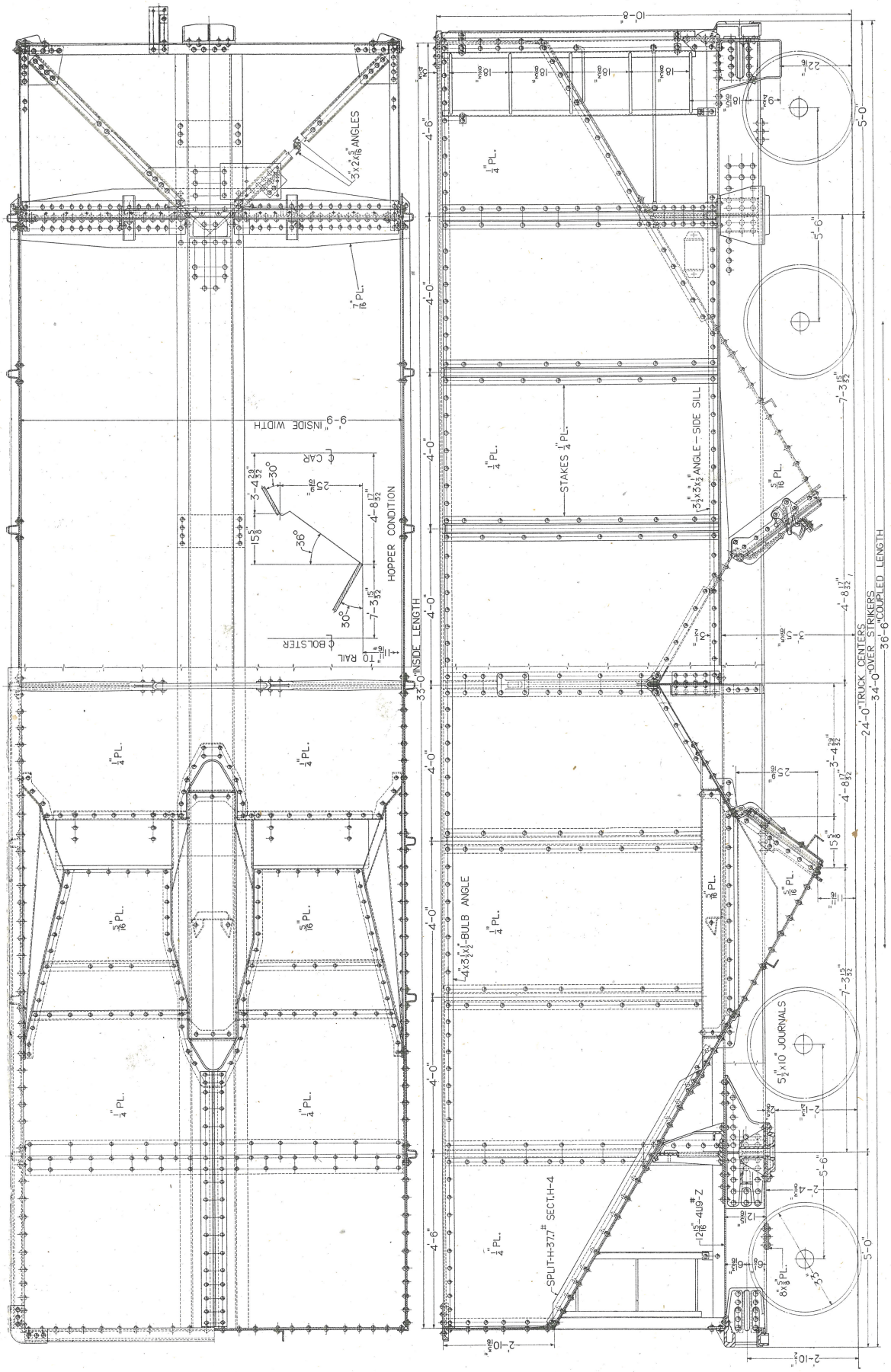


Fig. 2.609—Plan and elevation of Unitcast design, 55-ton twin hopper car with cast steel crossbearer arms, body bolster centers, center sill hood ends and hopper frames. **Unitcast Corporation.** Cubic capacity, level 2,053 cu. ft.; light weight, 42,000 lb. *(See also Pages 260, 261, 263)*

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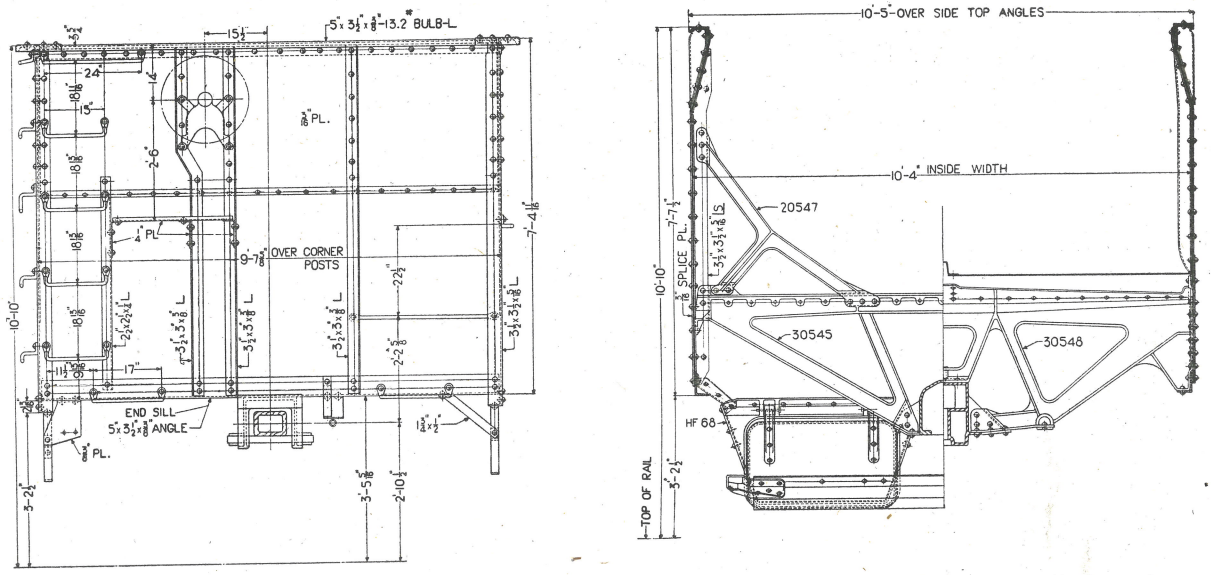


Fig. 2.610—End elevation and half cross-sections at bolster and crossbearer of Unitcast design 60-ton twin hopper car.

(*See also Page* 260)

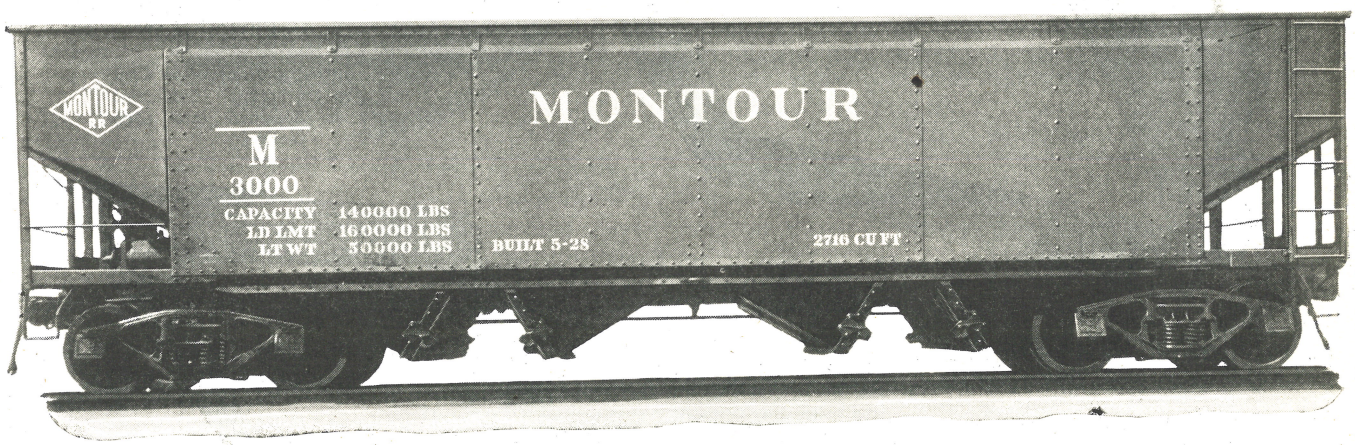


Fig. 2.611—Side view of 70-ton hopper car using Unitcast design cast steel body bolsters, crossbearers and hopper frames.

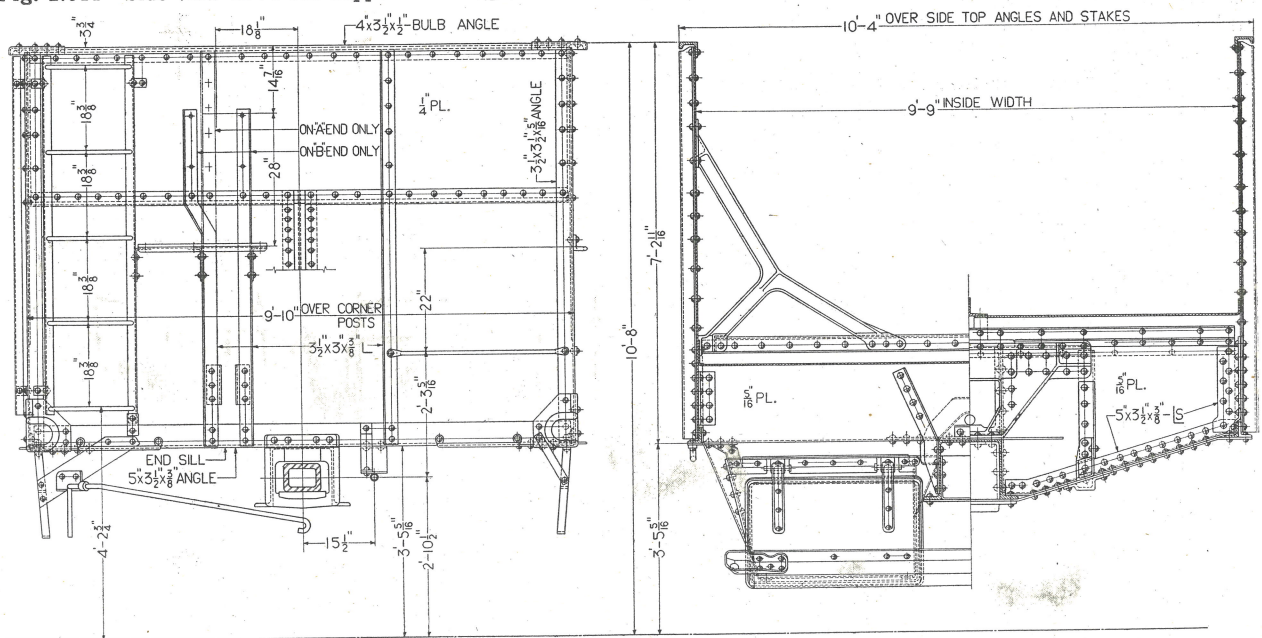


Fig. 2.612—End elevation and half cross-sections of Unitcast design. 55-ton twin hopper car incorporating cast steel crossbearer arms, body bolster center, center sill hood ends and hopper frames.

(*See also Page* 262)

Unitcast Corporation

(*See also Pages* 260, 261, 262)

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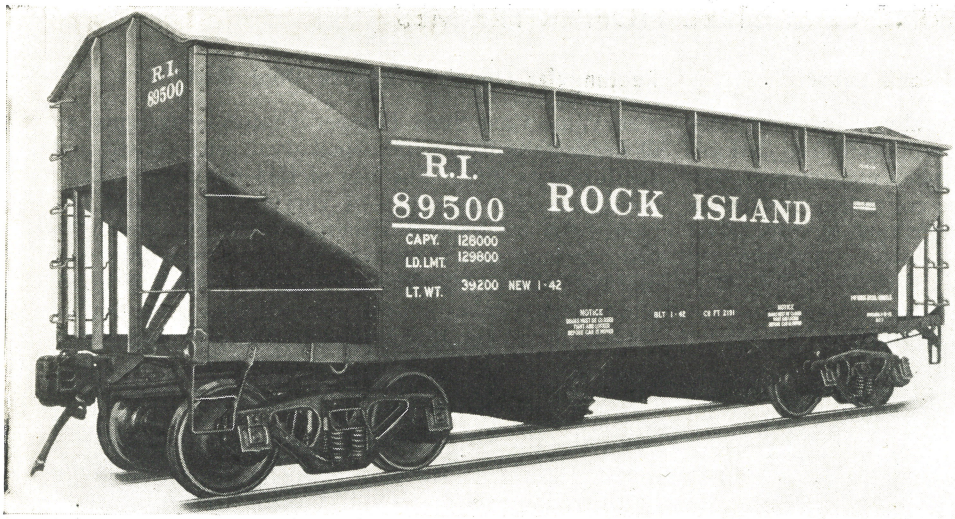


Fig. 2.613—Chicago, Rock Island & Pacific 128,000-lb. capacity twin hopper coal car. Builder, American Car and Foundry Co.

Light weight, 39,200 lb.; load limit, 129,800 lb., capacity, 2,191 cu. ft.; inside, length 33 ft. 0 in.; width 10 ft. 4 in.; height of sides 10 ft. 8 in.

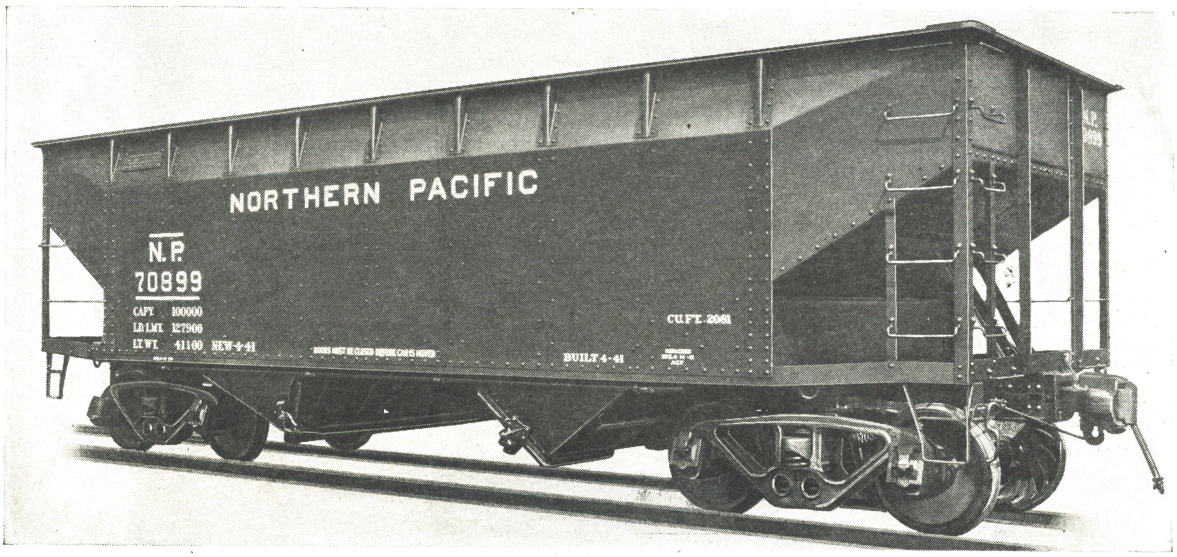


Fig. 2.614—Northern Pacific 50-ton twin hopper coal car. Builder, American Car and Foundry Co.
Light weight, 41,100 lb.; load limit, 127,900 lb.; capacity, 2,081 cu. ft.; inside, length 33 ft. 0 in.; width 10 ft. 4 in.; height of sides 10 ft. 5 in.



Fig. 2.615—C. B. & Q. 55-ton aluminum twin hopper coal car. Rebuilt on old steel frame. Built at Havelock shops.
Light weight, 36,800 lb.; load limit, 132,200 lb.; capacity, 2,075 cu. ft.; inside, length 34 ft. 3 in.; width 9 ft. 6 in.; height of sides 10 ft. 9 in.
Descriptions: *Railway Mechanical Engineer,* Sept. 1944; *Railway Age,* Sept. 9, 1944. (*See also Page* 267).

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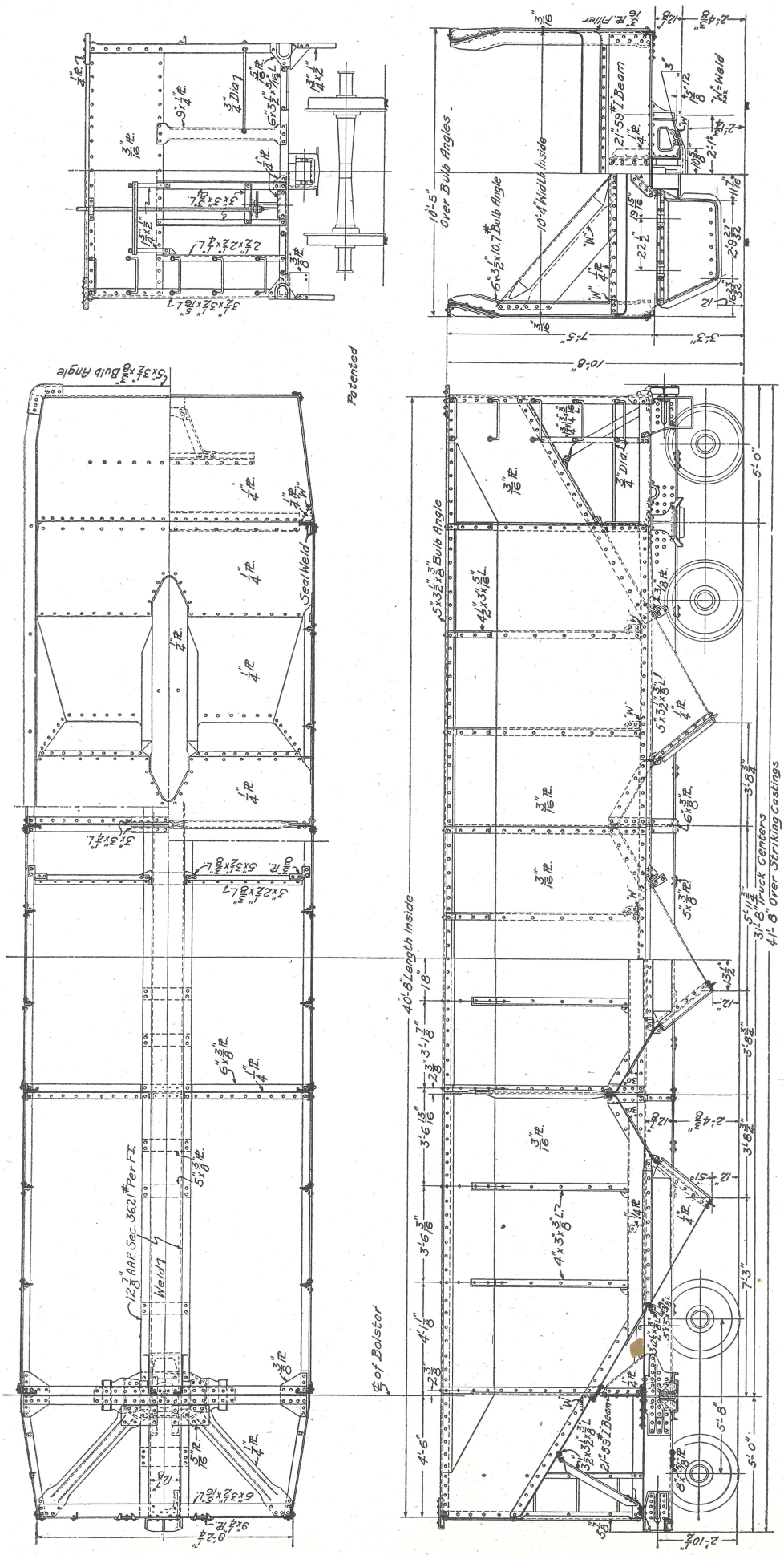


Fig. 2.636—75-Ton all-steel 6 in. by 11 in. axle load Triple Hopper Car with Enterprise hoppers and bolster construction. A. A. R. Class HT. Cubic capacity, 2,758 cu. ft. level or 3,147 cu. ft. with 12 in. average heap.

Enterprise Railway Equipment Company
(See also page 257)

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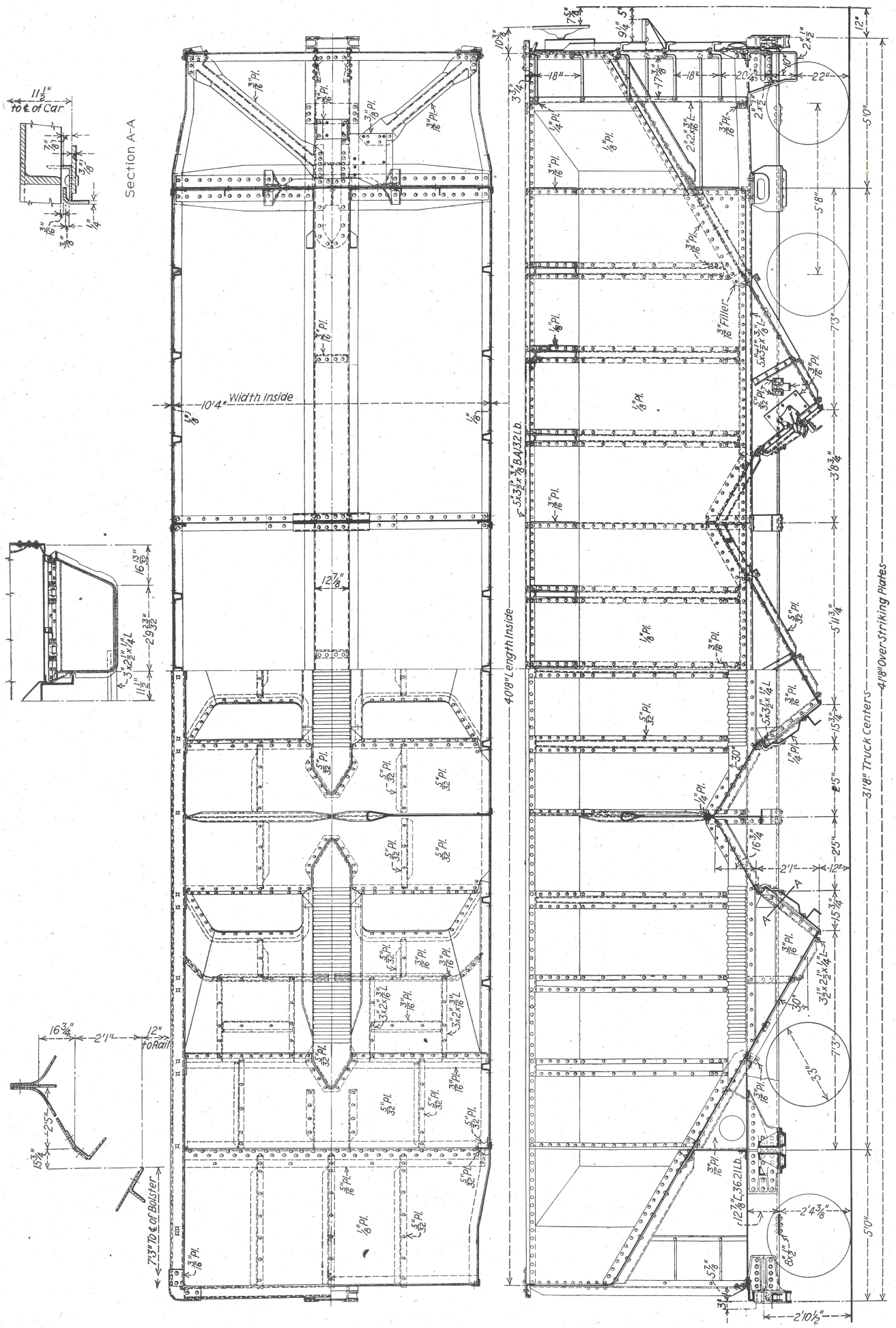


Fig. 2.637—Bessemer & Lake Erie 90-ton triple hopper car, light weight (USS Cor-Ten steel). 6½ in. x 12 in. Journal Axles. Road Class HT17.
(Note—Cars of 70 tons capacity were also built. These differed only in having trucks with 6 in. x 11 in. axles—See Fig. 2.640)
(See also Page 277)

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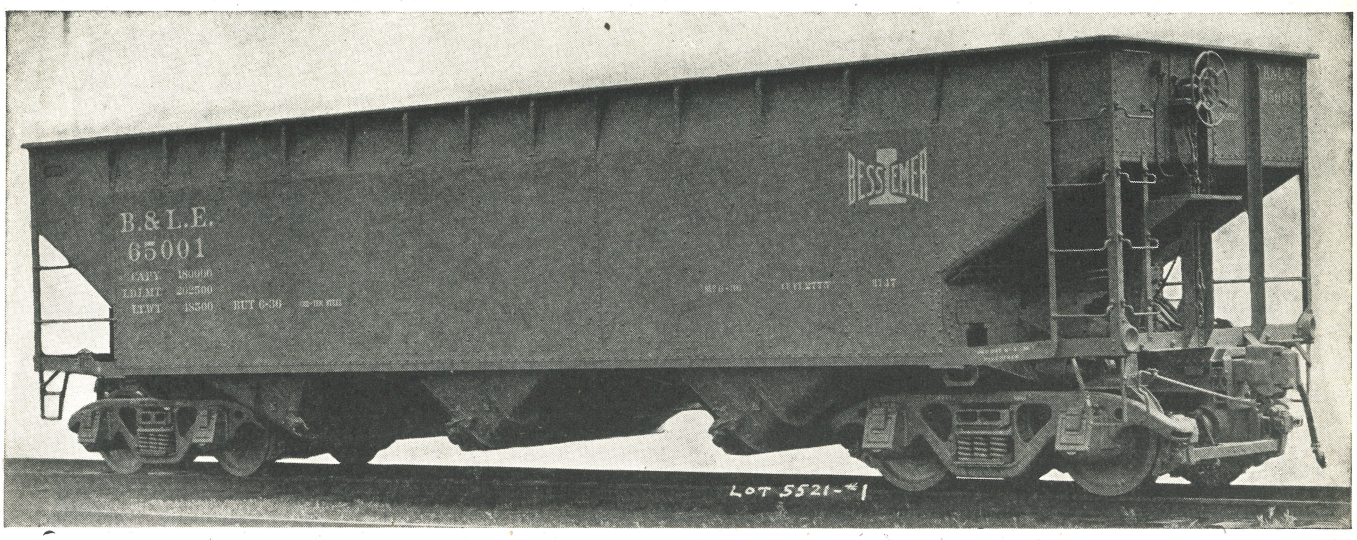


Fig. 2.638—Bessemer & Lake Erie 90-ton light weight hopper car. Built of USS Cor-Ten steel, Road Class HT17.
Light weight, 48,500 lb.; load limit, 202,500 lb.; capacity, 2,775 cu. ft.; axle journals, 6½ in. x 12 in.
Also built in 70-ton capacity with 6 in. x 11 in. journals, Road Class H16. See Fig. 2.642.
NOTE: Earlier 90-ton cars of carbon steel weighed 58,800 lb. with load limit 192,200 lb.
(*See also Page 276*)

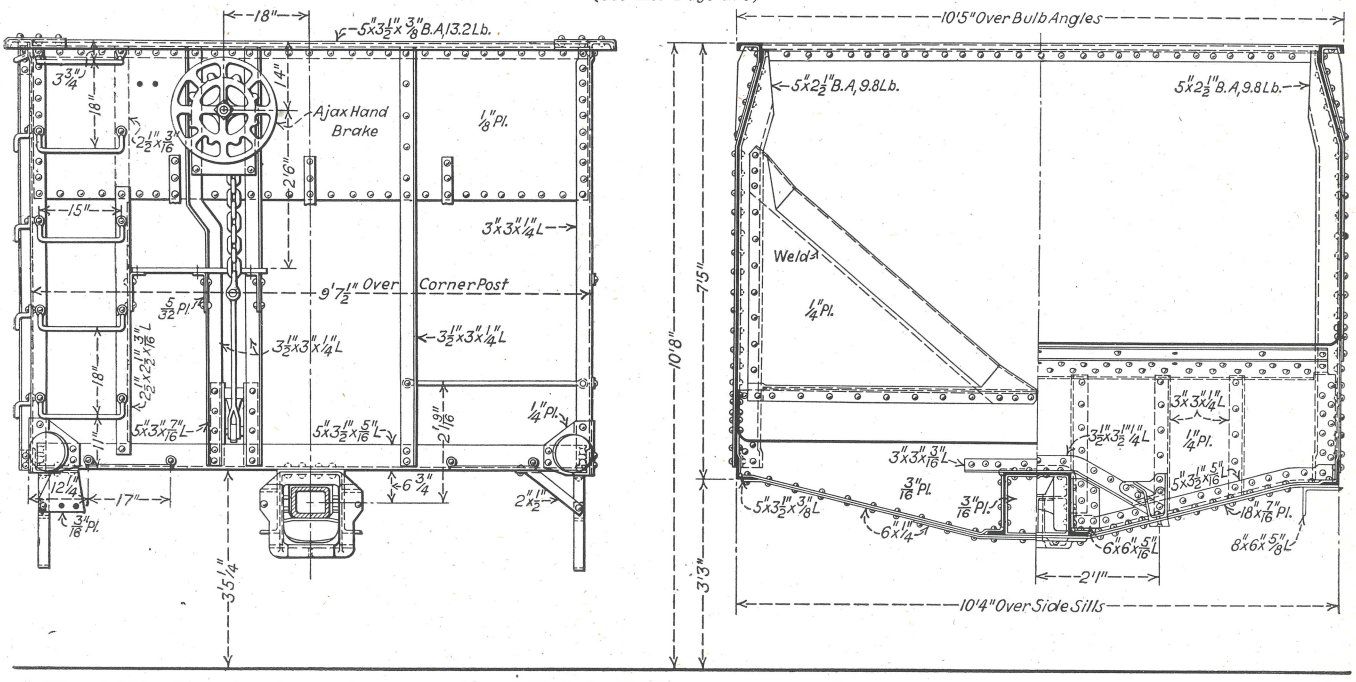


Fig. 2.639—End elevation and cross section of B. & L. E. 70-ton and 90-ton cars shown in Figs. 2.637, 2.638 and 2.640.

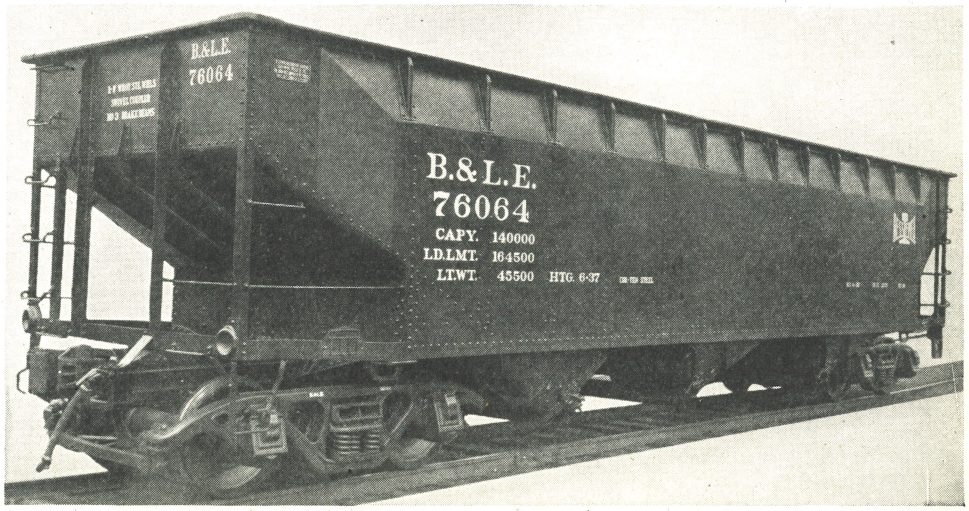


Fig. 2.640 — Bessemer & Lake Erie 70-ton light weight hopper cars of USS Cor-Ten steel. Road Class HT16.

Light weight..... 45,500 lb.
Load limit..... 164,500 lb.
Capacity ..... 2,775 cu. ft.

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