

# **Freight Cars Journal N° 85**



**Union Pacific 65-Foot Gondolas  
Structural Metals, Inc.  
Thrall PD 3230 Roster**

**March 2001**

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*Front cover*

UP 98246 was built in September 1966 by Gunderson Brothers (FMC).  
Note the “dropped” end on this 65-foot mill gondola car.

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# Union Pacific 65-foot Gondola Cars Catalog January 2001

by David G. Casdorph

*This paper presents a catalog of 65-foot gondola cars remaining on the Union Pacific revenue freight car roster. The catalog is arranged by sub-categories according to inside height. Each type is numbered from 1 to 31.*

## 3'6"

**01.** 1957 Bethlehem Steel Car. 65'6" IL. 7'9" IW. 220,000 lbs GRL. Two cars remaining from the series, CNW 134050-134092. Capacity 1779 foot<sup>3</sup>. Class G-70-54.

**02.** 1958 Pullman-Standard. 65'6" IL. 7'9" IW. 220,000 lbs GRL. Only five remain from this series of 200 cars. Series, CNW 95000-95199. Capacity 1777 foot<sup>3</sup>. Class G-70-47. **Photos:** [CNW 95052 p. 193](#) [CBC 21](#).

**03.** 1965 Bethlehem Steel Car. 65'6" IL 7'9" IW. 220,000 lbs GRL. Eight cars remaining from the series, DRGW 30150-30169. Capacity 1777 foot<sup>3</sup>. Class G-70-4. **Photo:** [DRGW 30164 p. 70](#) [RGCGFPE](#).

**04.** 1966 Gunderson Brothers Engineering (FMC). 65'6" IL. 7'9" IW. 220,000 lbs GRL. 23 cars remaining from the series, UP 98150-98249. Capacity 1781 foot<sup>3</sup>. Class G-70-12.

**05.** 1967 Bethlehem Steel Car. 65'6" IL. 9'0" IW. Plate C. 220,000 lbs GRL. 10 cars remaining from the series, DRGW 30170-30219. Capacity 2063 foot<sup>3</sup>. Class G-70-5. **Photo:** [DRGW 30212 p. 71](#) [RGCGFPE](#).

**06.** 1968 Darby Car. 65'6" IL 9'0" IW. 220,000 lbs GRL. Six cars remaining from the series, DRGW 30220-30244. Capacity 2060 foot<sup>3</sup>. Class G-70-6. **Photo:** DRGW 30241 p. 70 [RGCGFPE](#) .

**07.** 1970 Fruehauf. 65'6" IL. 9'4" IW. Plate C. 263,000 lbs GRL. One car remaining from the series, UP 98350-98449. Capacity 2139 foot<sup>3</sup>. Class G-90-10.

### **4'6"**

**08.** 1974 Thrall Car. 65'6" IL. 8'6" IW. 263,000 lbs GRL. 49 cars remaining from the series, SP 340525-340624. Capacity 2795 foot<sup>3</sup>. Class G-100-22.

### **4'11"**

**09.** 1966 Magor. 64'9" IL. 9'0" IW. 220,000 lbs GRL. Four cars remaining from the series, CNW 88400-88424. Capacity 2920 foot<sup>3</sup>. Class G-70-39.

**10.** 1966 Magor. 64'9" IL 9'0" IW. 263,000 lbs GRL. 35 cars remaining from the series, CNW 745000-745045. Capacity 2900 foot<sup>3</sup>. Class G-100-82. *These are former ROCK 503450-503499 (originally RI 3450-3499).* **Photo:** CNW 745031 p. 47 [MRG 29:5](#).

**11.** 1966 Magor. 65'6" IL. 9'0" IW. 263,000 lbs GRL. One car remaining from the series, MP 683000-683049. Capacity 2917 foot<sup>3</sup>. Class G-100-31.

### **5'0"**

**12.** 1967-68 Thrall Car. 65'6" IL. 9'0" IW. 263,000 lbs GRL. 35 cars remaining from the series, CNW 372000-372039. Capacity 2947 foot<sup>3</sup>. *Former MKT 43750-43824 series.*

**13.** 1968 Thrall Car. 65'6" IL. 9'0" IW. 220,000 lbs GRL. Six cars remaining from the series, CNW 132600-132799 (class G-70-53) and 13 cars remaining from the series, DRGW 30800-30824 (class G-70-7). Capacity 2950 foot<sup>3</sup>. **Photo: DRGW 30818 p. 71 [RGCGFPE](#) .**

**14.** 1968 Thrall Car (UP Rebuilt). 65'6" IL. 9'0" IW. 263,000 lbs GRL. 184 cars remaining from the series, CNW 137200-137395. Capacity 2950 foot<sup>3</sup>. Class G-100-86. *These were rebuilt from the 220,000 lbs GRL CNW 132600-132799 series to 263,000 lbs GRL in 1997-98.* **Photo: CNW 137331 p. 47 [MRG 29:5](#).**

### **5'1"**

**15.** 1966 Magor. 65'2" IL. 9'0" IW. 263,000 lbs GRL. One car remaining from the series, MP 655000-655049. Class G-100-32.

**16.** 1967 Magor. 65'6" IL. 9'0" IW. 220,000 lbs GRL. 15 cars remaining from the series, CNW 132400-132599 and CNW 133001-133050. Capacity 3015 foot<sup>3</sup>. Class G-70-52.

**17.** 1967 Magor (UP Rebuilt). 65'6" IL 9'0" IW. 263,000 lbs GRL. 160 cars remaining from the series, CNW 137000-137160. Capacity 3015 foot<sup>3</sup>. Class G-100-85. *These were rebuilt from the 220,000 lbs GRL CNW 132400-132599 series to 263,000 lbs GRL beginning in 1998.*

**18.** 1969 Magor (Fruehauf). 65'6" IL 9'1" IW. 263,000 lbs GRL. 28 cars remaining from the series, UP 98250-98349. Capacity 3272 foot<sup>3</sup>. Class G-90-4.

<b>CUBIC FOOT CAPACITY CORRELATION</b>			
<i>IH</i>	<i>IW</i>	<i>Low Cu. Ft.</i>	<i>High Cu. Ft.</i>
03-06	07-09	1777	1781
03-06	09-00	2060	2063
03-06	09-04	2139	
04-06	08-06	2795	
04-11	09-00	2900	2920
05-00	09-00	2947	2950
05-01	09-00	3015	
05-06	09-00	3224	3252

## 5'3"

**19.** 1973 Thrall Car. 65'6" IL 9'0" IW. 263,000 lbs GRL. 16 cars remaining from the series, SP 340500-340524. Capacity 3110 foot<sup>3</sup>. Class G-100-21.

**20.** 1975-76 Thrall Car. 65'6" IL 9'0" IW. 263,000 lbs GRL. 228 cars remaining from the series, MP 650500-650899. Capacity 3110 foot<sup>3</sup>. Class G-100-41. *This series is equipped with wood floors. They are otherwise essentially identical to the steel-floored MP 650000-650499 series.* Photo: MP 650576 p. 49 [MRG 29:5](#) and MP 650660 p 49 [MRG 29:5](#).

## 5'6"

**21.** 1972 Greenville Steel Car. 65'2" IL. 9'0" IW. 263,000 lbs GRL. 20 cars remaining from the series, MP 654900-654999 (8 cars) and MP 652500-652511 (12 cars). Capacity 3224 foot<sup>3</sup>. Class G-100-39. *Originally CEI 654900-654999.* Photo: MP 654938 p. 48 [MRG 29:5](#).

**22.** 1968 Despatch Shops. 65'6" IL. 9'0" IW. 263,000 lbs GRL. 74 cars remaining from the series, CNW 375000-375073. Capacity 3243 foot<sup>3</sup>. Class G-100-68. *Former P&LE 17500-17599 series. Acquired in 1995. Equipped with 8' high wood faced fixed ends.* Photo: CNW 375069 p. 47 [MRG 29:5](#).

**23.** 1972 Greenville Steel Car. 65'6" IL. 9'0" IW. 263,000 lbs GRL. One car remaining from the series, MP 655050-655149. Capacity 3242 foot<sup>3</sup>. Class G-100-38. *Originally CEI 655050-655149.*

**24.** 1974-75 Thrall Car. 65'6" IL. 9'0" IW. 263,000 lbs

GRL. 352 cars remaining from the series, MP 650000-650499 (class G-100-40) and MP 652000-652077 (includes both G-100-40, and -41 class renumberings). Capacity 3242 foot<sup>3</sup>. *This series is equipped with steel floors. They are otherwise essentially identical to the wood-floored MP 650500-650899 series.* **Photos:** [MP 650004 p. 15 FCJ 25](#), [MP 650015 p. 48 MRG 29:5](#), [MP 650216 p. 48 MRG 29:5](#), and [MP 650377 p. 48 MRG 29:5](#).

**25.** 1979-80 Greenville Steel Car. 65'6" IL. 9'0" IW. 263,000 lbs GRL. 315 cars remaining from the series, MP 650900-651399 (class G-100-49); 148 cars remaining from the series, CNW 128000-128149 (class G-100-68); and 78 cars remaining from the series, SP 340625-340724 (class G-100-35). Capacity 3242 foot<sup>3</sup>. **Photos:** [CNW 128102 p. 47 MRG 29:5](#), [MP 650999 p. 49 MRG 29:5](#), [MP 651078 p. 49 MRG 29:5](#), and [SP 340655 p. 39 IMFCNA](#).

**26.** 1996 Thrall Car. 65'6" IL. 9'0" IW. 263,000 lbs GRL. 200 cars remaining from the series, SP 365001-365200. Capacity 3242 foot<sup>3</sup>. Class G-100-37. **Photo:** [SP 365085 p. 49 MRG 29:5](#).

**27.** 1977 Greenville Steel Car. 65'7" IL. 9'2" IW. 263,000 lbs GRL. 22 cars remaining from the series, DRGW 31000-31024. Capacity 3306 foot<sup>3</sup>. Class G-100-1. **Photos:** [DRGW 31016 p. 48 MRG 29:5](#) and [DRGW 31010 p. 70 RGCGFPE](#).

**28.** 1970 Maxson. 65'8" IL. 9'0" IW. 263,000 lbs GRL. 10 cars remaining from the series CNW 370000-370009. Capacity 3252 foot<sup>3</sup>. Class G-100-77. *These are from the WP 9051-9065 series.*



**29.** 1968 unknown builder (and origin). 65'9" IL. 9'0" IW. 12 cars remaining from the series, CNW 370135-370146. Capacity 3242 foot<sup>3</sup>.

**30.** 1999 Thrall. 66'0" IL. 9'0" IW. 286,000 lbs GRL. 105 cars remaining from the series, CHTT 286875-286979. Capacity 3267 foot<sup>3</sup>. Class G-110-L05 (leased).

**31.** 1970-71 Greenville Steel Car. 66'0" IL. 9'0" IW. 263,000 lbs GRL. 35 cars remaining from the series, CNW 370100-370134. Capacity 3290 foot<sup>3</sup>. Class G-100-78. *Former EJE 90700-90899 series. Acquired 1994-95.*

PhotoSources:

**CBC:** Car Builders' Cyclopedia. Simmons-Boardman Publishing Corporation. New York, NY.

**FCJ:** *Freight Cars Journal*.

**IMFCNA:** *Illustrated Modern Freight Cars of North America* by James W. Kerr. DPA-LTA Enterprises Inc: Alburg, VT. 1982.

**MRG:** *Model Railroading*.

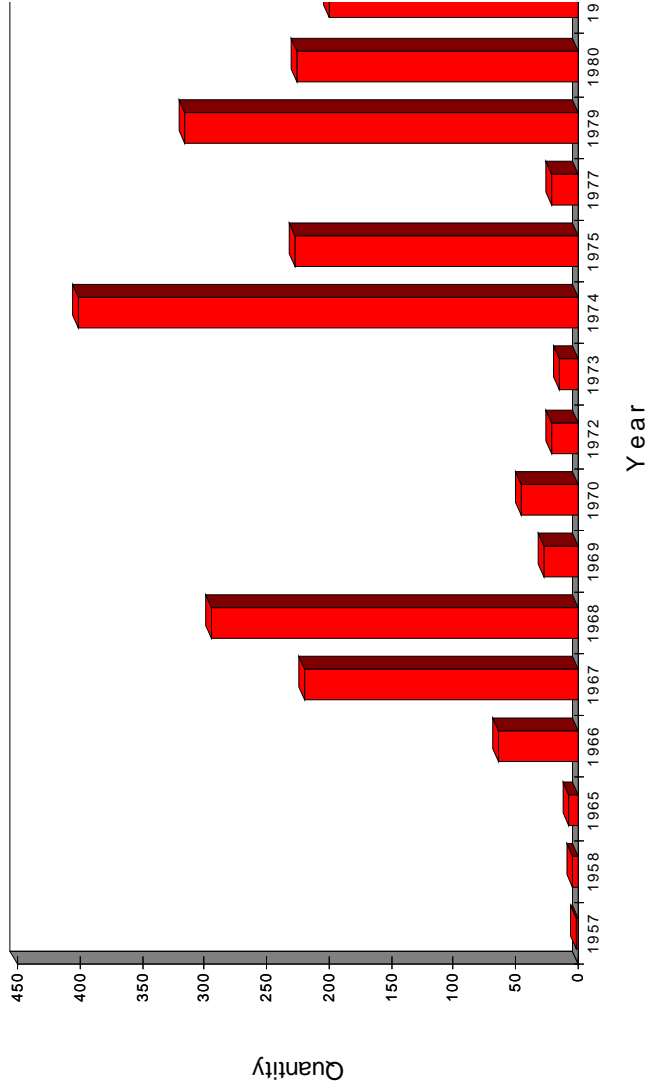
**RGCGFPE:** *Rio Grande Color Guide to Freight and Passenger Equipment* by Jim Eager. Morning Sun Books: Edison, NJ. 1996.

Total 65-Foot Gondola Cars:  
**2,202**

**Union Pacific's  
65-Foot Gondola Fleet  
Composition by Builder**

<i>Builder</i>	<i>%</i>
Thrall Car	54%
Greenville Steel Car	28%
Magor	11%
Despatch Shops	3%
Gunderson Brothers	1%
Bethlehem Steel Car	<1%
Maxson	<1%
Darby Car	<1%
Pullman-Standard	<1%
Fruehauf	<1%
Unknown	<1%

# 65-Foot Gondola Fleet Age Distribution



**Ectomorphological Character States  
of U.P. 65-Foot Gondola Cars 2001**

<i>Character</i>	<i>Plesiomorphic</i>	<i>Apomorphic</i>
Interior Height	3'6"	5'6"
Interior Width	7'9"	9'0"
End Type	Drop	Fixed
End Design	Double taper corrugations	Straight beveled corrugations
side Sill Drop	Deep	Shallow or straight
Trucks	70-ton	110-ton
Capacity	1777	3267
Construction	Riveted	Welded
Side Stakes	More	Fewer

*Freight Car Fleet Profile:*  
**Structural Metals, Inc.**

by David G. Casdorff

Structural Metals, Inc. (reporting marks, SMIX) is a private company located in Seguin, Texas. The current freight car fleet totals 346 cars (January 2001), most of which are used for transporting scrap metals. The following is a list of the freight car series operated under the SMIX reporting marks.

**SMIX 1001-1006.** These are 65'6" inside length 5'0" inside height mill gondola cars. As of January 2001 there were five cars (specific numbers 1001-1004 and 1006). Each car has a 263,000 lb gross rail loading. The ORER is showing a 2947 cubic foot capacity.

**SMIX 1008-1056.** This general series is made up of forty-nine 100-ton former coal gondola cars. Two sizes are shown in the ORER; a 46'11" inside length 9'2" inside height and a 47'1" inside length 8'8" inside height.

**SMIX 1122** is a 52'6" inside length 3'10" inside height mill gondola car. It has a 263,000 lb gross rail loading and the ORER shows a 1995 cubic foot capacity.

**SMIX 2001-2016.** These are AAR car type code C312 covered hopper cars (gravity-pneumatic outlets). The *Official Railway Equipment Register* is showing these as having a 100-ton 3920 cubic foot capacity. Fourteen cars are remaining in this series.

**SMIX 2019-2038.** These are gravity-outletted covered hopper cars (AAR car type code C112). The ORER

shows these as having a 100-ton 3500 cubic foot capacity. There are 20 cars being operated in this series.

**SMIX 2039** is a 100-ton 3000 cubic foot capacity gravity outleted covered hopper car.

**SMIX 2040-2041** are 100-ton 4600 cubic foot capacity gravity outleted covered hopper cars.

**SMIX 2045** is a 100-ton 4500 cubic foot capacity gravity outleted covered hopper car.

**SMIX 3000-3040.** This is a series of former coal gondola cars. Thirty-eight cars have a 100-ton capacity, 46'11" inside length, and 9'2" inside height. Three cars, SMIX 3033-3035, have a 100-ton capacity, 46'10" inside length, and 11'4" inside height. all of the cars have a 53'1" outside length.

**SMIX 4000-4032.** There are 33 of these former coal gondolas remaining on the rosters. Inside length is 46'11". Inside height is 9'2". These were acquired used. Original source is the OGEX 581-1022 series coal gondolas built March through May 1979 by Thrall Car. Livery is black carbody with white data and orange rotary coupler end.

**SMIX 6000-6009.** This series of ten 66'0" inside length mill gondola cars were acquired new from the builder. These were built April 1998 by Thrall (Job 450). Stencilled capacity is 110-ton 3564 cubic foot. The cars are black with white lettering and no logos.

**SMIX 6500-6599.** This appears to be a series of gondola cars identical (or nearly identical) to the SMIX 6000-

6009 (all dimensions are shown the ORER as the same for both series).

**SMIX 9000-9039.** This is a series of 50'6" inside length 12'11" inside height Plate F gondola cars. These were acquired used by Structural Metals. The cars are rebuilt former Railbox box cars (built in 1972 and 1975). Thrall rebuilt these during July through October 1992 (Job 705). The doors were removed, door opening filled, and the roof was removed from each car. These are the same group as DRLX 50000-50099 and NRLX 500000-500059. Livery is green with white data. These are used for hauling low density scrap metals. **Two images of SMIX 9033 appear in [GON 2001](#).**

**SMIX 9500-9529.** These are former Santa Fe GA-202 wood chip gondola cars. They were originally built in 1979 by Pacific Car & Foundry. Inside length is 60'9". Inside height is 11'10". Plate F. There are 26 cars remaining in this series. These are used for hauling low density scrap metals. **Five images of SMIX 9506 appear in [GON 2001](#).**

**[GON 2001](#).** *Gondolas 2001*. Society of Freight Car Historians: Monrovia, CA. 2001. CD-ROM.

# Thrall PD 3230 Roster

February 2001

by David G. Casdorff

The following table lists the *known* 3230 cubic foot capacity pressure differential covered hoppers as of February, 2001. A photo of NAHX 320129 appears on page 8 of *Freight Cars Journal* N° 79. This list totals 1,125 cars. As with any contemporary roster additional month build dates are possible and should be expected.

Thrall PD 3230 Roster					
<i>INIT</i>	<i>Number</i>	<i>Series</i>	<i>Qty</i>	<i>Dates</i>	<i>Job</i>
CEFX	95000	95299	300	4-99	498
CEFX	95328	95519	192	9=10-00	567
CEFX	95520	95719	200	1=2-01	580
CRDX	3015	3039	25	1=2-99	502
NAHX	320000	320199	200	5=6-97	975
NAHX	320200	320299	100	9-97	975
NAHX	320300	320399	100	1-99	487
TCMX	95320	95327	8	9-00	567