

Gondola model 12-119

Specifications of the wagon

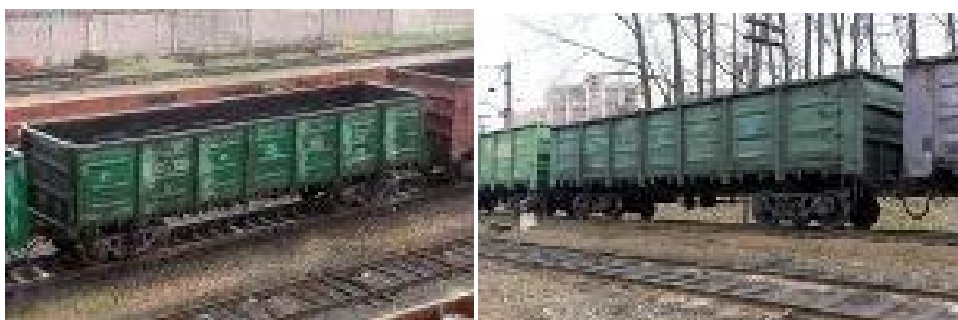
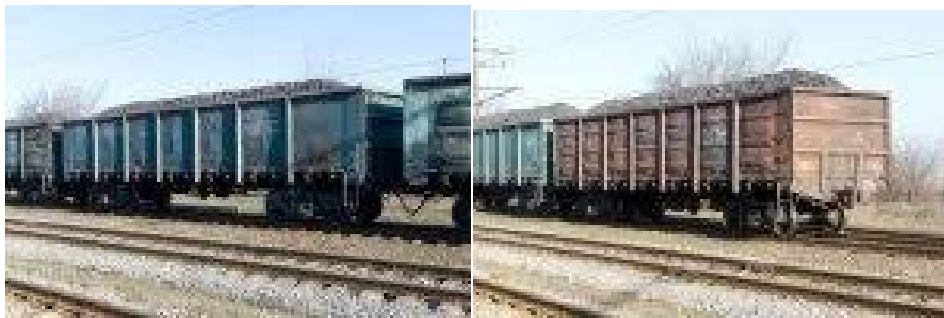
Model:	12-119
Model number:	65
Name:	gondola car
Wagon type:	4-axle gondola car with hatches in the floor without a brake platform
Additional feature:	Characteristics does not contain
Model feature:	With unloading hatches and blind end walls (doors)
Accounting specialization of the model:	universal gondola car
Manufacturer:	Joint Stock Company "Scientific and Production Corporation "Uralvagonzavod" named after F.E. Dzerzhinsky (stamp 5)
Body material:	09G2S, 09G2D, 09G2, 09G2SD-12
Cart:	18-100
Wagon axle:	four
Track width:	1520 mm
The presence of a transitional platform:	Not
Parking brake available:	There is
Possibility to install buffers:	Not
Design speed:	120 km/h
Wagon tare (minimum):	21.1 t
Wagon tare (maximum):	23.0 t
Load capacity:	69.0 t
Volume:	76.0 m ³
Maximum calculated static load from the wheelset on the rails:	228.0 kN
Maximum calculated linear load:	64.4 kN/m
Wagon base:	8650 mm
Number of unloading hatches	14 pcs
Floor area	36.55 m ²
Opening angle of middle manhole covers	31°
Opening angle of manhole covers above bogies	23.5°
Height from rail head to bottom rail	1415 mm
The size of the unloading hatches in the clear	1327x1540 mm
Car interior dimensions	
Height:	2060 mm
Width:	2878 mm
Length:	12700 mm
External dimensions of the wagon	
Height from rail head level:	3491 mm
Maximum Width:	3134 mm
Dimensions according to GOST 9238-2013:	0-VM

Length along the axes of automatic couplers:	13920 mm
Frame length:	12732 mm
Floor height from rail head level:	1415 mm
Automatic coupler height from the level of the rail head:	1040..1080 mm
Starting year of series production:	1985
Year of the end of serial production:	1989
Normative service life:	22

Overhaul runs and timing of scheduled repairs for the car mod. 12-119

Depot repair (DR) after	The buildings	3 years
	Depot repair (DR) to the first overhaul (CR)	1 year
	Depot repair (DR) after the first overhaul (CR)	1 year
	Capital repairs (KR)	2 years
	Overhaul with service life extension (KRP)	3 years
Overhaul (KR) after	The buildings	11 years
Service life extension after overhaul with service life extension (KRP)		11 years
Mileage after	The buildings	210 thousand km
		3 years
	Depovsky repair (DR)	110 thousand km
		2 years
	Capital repairs (KR)	160 thousand km
		2 years
	Overhaul with service life extension (KRP)	210 thousand km
		3 years

Photos of the car



Detailed description of car model 12-119

OKP code 31 8224 1241

The four-axle universal gondola car model 12-119 is designed for transportation of loose (non-dusty), lumpy, piece, stacked and other cargoes that do not require protection from atmospheric precipitation.

The car is manufactured in U version according to GOST 15150-69*.

The gondola car consists of a body mounted on two-axle bogies, equipped with an automatic coupler, automatic and parking brakes.

The all-metal welded body includes: a frame, two side and two end walls, 14 unloading hatches with covers forming the floor of the body. On the body of the gondola car there are linking devices, internal and external handrails - steps, steps and handrails of the originator; brackets for signal lights (OST 24.159. 106-76).

The main load-bearing elements of the gondola car are made of steel grade 09G2D in accordance with GOST 19281-73* and GOST 19282-73*, sheathing of walls and hatch covers - from a bent profile with periodic corrugations made of steel grade 10KhNDP.

The design of the gondola car model 12-119 is made on the basis of a gondola car with end doors. At the same time, the end doors of the body are replaced by solid walls. In this regard, instead of box-section corner posts, corner posts made of 8 mm thick sheet are provided. The end beam of the frame has been structurally changed, while the front sheet 7 mm thick is made with a stamping, which provides an increase in the internal length of the body up to 12700 mm. Thanks to this, the volume of the body has been increased by 3 m³ compared to gondola cars of the previous release (for example, [models 12-532](#)).

The side wall is a welded structure consisting of a frame and metal sheathing. The frame of the side wall consists of the upper and lower trims, interconnected by two corner and six intermediate posts.

The frame of the gondola car has a main beam welded from two zeta No. 31 (U) according to GOST 5267.3-78 and an I-beam No. 19, two pivot beams of a closed box-shaped section with vertical sheets 10 mm thick and horizontal belts (the upper one is a bent omega-shaped profile and the lower one is stamping) 12 mm thick, two end beams made of a bent corner profile 7 mm thick and a bottom sheet 6 mm thick, I-profile cross beams made of a vertical sheet 7 mm thick and two horizontal chords 10 mm thick.

The end wall includes top and bottom trim, two horizontal stiffeners, two side posts, two small half-posts and sheathing sheet. The horizontal stiffeners are made of an omega-shaped profile used for the side wall studs, and are located parallel to the upper and lower straps across the entire width of the end wall. The upper piping is made of a cold-formed channel reinforced with a bar to create a rigid box-shaped structure, the lower piping is made of an angle 160x100x10 according to GOST 8510-72*. The side posts, designed to connect the end wall with the corner posts of the side walls, are made of hot-rolled channel No. 12. Reinforcing small half-posts - from a trough-shaped cold-formed profile - are designed to strengthen the connection of the end wall with the frame end beam. The sheathing of the end wall is made of two smooth sheets 5 mm thick. On the inner side of the end wall on the upper trim, brackets are welded for the installation of forest racks.

The car is equipped with a typical automatic coupler with an SA-3 automatic coupler and spring-friction type draft gears.

The car is equipped with a pneumatic automatic brake with an air distributor 483M and cargo auto mode No. 266A-1. The brake linkage, which allows the use of composite and cast iron brake pads, is

equipped with a brake linkage regulator No. 574B. There is also a manual parking brake with a drive according to OST 24.290.01-78.

The running gear of the car is two two-axle freight bogies model 18-100 in accordance with GOST 9246-79* with cast side and bolster beams made of low-alloy steel with central spring suspension and wheel sets with axle boxes equipped with roller bearings.

Produced according to TU 3-198-83. Year of production start - 1984. Manufacturer - Ural Carriage Works. F. E. Dzerzhinsky.

Other modifications of the car model 12-119

- [Gondola model 12-119, JSC "NPK "Uralvagonzavod", production from 1989 to 1991](#)

The characteristics of various modifications are generally similar, manufacturers, load capacity, bogie models may differ. You can use the wagon comparison service to see the differences (the button under the heading of the wagon model at the top of the page).