

# Freight Cars Journal N° 88



Modern Cement Hoppers - Part 2  
September 2002

**Freight Cars Journal**  
**Number 88 September 2002**

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*Front cover*

OKCX 009 is an example of a Midwest Freight Car product from 1980.

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# Modern Cement Hoppers

## Part 2

by David G. Casdorph

**ICG 775000-775054.** Quantity 55 cars. Stencilled capacity 2980 cubic feet. Built 05/1977 ACF (Huntington).

**IMCX 11600-11684.** Quantity 85 cars. Stencilled capacity 3000 cubic feet. Built 04/1981 Midwest Freight Car (Clinton).

**IMRL 9200-9299.** Quantity 100 cars. Stencilled capacity 3250 cubic feet. Built 02/1997 Thrall Job 972. Owner-lessor Chicago Freight Car.

**ITLX 30150-30374.** Quantity 225 cars. Stencilled capacity 2980 cubic feet. Built 12/1990=01/1991 Trinity Industries (Bessemer) File 2117.

**KCGX 5-29.** Quantity 25 cars. Stencilled capacity

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2980 cubic feet. Built 07/1980 ACF (Milton). Rainer Equipment Leasing owner-lessor.

**KCGX 30-44.** Quantity 15 cars. Stencilled capacity 2980 cubic feet. Built 07/1982 ACF (Milton).

**KGCX 400-434.** Quantity 35 cars. Stencilled capacity 2980 cubic feet. Built 07/1980 ACF (Milton).

**LCEX 001-055.** Quantity 54 cars. Stencilled capacity 3000 cubic feet. Built 04/1980 Portec.

**LCEX 100-129.** Quantity 30 cars. Stencilled capacity 3250 cubic feet. Built 02/2000 Thrall Job 548.

**LCEX 801-823.** Quantity 23 cars. Stencilled capacity 2980 cubic feet. Built 08/1995 Trinity Industries (Dallas).

**LCEX 824-839.** Quantity 15 cars. Stencilled capacity 2980 cubic feet. Built 11/1996 Trinity Industries (Dallas).

**LCEX 839-868.** Quantity 30 cars. Stencilled capacity 3260 cubic feet. Built 06/1997 Trinity Industries (Dallas).

**LN 280000-280099.** Quantity 100 cars. Stencilled

capacity 3000 cubic feet. Built 08/1981 Pullman-Standard (Butler) Lot 1111-A.

**LRS 1051-1055.** Quantity five cars. Stencilled capacity 2980 cubic feet. Built 05/1977 ACF (Huntington).

**LW 3200-3324.** Quantity 125 cars. Stencilled capacity 3250 cubic feet. Built 05=06/1999 Thrall Job 503.

**MBKX 20001-20100.** Quantity 100 cars. Stencilled capacity 3250 cubic feet. Built 07/2000 Thrall Job 559.  
*Note: not included on Thrall Job table in Freight Cars Journal 87 because this series was discovered after its publication.*

**MILW 96000-96096.** Quantity 97 cars. Stencilled capacity 3000 cubic feet. Built 06=07/1984 Georgia Railcar (Winder).

**MKT 400-499.** Quantity 100 cars. Stencilled capacity 2980 cubic feet. Built 11=12/1979 ACF (Milton).

**MKT 500-599.** Quantity 100 cars. Stencilled capacity 3000 cubic feet. Built 04/1988 Trinity Industries (Greenville).

**MP 705300-705349.** Quantity 50 cars. Stencilled

capacity 3000 cubic feet. Built 05/1984 Greenville Steel Car (Greenville) O.O. 1224.

**MP 705500-705999.** Quantity 500 cars. Stencilled capacity 2980 cubic feet. Built 07=08/1981 ACF (Huntington).

**MP 706500-706699.** Quantity 200 cars. Stencilled capacity 2950 cubic feet. Built 01=02/1977 Pullman-Standard (Butler) Lot 9920.

**MP 706700-706799.** Quantity 100 cars. Stencilled capacity 2950 cubic feet. Built 01=02/1977 Pullman-Standard (Butler) Lot 9920A.

**MP 706800-706999.** Quantity 200 cars. Stencilled capacity 2980 cubic feet. Built 06=08/1978 ACF (Milton).

**NAHX 21000-21034.** Quantity 35 cars. Stencilled capacity 3000 cubic feet. Built 08/1994 Trinity Industries.

**NAHX 21035-21134.** Quantity 100 cars. Stencilled capacity 2980 cubic feet. Built 08=09/1996 Trinity Industries (Dallas).

**NAHX 21135-21144.** Quantity 10 cars. Stencilled

capacity 2980 cubic feet. Built 07/1994 Trinity Industries (Fort Worth) File 2269A.

**NAHX 21145-21149.** Quantity five cars. Stencilled capacity 2980 cubic feet. Built 1994 Trinity Industries (Fort Worth) File 2269.

**NAHX 28000-28099.** Quantity 100 cars. Stencilled capacity 3000 cubic feet. Built 12/1994=04/1995 East Railcar Lot 2001.

**NAHX 29600-29867.** Quantity 268 cars. Stencilled capacity 2980 cubic feet. Built 02=05/1994 and 07/1994 Trinity Industries (Fort Worth) File 2269.

**NAHX 36075-36174.** Quantity 100 cars. Stencilled capacity 2917 cubic feet. Built 09/1977 Greenville Steel Car (O.O. 1145).

**NAHX 36175-36374.** Quantity 100 cars. Stencilled capacity 2917 cubic feet. Built 09=10/1979 Greenville Steel Car (O.O. 1176). Data suggests that only 100 or 110 cars were delivered lettered NAHX. The remaining cars are believed to be GNA 341123-342180 (58 cars) and TRAX 5000-5031 (32 cars).

**NAHX 330000-330199.** Quantity 200 cars. Stencilled capacity 3250 cubic feet. Built 04=05/1998 Thrall Job

456.

**NAHX 330200-330343.** Quantity 144 cars. Stencilled capacity 3260 cubic feet. Built 03/1999 Trinity Industries (Findlay) File 2674.

**NAHX 330344-330413.** Quantity 70 cars. Stencilled capacity 3272 cubic feet. Built 12/1999 ARI (Paragould).

**NCUX 20001-20050.** Quantity 50 cars. Stencilled capacity 3260 cubic feet. Built 03/1998 Trinity Industries.

**NCUX 20106-20130.** Quantity 25 cars. Stencilled capacity 3260 cubic feet. Built 06/1998 Trinity Industries.

**NCUX 20131-20170.** Quantity 40 cars. Stencilled capacity 3260 cubic feet. Built 1998 Trinity Industries. Possible build dates are 08=09/1998 (based on weight dates).

**NDYX 298000-298099.** Quantity 100 cars. Stencilled capacity 2980 cubic feet. Built 09/1995 Trinity Industries (Saginaw) File 2407.

**NDYX 298100-298299.** Quantity 200 cars. Stencilled

capacity 3000 cubic feet. Built 05/1996 Thrall Job 938.

**NDYX 298300-298399.** Quantity 100 cars. Stencilled capacity 2980 cubic feet. Built 07/1996 Trinity Industries (Dallas) File 2449.

**NRLX 32000-32029.** Quantity 30 cars. Stencilled capacity 3221 cubic feet. Built 01=02/1999 Trinity Industries (Greenville) File 2705.

**NRLX 32500-32605.** Quantity 106 cars. Stencilled capacity 3250 cubic feet. Built 05=06/1997 Thrall Job 412.

**NRLX 32706-32725.** Quantity 20 cars. Stencilled capacity 3260 cubic feet. Built 11/1998 Trinity Industries File 2670.

**NS 294220-294319.** Quantity 100 cars. Stencilled capacity 3250 cubic feet. Built 05/1998 Thrall (Clinton) Job 488.

**NVCX 9500-9619.** Quantity 120 cars. Stencilled capacity 2980 cubic feet. Built 05=06/1995 Trinity Industries (Saginaw).

**NW 180000-180299.** Quantity 300 cars. Stencilled capacity 3000 cubic feet. Built 05=09/1981 Midwest

Freight Car (Clinton).

**NW 180300-180799.** Quantity 500 cars. Stencilled capacity 2980 cubic feet. Built 12/1980=01/1981 ACF (Huntington). N&W class HC79.

**NW 182500-182999.** Quantity 500 cars. Stencilled capacity 3000 cubic feet. Built 12/1987=03/1988 Bethlehem Steel Car (Johnstown). N&W class HC81.

**OKCX 001-020.** Quantity 20 cars. Stencilled capacity 3000 cubic feet. Built 03/1980 Midwest Freight Car (Clinton).

**PLWX 8200-8249.** Quantity 50 cars. Built 04/1982 (builder unknown).

**RGCX 300-599.** Quantity 300 cars. Stencilled capacity 3000 cubic feet. Built 03=04/1995 Thrall Job 861.

**RGCX 750-838.** Quantity 89 cars. Stencilled capacity 3260 cubic feet. Built 06/1997 and 09/1997 Trinity Industries (Dallas).

**RGCX 839-981.** Quantity 141 cars. Stencilled capacity 3260 cubic feet. Built 11/1997=2/1998 and 05/1998 Trinity Industries (Findlay). Note: numbers

900 and 901 were skipped over due to previously existing cars.

**RGCX 982-1031.** Quantity 50 cars. Stencilled capacity 3260 cubic feet. Built 02/1998 Trinity Industries (Findlay).

**RGCX 1032-1182.** Quantity 151 cars. Stencilled capacity 3260 cubic feet. Built 04/1998 Trinity Industries. Note: RGCX 1043-1182 no longer exist.

**RGCX 1183-1222.** No reported sightings.

**RGCX 1223-1255.** Quantity 33 cars. Stencilled capacity 3281 cubic feet. Built 11/1999 Trinity Industries (Saginaw).

**RGCX 1380-1391.** Quantity 12 cars. Stencilled capacity 3281 cubic feet. Built 2000 Trinity Industries (Monclova). Possible build date of 05/2000 (based on weigh date).

**RGCX 1392-1491.** Quantity 100 cars. Stencilled capacity 3281 cubic feet. Built 01/2001 Trinity Industries (Monclova) File 2814.

**RGCX 1492-1541.** Quantity 50 cars. Stencilled capacity 3281 cubic feet. Built 01/2001 Trinity

Industries (Monclova).

**RGCX 20001-20100** Quantity 100 cars. Stencilled capacity 3260 cubic feet. Built 04/1998 Trinity Industries (Findlay) File 2558.

**RGCX 20308-20322.** Quantity 15 cars. Stencilled capacity 3221 cubic feet. Built 05/1999 Trinity Industries. These cars were apparently relettered (same numbers) either at the plant or shortly thereafter.

**SCL 203500-203699.** Quantity 200 cars. Stencilled capacity 3000 cubic feet. Built 08=09/1981 Pullman-Standard (Butler) Lot 1111. SCL class LO-6.

**SDWX 9700-9899.** Quantity 200 cars. Stencilled capacity 3250 cubic feet. Built 03=04/1997 Thrall Job 991.

**SDWX 9900-9919.** Quantity 20 cars. Stencilled capacity 3250 cubic feet. Built 05/1997 Thrall Job 401.

**SDWX 10000-10233.** Quantity 234 cars. Stencilled capacity 3260 cubic feet. Built 11=12/1998 & 02/1999 Trinity Industries (Findlay).

**SDWX 10234-10333.** Quantity 100 cars. Stencilled

capacity 3260 cubic feet. Built 1999 Trinity Industries. All data on this series based on UMLER (no sightings available). Possible build dates are 04=06/1999 (based on weigh dates).

**SLSF 78200-78399.** Quantity 200 cars. Stencilled capacity 2880 cubic feet. Built 05=06/1977 Greenville Steel Car (Greenville) O.O. 1140

**SLSF 78750-78974.** Quantity 225 cars. Stencilled capacity 3010 cubic feet. Built 03=08/1980 SLSF (Springfield).

**SOU 92100-92399.** Quantity 300 cars. Stencilled capacity 3000 cubic feet. Built 01=02/1981 Pullman-Standard (Butler) Lot 1151.

**TCMX 94001-94030.** Quantity 30 cars. Stencilled capacity 3000 cubic feet. Built 06/1994 Thrall Job 827.

**TILX 2900-2904.** Quantity five cars. Stencilled capacity 2980 cubic feet. Built 10/1996 Trinity Industries (Dallas) File 2497. These have large red "Griffin Wheel Company" lettering.

**TIMX 32000-32089.** Quantity 90 cars. Stencilled capacity 3281 cubic feet. Built 11=12/1999 Trinity Industries (Saginaw) File 2705.

**TR 32030-32249.** Quantity 220 cars. Stencilled capacity 3221 cubic feet. Built 02=03/1999 Trinity Industries (Greenville).

**TR 32726-32825.** Quantity 100 cars. Stencilled capacity 3250 cubic feet. Built 06/1999 Thrall Job 520.

**TR 34250-34349.** Quantity 100 cars. Stencilled capacity 3281 cubic feet. Built 02=03/2000 Trinity Industries (Saginaw).

**TRAX 5000-5031.** Quantity 32 cars. Stencilled capacity 2917 cubic feet. Built 09/1979 Greenville Steel Car. Data suggests these were owned by North American and part of Office Order 1176 (see NAHX 36175-36374).

**UP 218000-218299.** Quantity 300 cars. Stencilled capacity 3000 cubic feet. Built 04=05/1984 Greenville Steel Car (Greenville) O.O. 1224. Union Pacific class CH-100-63.

**UP 218300-218399.** Quantity 100 cars. Stencilled capacity 3000 cubic feet. Built 05/1985 Greenville Steel Car (Greenville) O.O. 1233. Union Pacific class CH-100-64.

**UP 218745-218899.** Quantity 155 cars. Stencilled capacity 3250 cubic feet. Built 01=02/1997 Thrall Job 953. Union Pacific class CH-100-261.

**UP 219100-219299.** Quantity 200 cars. Stencilled capacity 3250 cubic feet. Built 05/2000 Thrall Job 556. Union Pacific class CH-110-1.

**WC 84000-84399.** Quantity 400 cars. Stencilled capacity 3000 cubic feet. Built 01=02/1990 Bethlehem Steel Car (Johnstown).

**WC 84400-84699.** Quantity 300 cars. Stencilled capacity 2980 cubic feet. Built 11=12/1994 Trinity Industries (Saginaw) File 2321A.

**WC 84700-85099.** Quantity 400 cars. Stencilled capacity 2980 cubic feet. Built 02=05/1995 Trinity Industries (Saginaw) File 2321B.

**WNFR 1000-1199.** Quantity 200 cars. Stencilled capacity 3000 cubic feet. Built 12/1979=03/1980 Midwest Freight Car (Clinton).

**WW 7001-7300.** Quantity 300 cars. Stencilled capacity 3200 cubic feet. Built 03=06/1997 ACF. Equipped with four 30" hatches and ACF 5097 outlets.

## **An End of an Era...**

This is the last issue of *Freight Cars Journal*. In 1982 I made a commitment to myself to give FCJ a go for twenty years. At the end of the 20th year I would evaluate FCJ's status. I originally believed a magazine on just freight cars would have wide appeal...after all aren't freight cars on most railroads? After getting into the magazine several years down the road I perceived a major need toward research on contemporary cars because I saw the lack *primary* or *firsthand* material from the past. Thus *my* research efforts focused on contemporary cars. It was by no means intended to restrict the timeline scope of the Journal. And I certainly did not want it exclude freight cars prior to the Seventies. Since I didn't have the time to do the articles on pre-contemporary freight cars I tried to persuade others. At first the response was, "you don't pay." With which I replied by offering payment and added, that the historical societies don't pay either. Then when I said, "okay now we pay for articles...the response then became, "well my article won't see wide enough circulation." Oh...okay now I understand, you would rather have more people see your article with small fuzzy photos and small type than to have less people see the article with nice large sharp photos and an easily readable type.

Finally, in my opinion, it appears that most people in this hobby aren't *primarily* interested in freight cars...they're *primarily* interested in models and/or logos and studying real freight cars are a secondary interest to support models and/or logo (favorite railroad). I was looking for people with a primary interest in freight cars and as a result have a secondary interest in models. The two certainly go hand-in-hand; I just had the priorities turned around.

*Freight Cars Journal* has been a major part of my life for the last 20 years (often at the expense of my wife and children). However, it has been a very rewarding experience. I've learned a lot. I've met many people and traveled many places that I never would have thought to go. Despite *my* misunderstanding of the potential market of *Freight Cars Journal* I really am thankful for the time I've shared with it. I especially thank my long time colleagues, Eric Neubauer, Carl Shaver, Mike Foley, and Jim Kinkaid. Without the support of these people *Freight Cars Journal* wouldn't have lasted this long. I've learned a lot from them and I deeply appreciate their time and effort over the years. I also thank all of the contributors to *Freight Cars Journal*. Many of them contributed in a number of ways...some obvious (articles, news notes, drawings) some behind the scenes (data, resources etc). Next, I thank the subscribers (some of you have been with us since the first year) for your support and helping share the vision. And finally, a big thank you to my family, for their patience and companionship during many of the field trips.

## **...And Enter a New Era**

With the changes in technology a new freight cars journal can be born. To be published as a PDF file on CD-ROM, the new freight cars journal will initially have 48-60 pages with up to 70 full color high-resolution images (equal or greater to that of glossy paper magazines). I've assembled a new staff and hope to get the first issue out later this year. If you have a computer with a CD and are interested in subscribing please write me at:

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