

COAL CAR HISTORIC RECONSTRUCTION

The Load-Bearing End Anomaly is Remedied

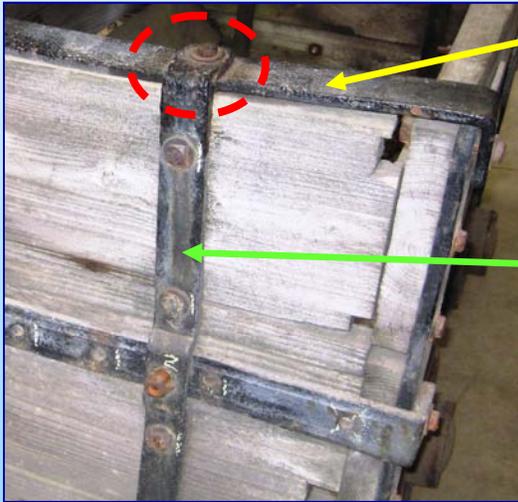
June 2, 2008

Work is steadily progressing on the historic reconstruction of the coal car. The two long sides of the car are almost complete, with only a few bolt holes to drill remaining. The steel frame for the load end of the car has been bolted back to the frame. The wood has not yet been installed, allowing us to see the difference between the 1970s reconstruction and its current, more historically accurate, construction.

Previously, we outlined some of the anomalies in the construction of the car and we mentioned that the vertical bars on the load end were put on upside down (see Update for March 10, 2008). This problem has been rectified and the construction of the load-bearing end now makes more sense from an engineering standpoint. It also now matches the way the ends of coal cars look in historic photographs.

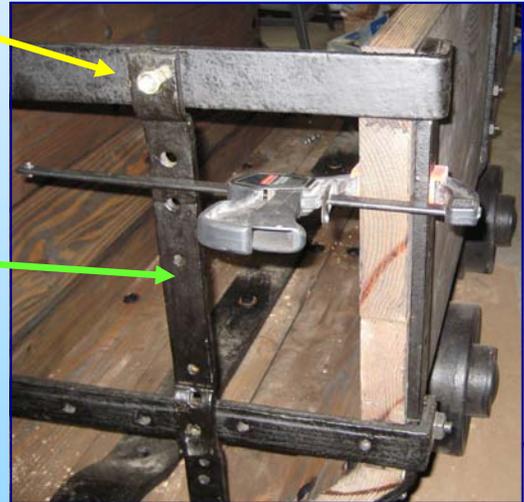


The steel frame of the load end of the coal car.



The top bar has been rotated 90° down from the top of the load end onto its side.

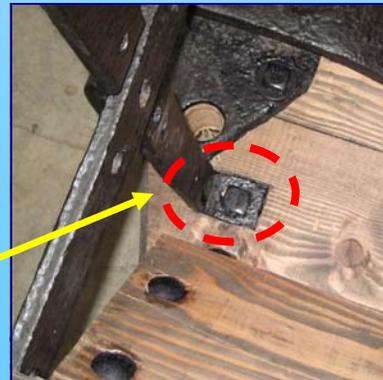
The vertical bars have been rotated 180°. The end that was at the top is now at the bottom and vice versa.



Flipping the vertical bars allows them to be secured to the base with a bolt (see the red dashed circles). This would have been a vital component of the car's ability to haul a ton of coal per load. The way the car was previously put together did not allow for that connection between the vertical bars and the base of the coal car.



The old base of the vertical bar with no connection to the base of the coal car.



The new base of the vertical bar bolted to the base of the coal car.