

FREIGHT CARS

JOURNAL N^o 74



MODERN COAL CAR PICTORIAL

Part 3 - Thrall's Gondola Cars

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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 cover photo - A close-up of SATX 4082.

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 number is still available for \$5.00 plus \$1.00 shipping.

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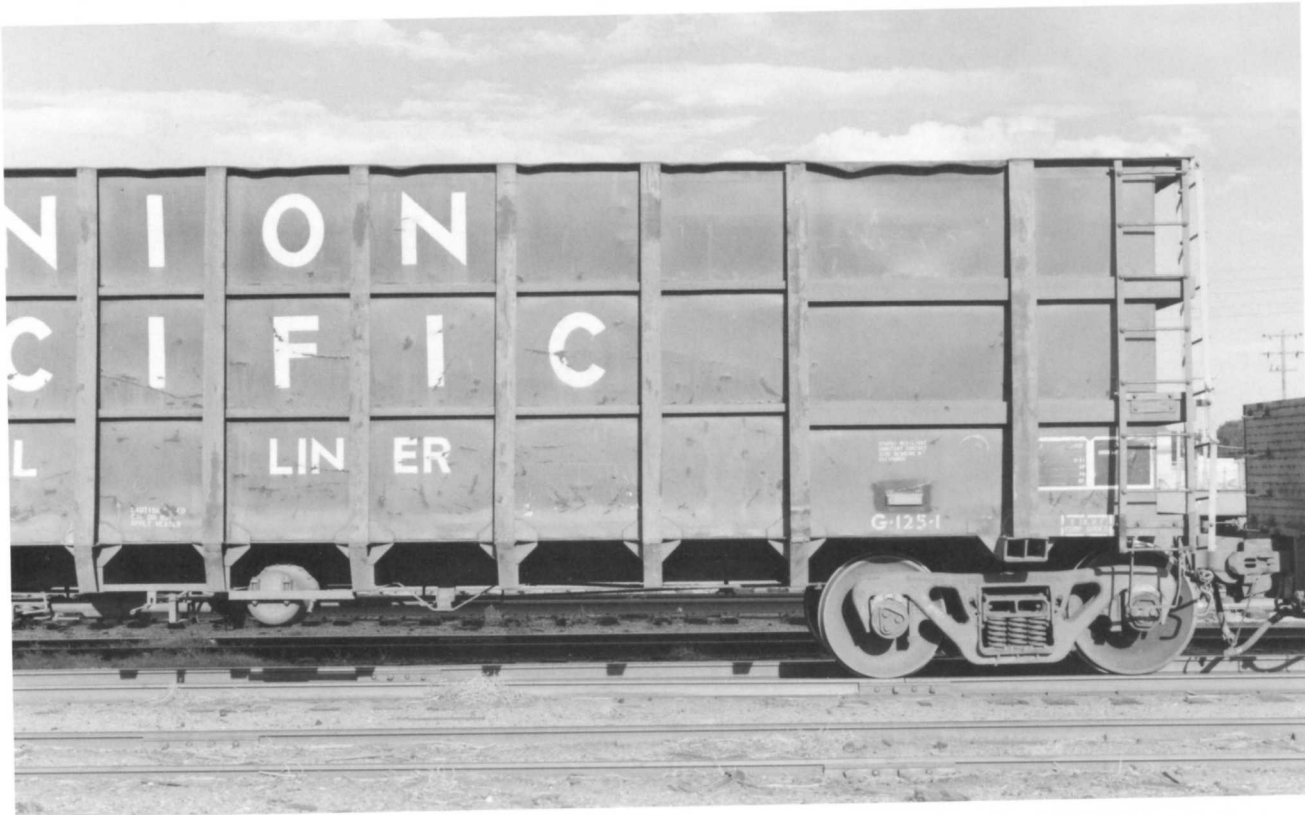
Freight Cars Journal
PO BOX 2480
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UP 31971. (Above). Thrall built these 125-ton trucked coal gondolas in 1969. Each car had a 3,850 cubic-foot capacity. UP class G-125-1. Note the narrower horizontal "ribs" extending from the second vertical post from each end. Painted in Pocatello, ID during June 1981. Photographed at Laramie, WY during August 1995.

UP 31971. (Below). Detail of left side. Note the starred "CAPY" of "200000" meaning the actual load limit exceeds the nominal capacity. The bolster on this car is narrow (compare to UP 32054 following).





UP 31971. (Above). Right side detail. This car is in remarkable shape considering the number of years service in some of the heaviest loading.

UP 32054. (Below). Thrall built the second class of 125-ton cars for the Union Pacific in 1970. Each car had a 3,700 cubic-foot capacity. Series is UP 32000-32099 (100 cars). 46'11" IL (interior length) was to become a standard for Thrall high-sided coal gondolas.





UP 32054. (Above). Left side detail. Relatively little difference between this class and the previous class. However, note the wider bolster and lack of reinforcement gussets on the lower part of the side posts. Painted in Pocatello, ID during April 1981. Note the rare use of a "return to" on a coal car.

UP 32054. (Below). Right side detail. This particular car has been lined and a warning is advising that heaters should not be used to thaw coal. Photographed in Laramie, WY during August 1995.

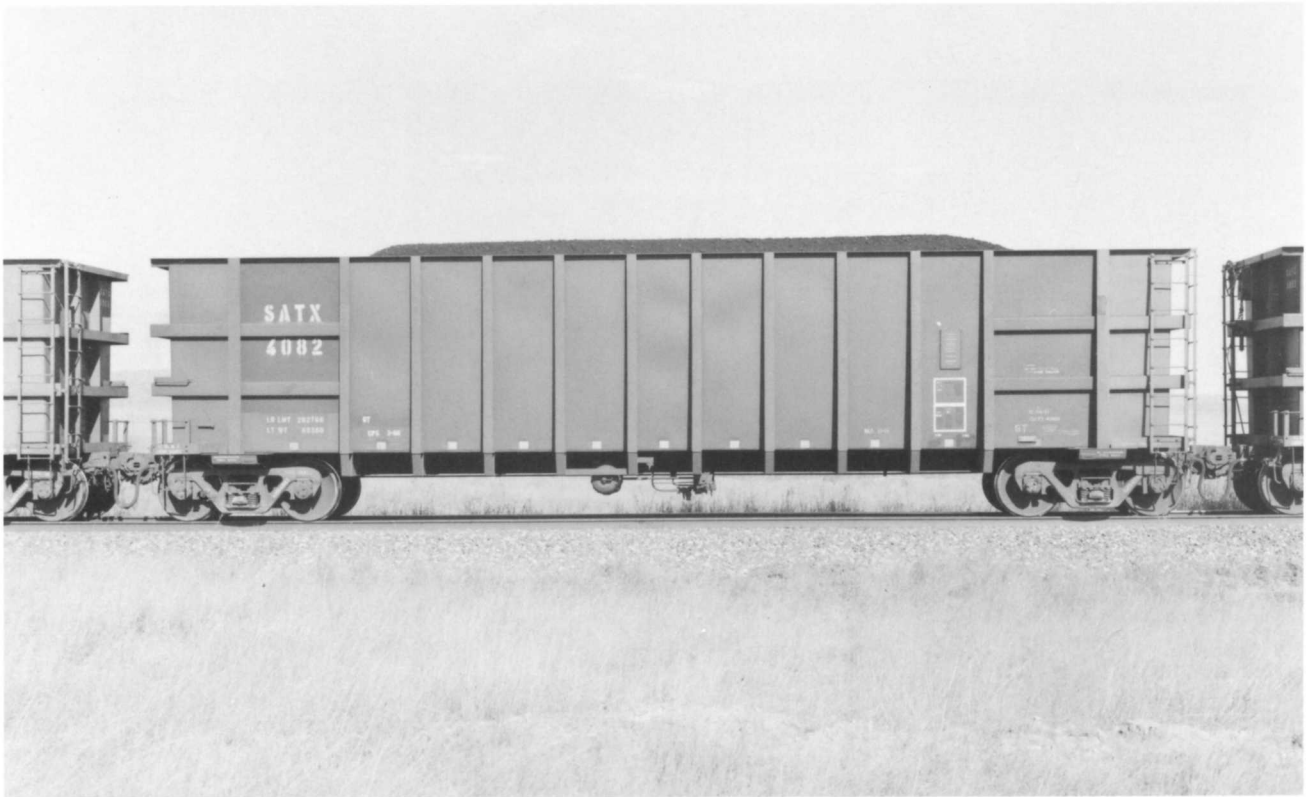




WISX 436. (Above). Thrall built this car in 1974. By this time the pair of horizontal ribs had been eliminated. A new combination design bolster/lift plate/pull loop can be noted. Series is WISX 300-505 (206 cars). WISX = Wisconsin Power and Light Company.

SATX 2095. (Below). Built in November 1976. The standard design now has a capacity 4,000 cubic-feet. The lift plates remains the same, but, this series lacks the pull loops. Series is SATX 2001-2110 (110 cars). SATX = City Public Service Board of San Antonio, Texas.





SATX 4082. (Above). Built in 1976. Series is SATX 4001-4110 (110 cars).

SATX 4082. (Below). Left side detail. Note full height side sheet and all welded design.

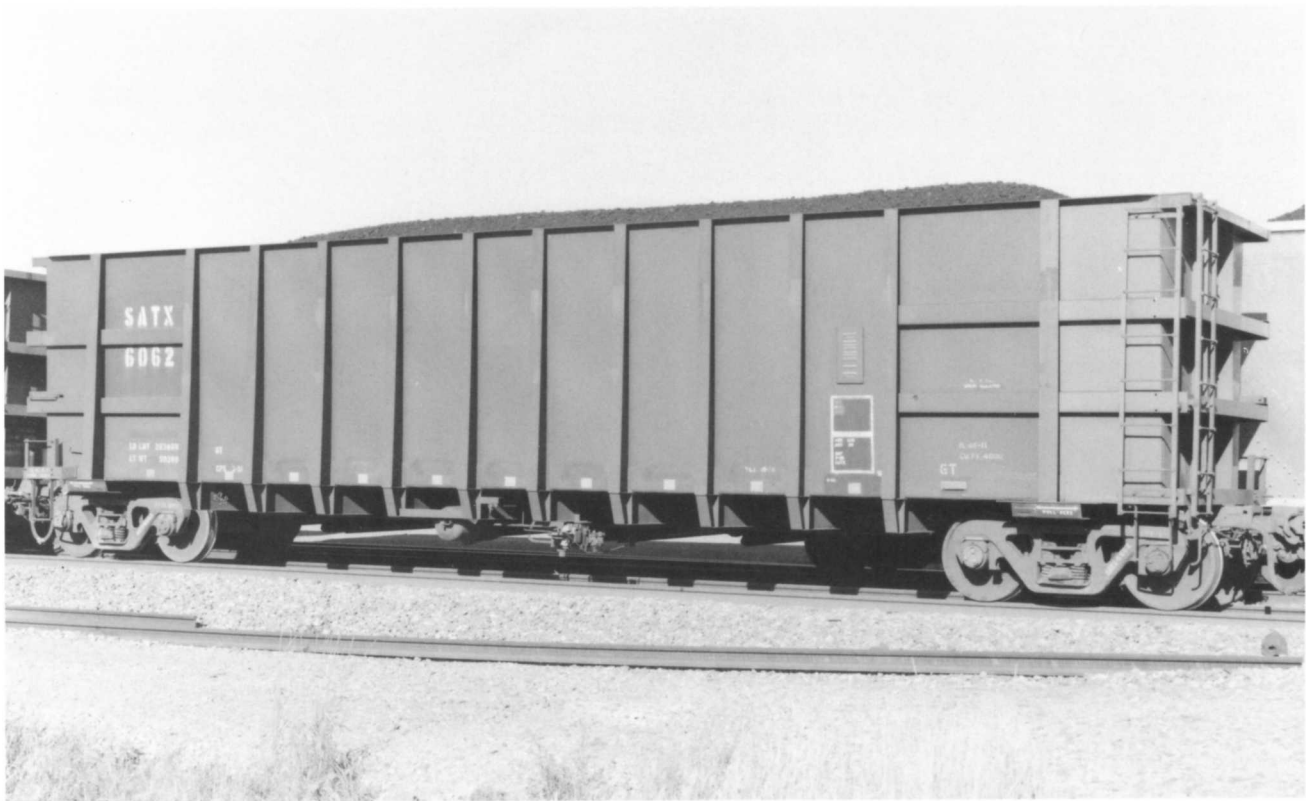




SATX 4082. (Above). Center side detail. Reflectors are a later add on. Photographed in the Powder River Basin of WY during August 1995.

SATX 4082. (Below). Right side detail. Still retains the old ACI plate. IL remains 46'11".

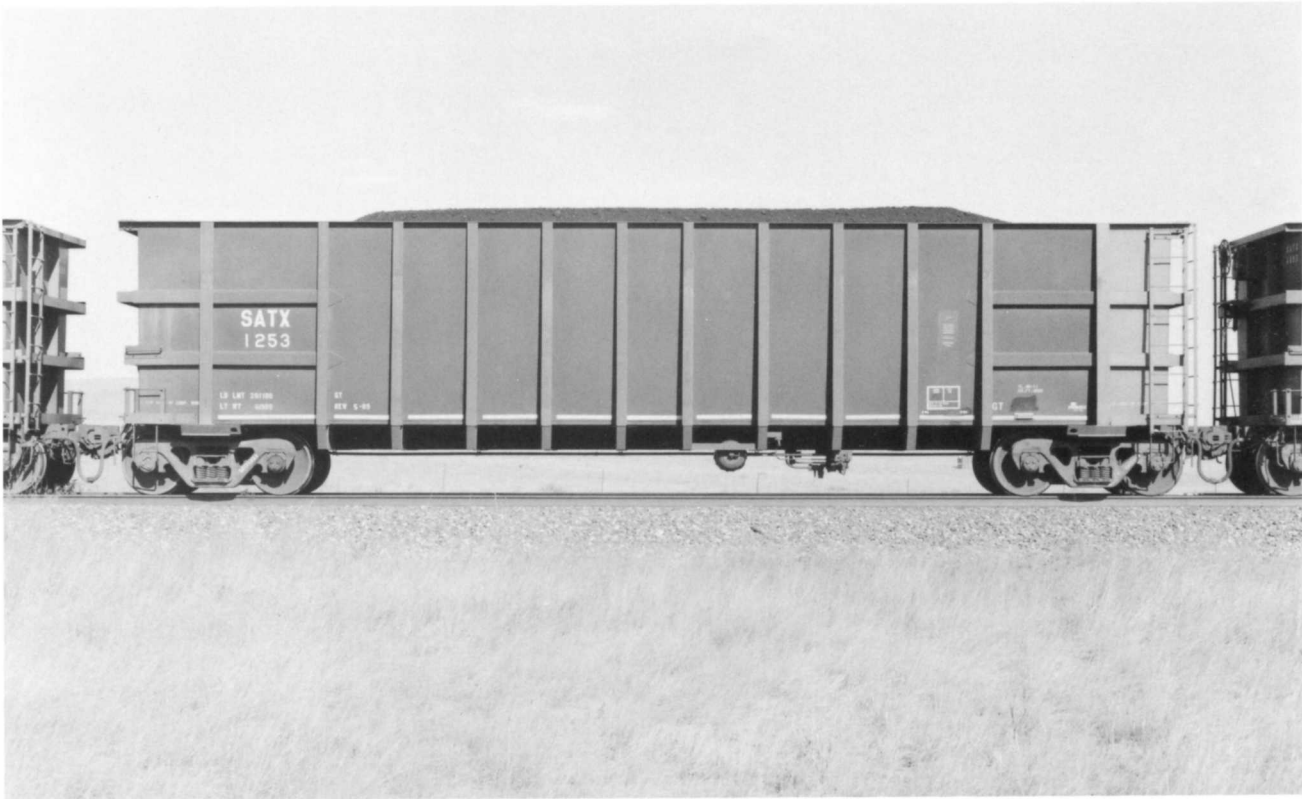




SATX 6062. (Above). Built in October 1976. Thrall delivered seven series of 110 cars each during 1976-77. Photographed at Bill, WY during August 1995.

PLMX 5075. (Below). Thrall built this car in October 1978. Series is PLMX 5000-5119 (120 cars). One car remained on the PLM International fleet in this series when it was photographed in late 1995.

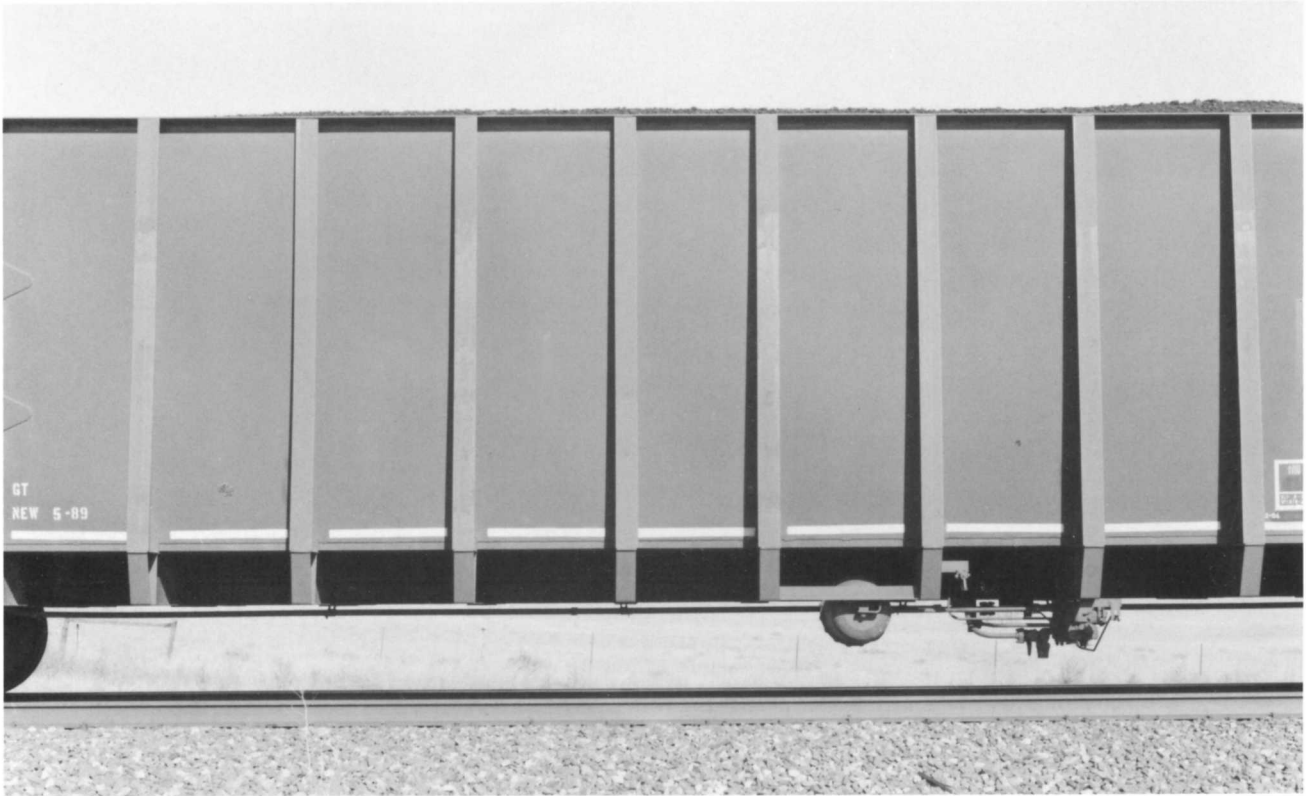




SATX 1253. (Above). Built in 1989, this car still retains the 4,000 cubic-foot capacity, 46'11" IL, and 53'1" coupled length specifications. Thrall built 63 cars, numbered SATX 1237-1299.

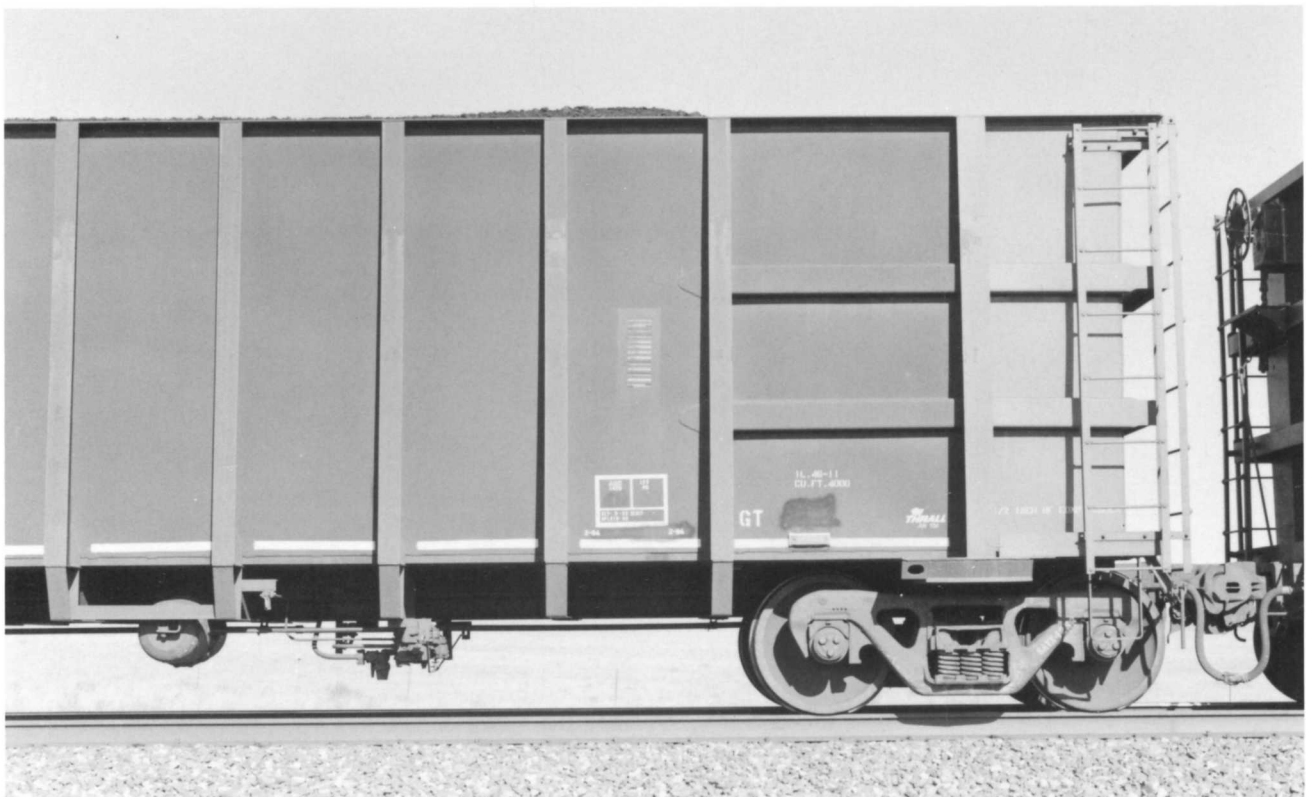
SATX 1253. (Below). Left side detail. Several minor changes include the pointed plate on the end of each horizontal rib and a redesigned bolster/lift plate/pull loop.





SATX 1253. (Above). Center side detail.

SATX 1253. (Below). Right side detail. Though built in 1989 it still got an ACI plate.





SATX 1280. (Above). Another car from the same series. Photographed at Bill, WY during August 1995. With the changing price advantages of aluminum bodies, this would be one of the last steel bodied coal gondolas made.

DEEX 8792. (Below). An aluminum-bodied coal gondola. Built in May 1989. Note the barely visible horizontal groove in the middle of the side sheet - something that would show on Thrall's coal gondolas built through the time of this writing. IL changes to 47'0" and cubic-foot capacity is 4,325. However, these cars still sport a 53'1" frame.





NORX 2106. (Below). Built in November 1989. This aluminum-bodied coal gondola continues the 47'0" IL, 4,325 cubic-foot capacity and 53'1" outside length. Series is NORX 2000-2129 (130 cars). NORX = Northern Indiana Public Service Company based in Hammond IN.

CHTT 640033. (Below). This car was built in December 1990. It still has the 47'0" IL but is a little smaller than the previous 4325's with this one having a 4,200 cubic-foot capacity. The cars were later transferred to Commonwealth Edison Company (CWEX). CHTT = Chicago Heights Terminal Transfer part of the Missouri Pacific / Union Pacific Railroad.

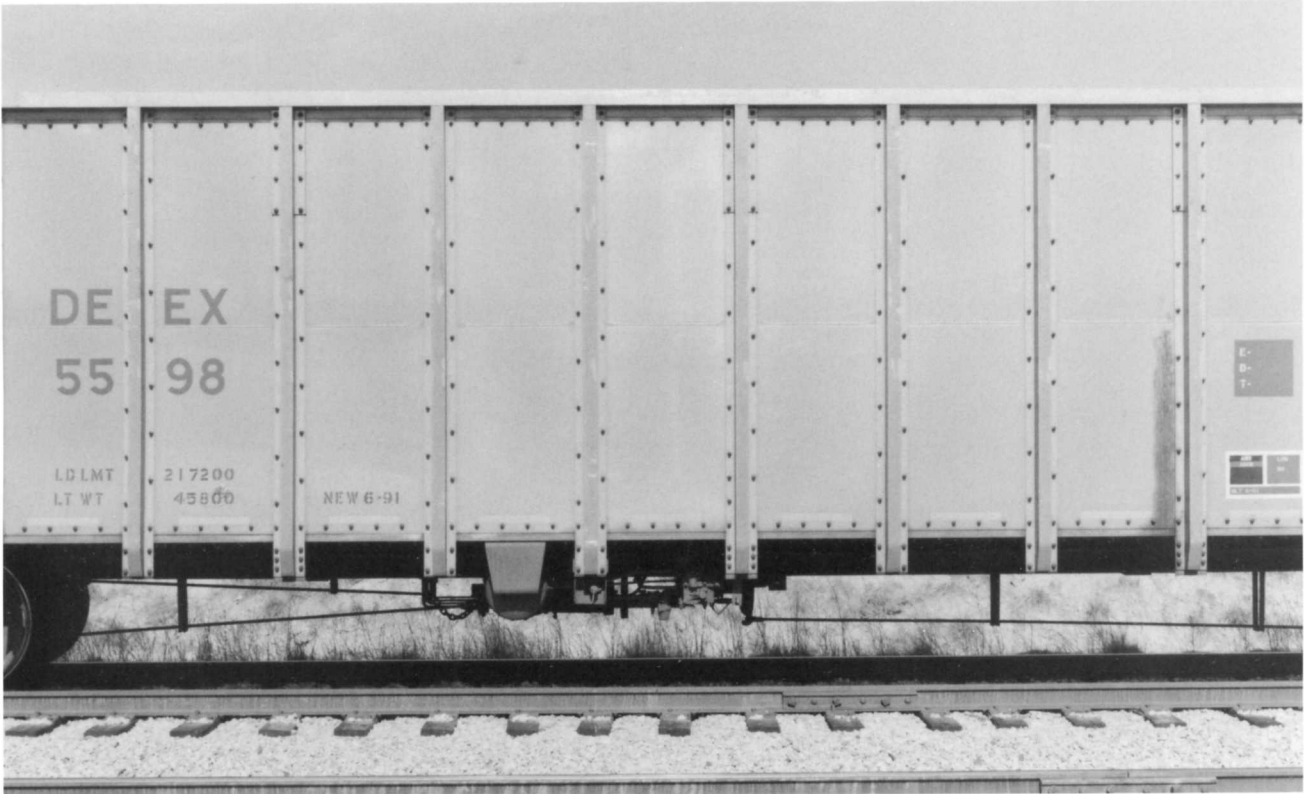




DEEX 4935. (Above). Built in January 1991. Cubic-foot capacity remains 4,325. Photographed in the Powder River Basin of Wyoming during August 1995.

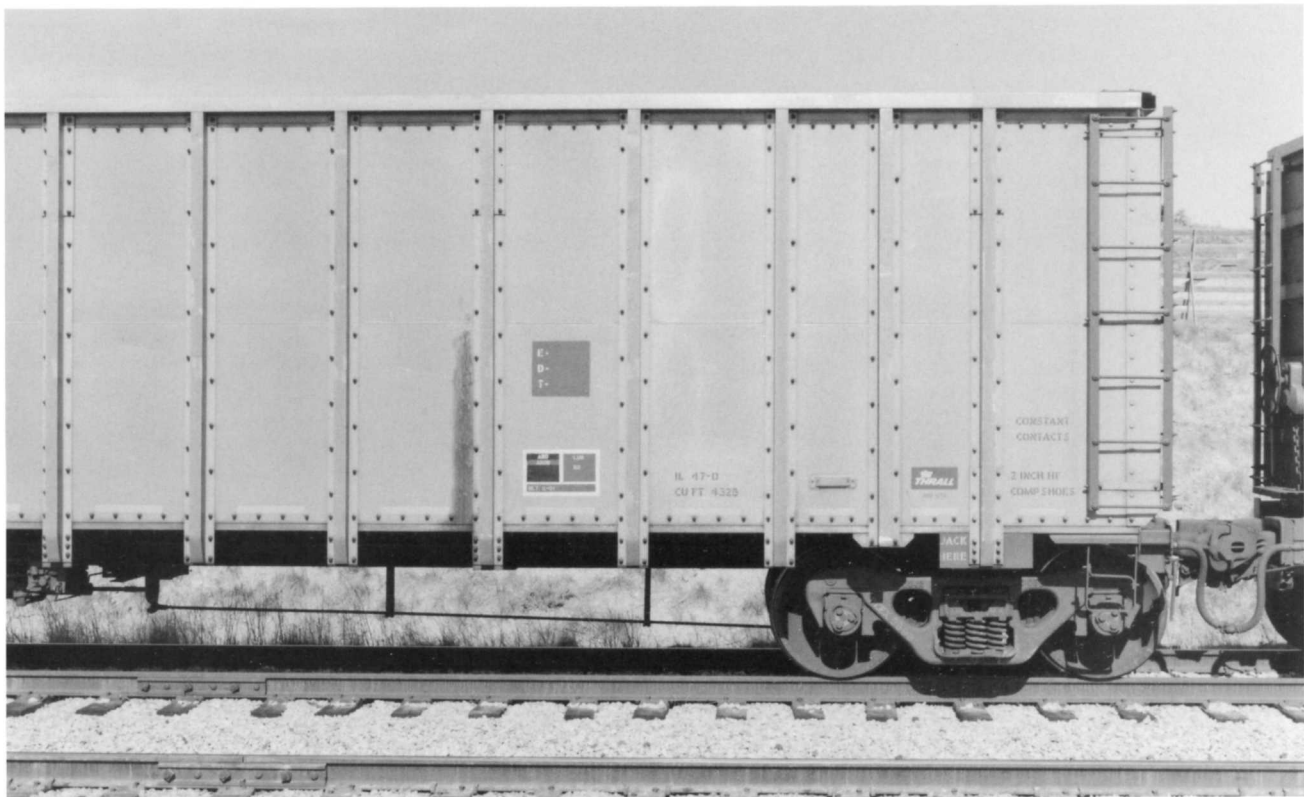
DEEX 5598. (Below). Detail of left side. Note the 217,200 lb load limit. Aluminum-bodied cars are about (depending on design) 14,000 lbs lighter.





DEEX 5598. (Above). Detail of center side. Note the mounting end plate for the air tank.

DEEX 5598. (Below). Detail of right side. Series is DEEX 4594-6000.

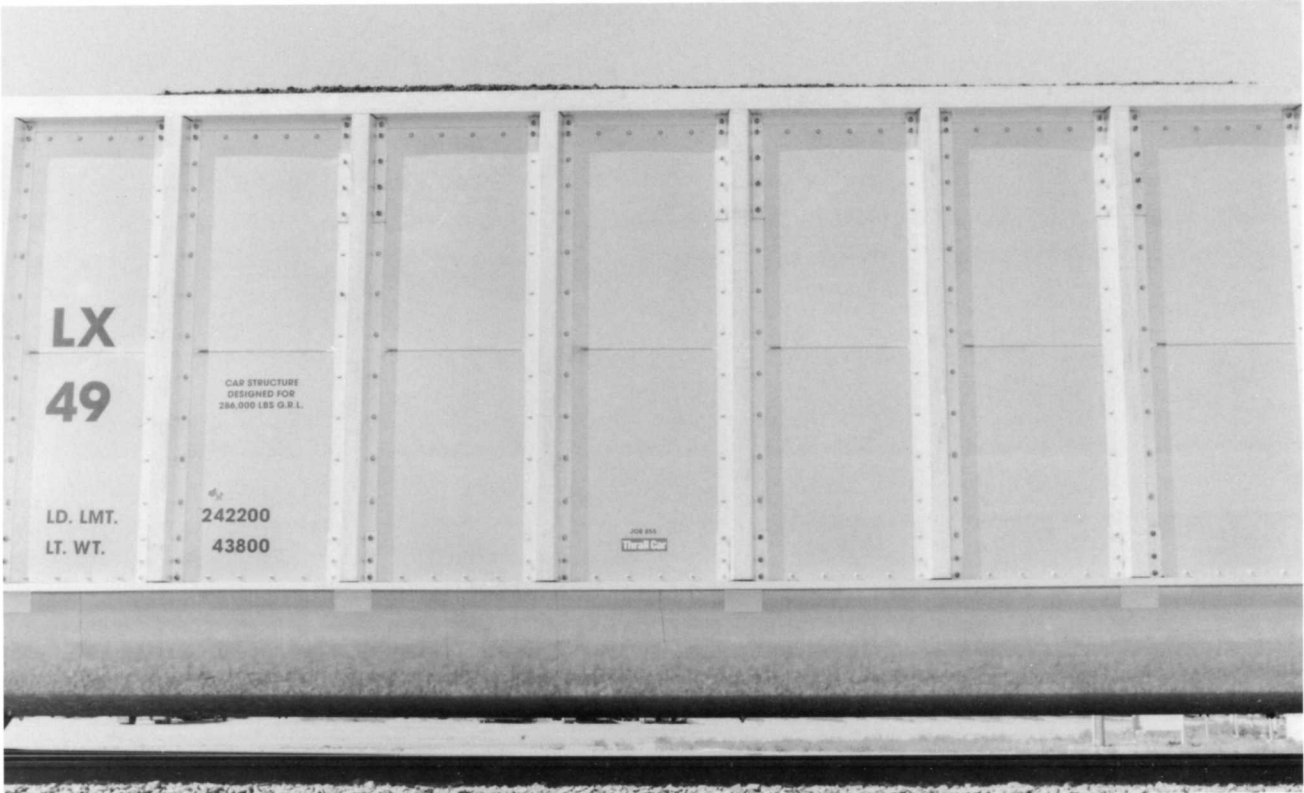




COLX 4649. (Above). Thrall's aluminum-bodied bathtub coal gondola still has that thin horizontal groove along the side. Note the similarity to Johnstown America's bathtub design. Series is COLX 4569-4715 built in 1995. COLX = one of the reporting marks for Wisconsin Power and Light Company. 5

COLX 4649. (Below). Left side detail. The load limit is 242,200 lbs because this car is built to the new 286,000 GRL standard. The Thrall bathtub gondola now has a 47'9" IL but retains the 53'1" frame.





COLX 4649. (Above). Center side detail. The massive rectangular side posts have paired fasteners from top to bottom. Note the three side posts with the interior cross-brace plates (top and bottom).

COLX 4635. (Below). Right side detail.





SATX 9065. (Above). The two photos on this page show the different slope sheet versions. This one has an angle slope sheet. Built in 1992. Capacity is 4,400 cubic-feet.

SATX 10092. (Below). This version has the stepped slope sheet. It yields a 4,530 cubic-foot capacity. Built in 1995.



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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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