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Contemporary Cement Cars
(And related covered hoppers)

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This issue features covered hoppers used for cement and similar density materials. It includes contemporary cars that are either 70-ton circa 2000 cubic-foot (cf) or 100-ton circa 3000 cubic-foot (with a few exceptions). The cover shows a Trinity 2980 design built for General Electric Railcar Service Corporation (GERSCO) in February 1994.

MCDX 1005 (above) is part of a series of fifty 70-ton three-bay covered hoppers being operated by Grupo Cementos Mexicanos (MCDX is a reporting mark of Sunbelt Cement). Number series, MCDX 1000-1049. Built in 1958. This car has a stencilled cubic-foot capacity of 2,927. Outside length, 49'11".

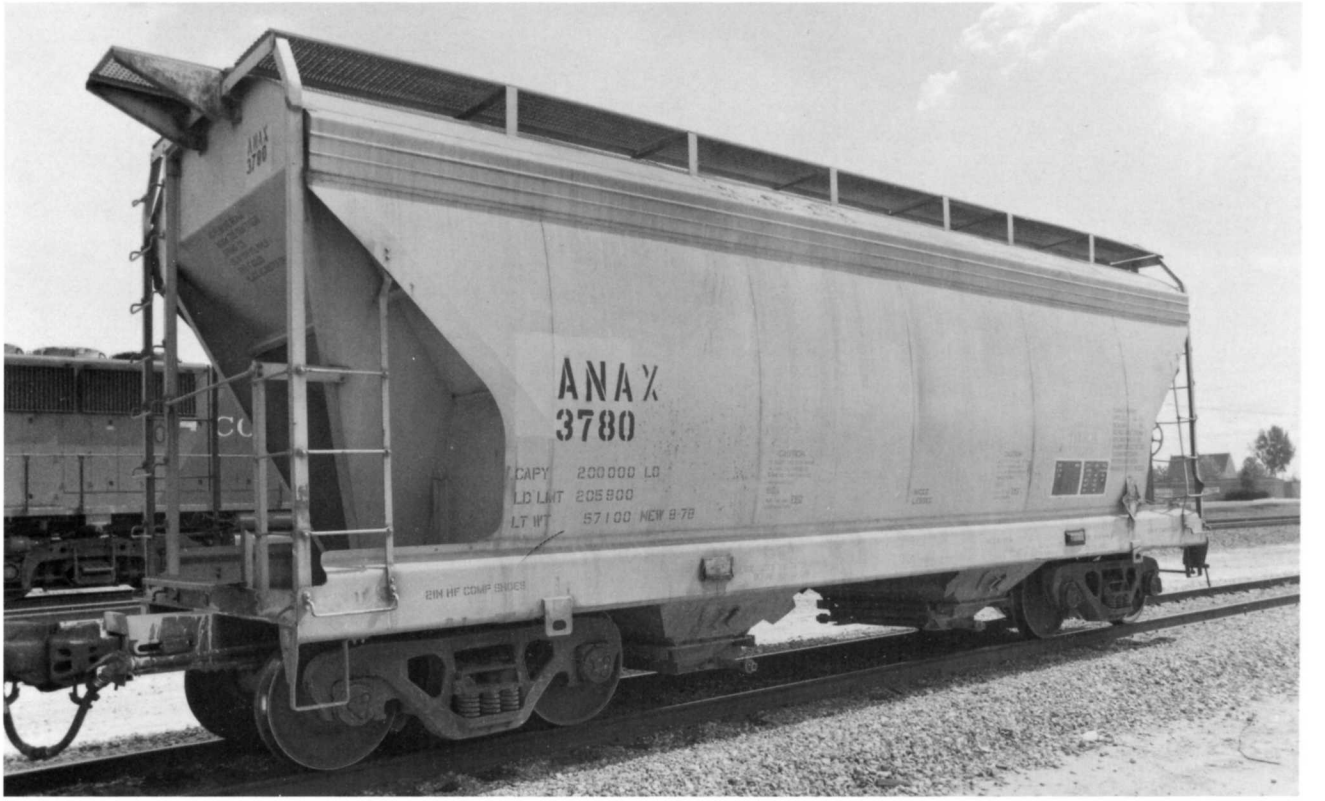
ENDX 30635 (below) was built in October 1963. Stencilled capacity is 2,012 cubic-foot. Series, ENDX 30700-30899. ENDX is a reporting mark of Ferroquadrum, S.A. De C.V. (Mexico). Thankfully some of the Mexican operators and a few private local companies have kept some of the older 70-ton cement cars in service.

MELX 400669 (above). A former Southern Pacific car from the SP 400600-400749 series. Capacity, 1,958 cubic-foot. Outside length 47'1". A number of these are still operating in the mid-Nineties under the MELX reporting marks (Sunbelt Cement Inc).

RMIX 312 (below). Built in April 1959 and rebuilt by the OL&B in February 1984. This car has a 2,003 cubic-foot capacity. Equipped with 70-ton trucks. Series, RMIX 304-323 (20 cars). These can still be seen operating in Lincoln NE.

ACF 2970 cf design (above). HPJX 706059 is a former Missouri Pacific car. Originally from the TP 706000-706099 series. Built in March 1967 at Milton. Outside length, 39'8". Equipped with four 30" hatches and gravity outlets. HPJX is a reporting mark of HELM-Pacific Leasing.

ACF 2980 cf design (below). MP 705590 was built in August 1981. Paint at the UP DeSoto Shops in July 1986. Series, MP 705500-705999 (500 cars). Outside length, 41'11". Equipped with four 30" hatches and gravity outlets.



ACF 2980 cf design (above). ANAX 3780 was originally built as part of the IMCX 6500-6539 series in August 1978. Shown here as part of the series, ANAX 3700-3882 which includes several other designs of nearly the same size. ANAX is a reporting mark for EXCEL Railcar Corporation (Naperville IL).

CRDX 3000 cf shortened ACF design (below). MKT 6673. Series, MKT 6664-6693 (30 cars). Originally built as a grain car and cut-down by Chicago Freight Car in June 1986 to this 3,000 cubic-foot capacity car. Photographed in Laramie WY during 1995.

ACF 2980 cf design (above). MKT 474 is part of the series, MKT 400-499. This car was built 11-79 at Milton. Livery is green & yellow. Outside length, 41'11". Photographed in Laramie WY during 1995.

ACF 2970 cf PD design (below). NAHX 90402 is part of the series NAHX 90400-90409 (10 cars) that were originally built as part of BSMX 1-20. The cars became NAHX in 1974. The series was built in May 1970. These are pressure differential cars. This one is leased to Corning Glass. Load limit is 166,000 lbs (70-ton trucks).

ACF 3300 cf design (above). SOU 91967 was built in 1976 as part of the SOU 91800-92099 series (300 cars). The 3300 cf design was a longer version of the 2980 cf design. These are primarily used for phosphate service. Outside length, 44'0". Painted here in the NS "Southern" scheme in October 1987.

PS 2950 cf design (below). A rare look at Pullman-Standard's slightly smaller-cube 2950 design. Note the riveted hopper lines. Though there are some minor differences it's pretty much like the standard PS 3000 design. This car was built in 1977 as part of the MP 706500-706799. Outside length, 40'5". Equipped with four 30" hatches.

PS 3000 cf design (above). Southern 92344 was built in January 1981 as part of the series 92100-92399 (300 cars). Outside length, 41'11". The standard PS 3000 design has eleven side stakes, clerestory roof, and a straight side sill.

PS 3000 cf design (below). CR 883789 was built in 1977 as part of the CR 883600-883999 series. Outside length 41'11". This one has three narrow roof walk supports in the middle and lacks the double wide one. Also, the jacking pad differs from both the Southern and SCL cars shown in this work.

PS 3000 cf design (above). SCL 203563 is part of the SCL 203500-series built for cement and phosphate service. This car was built in August 1981 at Bessemer AL.

Greenville 2917 cf design (below). ANAX was built in September 1979 for North American Car Corporation. Original series NAHX 36207-36256 (50 cars). Outside length, 49'11". This Greenville design has eleven stakes, peaked roof, and a straight side sill. This car belongs to the ANAX 3700-series which includes several other designs.

Greenville 2700 cf design (above). ATSF 350177 is pretty much the same design as the ANAX/NAHX 2917 cf car on the previous page. Both cars have almost the same features. Note that on this car the top end of the hopper falls just inside the ladder. On the ANAX car the top hopper ends go past the inner ladder stile. Outside length is 41'11".

Portec 3000 cf design (below). OKCX 001 was built in March 1980 by MFC CLIL (Midwest Freight Car, a part of Portec at the time). A very different design car with tall vertical hopper end sheets, short side ladders, massive jacking pads etc. There were 20 built for the OKCX 1-20 series. OKCX is a reporting mark of Lone Star Industries, Inc. Outside length, 44'5".

CNCF 3000 cf design (above). NdeM 122218 was built in 1986 as part of the NdeM 122000-122299 series. Though it looks a little like the PS design with the clerestory roof there are a number of differences including only ten ribs and a much different end platform arrangement.

Bethlehem Steel 3000 cf design (below). NW 182759 was built in 1988 as part of the NW 182500-182999 series. A very heavy looking top chord distinguish the Bethlehem Steel designs. There are also only nine side stakes.

Bethlehem Steel 3000 cf design (above). WC 84256 was built as part of the WC 84000-84249 series (250 cars). Outside length on the Bethlehem Steel design is 41'11"

Trinity 2980 cf design (below). WC 84998 was built in 1995 as part of the WC 84600-85099 series. Trinity's design at this point uses the clerestory roof, ten side stakes, and a dropped side sill (to the end platforms). Note the roof walk support arrangement continues from the PS line. There are five on most of the Trinity cars. Outside length is 41'11".

CEMX 1107 (above). Not originally built as cement car - this three bay hopper was originally built for grain service. This is a PS 4427 design that is being used for cement service.

Union Tank 207A40W design (below). CTSX 1001 was built in June 1969 by Union Tank Car. An interesting variation combining elements of a tank car and a covered hopper car. The pressure systems has a capacity of 40 lbs. CTSX is a reporting mark of CTS Cement Manufacturing Inc (part of Chem Comp Systems Inc).

Union Tank 207A40W design (above). The one and only RMIX 200. Built in April 1971. Cubic-foot capacity on this is 3,000. RMIX is a reporting mark for Ready Mixed Concrete Co.

GATX 207A60W. design (below). BDNX 306 is part of the series, BDNX 300-319. Outside length, 41'3". Operating pressure is stated at 20 psi. BDNX is Baroid Drilling Fluids Inc. Rated cubic-foot capacity is 2,800.

GATX 207A60W design (above). BN 495025 is essentially the same type of car as the Baroid car. This one is rated at 2,800 cubic-foot, too. Series, BN 495000-495049 (CB&Q 84950-84999). Outside length, 41'3".

PLC 3148 cf rebuilt design (below). PLCX 111 was originally built in 1967 as a three-bay grain hopper. It was converted, "shortened," in 1985 by Pullman Leasing's shops into this two-bay 3,148 cubic-foot capacity car. Outside length, 42'3". Pullman converted over 1300 of these for their leasing company.

Portec 3200 cf FG design (above). TXIX 1136 was built in April 1982 as part of the TXIX 1101-1142 series by Portec's GRO WGA (Winder GA). The car uses a fluidized-gravity system for unloading. TXIX is a reporting mark for Texas Industries.

NACC 2785 cf PD design (below). RUSX 94298 was built in December 1980 by North American Car Corporation. Series is RUSX 94280-94319 (40 cars). Originally NAHX 94280-94319. Outside length, 49'0". This car uses the pressure differential system for unloading. Seen here outside a cement plant near Victorville CA.