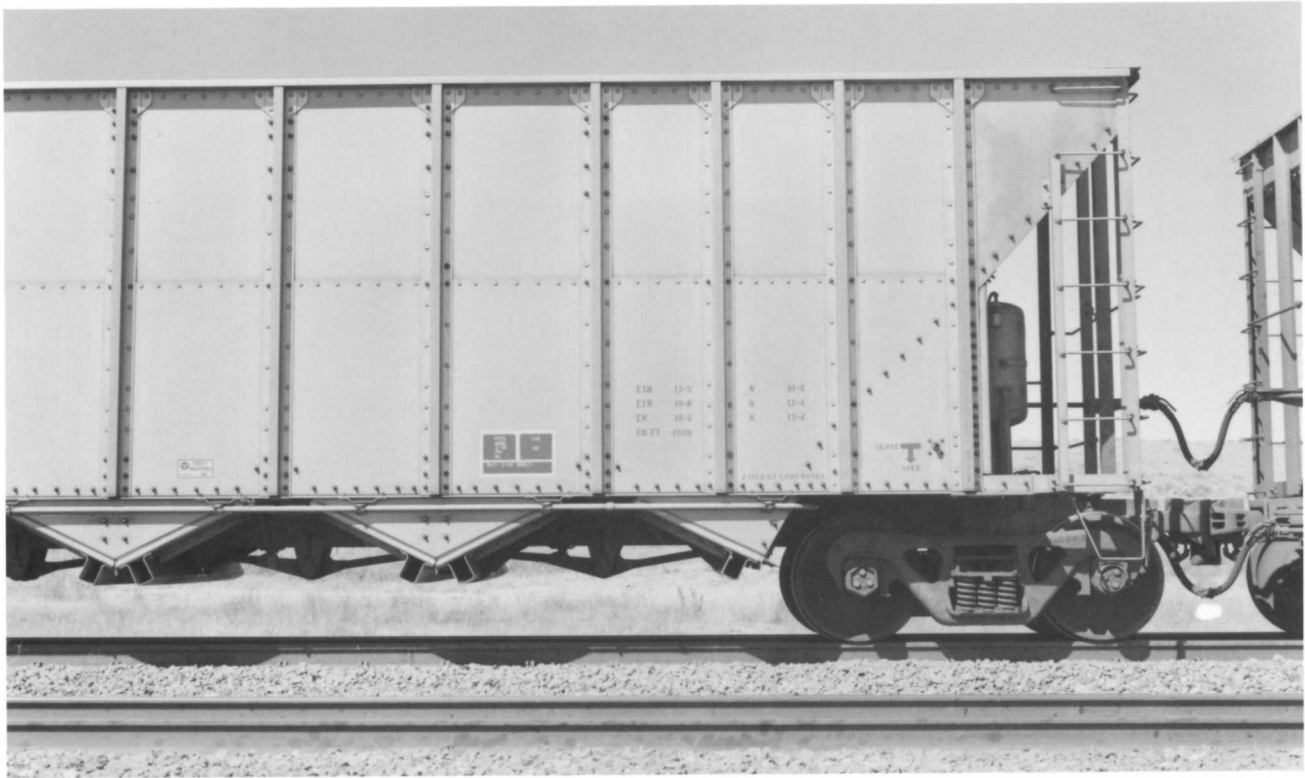




ACCX 90130. (Above). Aluminum-bodied 1990 built Trinity 4,000 cubic-foot design. The horizontal rivet line is more obvious on this car (*cf* IPPX 386). Elements of the Ortner design become apparent including the "curved" lower drop of the end sheets into the end hoppers.

ACCX 90130. (Below). Left end view. The rib top reinforcement plates can be clearly seen just under the top chord. Series is ACCX 90001-90240. ACCX = Consolidation Coal Company based in Pittsburgh, PA.





ACCX 90130. (Above). Right side view. Note the lack of the usual pick-up shoe associated with rapid-discharge type cars. In its place is a small crank actuator. Note this car is only a Plate C car (most cars of this type are Plate F+).

ACCX 90008. (Below). A-end view showing the vertically mounted air tank. The actuator is now to the left on the car (on both sides of the car the actuators are on the A-end).





CRL 5108. (Above). Aluminum-bodied 1992 built Trinity 4,028 cubic-foot design. One can see the continued design evolution from the ACCX cars. This one is Plate F+ and has the pick-up shoe actuators. CRL = Chicago Rail Link.

NSPX 91114. (Below). Aluminum-bodied 1992 built Trinity 4,155 cubic-foot design. Pretty much similar to the CRL car except this design is three inches higher. NSPX 91001-91220. NSPX = Northern States Power Company based in Minneapolis, MN.





NSPX 92021. (Above). Aluminum-bodied 1992 built Trinity 4,155 cubic-foot design. Pick-up shoe actuators are on the B-end on this series.

NSPX 92083. (Below). Aluminum-bodied 1992 built Trinity 4,155 cubic-foot design. This B-end view shows the pick-up shoe actuator just below the first panel. OL remains at 53'1".





RWSX 93198. (Above). Aluminum-bodied 1993 built Trinity 4,200 cubic-foot design. This sixteen rib car is five-foot longer than the standard Trinity quick-dump cars (*cf* ACCX, CRL, NSPX). Series is RWSX 93001-93946 (946 cars).

RWSX 93236. (Below). Aluminum-bodied 1993 built Trinity 4,200 cubic-foot design. RWSX = Scherer Electric Generating Facility based in Birmingham AL.





NSPX 94638. (Above) Aluminum-bodied 1995 built Trinity 4,416 cubic-foot design. OL 53'1". Series is NSPX 94501-94735 (235 cars).

NSPX 94730. (Below). Right side detail. The important difference on this design is the eleven alternating width ribs. There are six narrow ribs and five wide ribs.





PRBX 2035. (Above). Aluminum-bodied 1994 built Johnstown America 3,990 cubic-foot design. OL 53'1".

PRBX 2188. (Below). Aluminum-bodied 1994 built Johnstown America 3,990 cubic-foot design. OL 53'1".





PRBX 2188. (Above). The horizontal row of rivets about two-thirds up the side and the double row of fasteners just under the top chord are evident of this Johnstown America design.

PRBX 2188. (Below). Right side view. Pick-up shoe actuator on "B" end. PRBX = Transisco Leasing Company with home offices in San Francisco CA.





PRBX 1145. (Above). Aluminum-bodied 1994 built Thrall Car 3,980 cubic-foot design. Thirteen ribs. OL 53'1". Series is PRBX 1001-1240.

PRBX 1145. (Below). Left side detail. Note the actuator hole to the right of the end post (with warning notice next to it).





PRBX 1145. (Above). Right side detail. Note on this design the hoses for the pneumatic dump system runs along side the brake system hose at the coupler level.

MTPX 94047. (Below). Aluminum-bodied 1994 built Thrall Car 4,040 cubic-foot design. OL remains the same at 53'1". However, height was increased to 13'5" (compared to the PRBX's 12'11").



MONOGRAPHS PUBLISHED BY FREIGHT CARS JOURNAL

All publications are softcover, saddle stitched unless otherwise noted. Prices do not include shipping.

Box Cars Since 1983. 1994. 54 B&W photos. Rosters. 44 pp. \$25.00.

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Box Car Types. *See Modern Box Car Types.*

Burlington Northern Freight Cars Today. 1994. Rosters. 49 B&W photos. 52 pp. \$30.00.

Burlington Northern Grain Hoppers. 1992. O scale drawing. 20 B&W photos. 16 pages. \$15.00.

A Catalog of Modern Plastics Cars. 1994. 100 B&W photos. 20 diagrams. 145 pages. Hardcover/Library binding. \$75.00.

Coal Cars from Johnstown. Vol 1. 1996. The Western Aluminum Gondolas. Three color photos. 19 B&W photos. 1 diagram. 28 B&W line drawings. Roster. 24 pp. \$25.00.

On Conrail 52ft Gondolas. 1994. Rosters. 34 B&W photos. 18 line illustrations. 37 pp. Hand-numbered. Limited to 300 copies. \$25.00.

CSXT 1989 Freight Car Review. 1989. 50 B&W photos. 36 pages. \$10.00.

CSX Freight Car Review. 1994. 56 B&W photos. 36 pp. \$25.00.

Domestic Containers. 1994. 31 B&W pho-

tos. Roster. 40 pp. \$25.00.

Double Stack Data Book. 1993. Rosters. Data only. No photos. 32 pp. \$15.00.

Evans Gondolas: The 2240/2245 cf designs. 1992. 3 "O" scale drawings. 4 Color photos. 12 B&W photos. 18 pages. \$15.00.

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Modern Union Pacific Grain Hoppers. 1994. Roster. 61 B&W photos. 40 pages. Hand numbered. Limited edition of 300 copies. \$25.00.

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Photo Supplement to Modern Tank Car Types. 1993. Originally FCJ#58. 32 B&W photos. 16 pages. List \$7.50

Pressurized Covered Hoppers. 1995. NACC PD's including derivatives and similar bodied cars. Rosters of NACC, Trinity and Thrall Car built car. 19 B&W photos. 8 color photos. 4 Line drawings. Appendices. 52 pages. Hand-numbered. Limited to 300 copies. \$35.00.

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