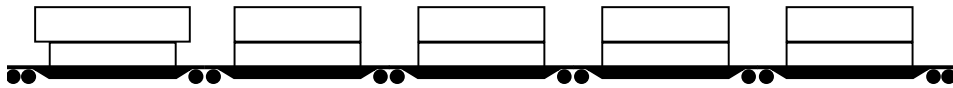


# Association of American Railroads

INTERMODAL COMMITTEE

## Loading Capabilities Guide



**3-Unit and 5-Unit Articulated Cars**

**3-Unit, 4 Unit and 5 Unit Drawbar Connected Cars**

**2, 3 and 5-Unit Articulated or Drawbar Connected Spine Cars**

**Single Unit Cars**

**Revised: May 11, 2017**

## LOADING CAPABILITIES

The following charts were developed for use by inspectors in the field and at terminal facilities as a quick reference guide for loading capabilities and Nominal Load Limits allowed per well.

These charts indicate the loading capabilities of each well both in the lower and upper positions for all Double Stack Container Cars that are either the Bulkhead or IBC Type that are currently in service or on order from the car builders.

Although the Nominal Load Limit per well is shown on these charts, please refer to the **stenciled load limit** on the side of each car for the Actual Weight Limitation.

Please note that the combined **Center of Gravity (COG)** for a double stack car and the load in the well must be less than or equal to **98 inches at top of rail (ATR)**. Reference Rule 89, Section C.2.e. in the AAR Field Manual.

Loading Capabilities of 5-Unit Articulated  
Double Stack Container Cars ..... Section A

Loading Capabilities of 3-Unit Articulated  
All-Purpose Double Stack Container Cars ..... Section B

Loading Capabilities of Single Unit Double  
Stack Container Cars ..... Section C

Loading Capabilities of 3-Unit Drawbar  
Connected Double Stack Container Cars ..... Section D

Loading Capabilities of 4-Unit Drawbar  
Connected Double Stack Container Cars ..... Section E

Loading Capabilities of 5-Unit Drawbar  
Connected Double Stack Container Cars .....Section F

Loading Capabilities of 2, 3 and 5-Unit Articulated  
and Drawbar Connected Spine Cars ..... Section G

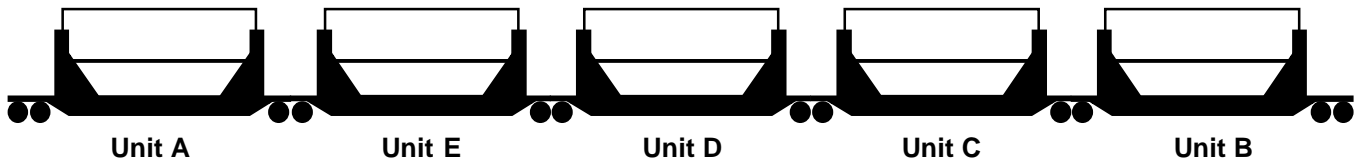
General Information on Car Builder, Type of  
Braking System and Number of Operative Brakes.....Section H

# SECTION A

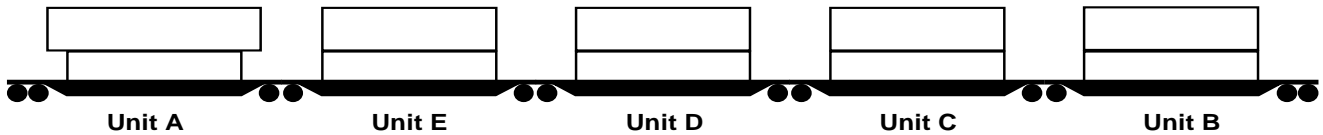
## LOADING CAPABILITIES

### 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

#### BULKHEAD TYPE 100 TON



#### IBC TYPE 100 and 125 TON



#### Notes:

- A) For an explanation of footnotes (1) thru (10), see page A-22 of this section.
- B) For actual weight limitations refer to the stenciled LOAD LIMIT on the car.

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
AOK (3)	58000-58099	IBC 125-Ton	124,400	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
AOK (3)	58100-58187	IBC 125-Ton	124,000 (See Note #8)	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
AOK (3)	58188-58239	IBC 125-Ton	124,400	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BN (3)	63900-63909	IBC 100-Ton	101,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BN	63910-63924	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
BN	63927-63930	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
BN	63933-63977	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
BN	63978-63989	Bulkhead 100-Ton	94,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
BN	63994-64002	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
BN (4)	64050-64227	IBC 125-Ton	116,800	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
BN (3)	64980-64999	IBC 125-Ton	124,600	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BN (4)	65000-65079	IBC 125-Ton	116,800	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
BNSF	236000-236019	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
BNSF	236020-236034	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
BNSF	236037-236040	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
BNSF	236043-236087	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
BNSF	236088-236099	Bulkhead 100-Ton	94,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
BNSF	236104-236112	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
BNSF (3)	237000-237009	IBC 100-Ton	101,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BNSF (3)	237070-237099	IBC 125-Ton	124,600	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BNSF	237100-237199	IBC 125-Ton	120,500	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
BNSF (3)	237200-237278	IBC 125-Ton	124,600	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BNSF (3)	237300-237969	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BNSF (3)	238000-238299	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BNSF (3)	238300-238759	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BNSF (3)	238760-239199	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
BNSF (3)	239200-239499	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
BNSF (3)	239500-239849	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
BNSF (4)	240000-240177	IBC 125-Ton	116,800	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
BNSF (4)	240179-240180	IBC 125-Ton	116,800	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
BNSF (3)	240181-240182	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
BNSF (4)	240183-240188	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
BNSF (4)	240200-240299	IBC 125-Ton	120,300	2-20 1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
BNSF (4)	240300-240379	IBC 125-Ton	116,800	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
BNSF (4)	240380-240879	IBC 125-Ton	116,800	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
BNSF (3)	270000-270079	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
BNSF (3)	270180-270183	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BNSF (3)	270380-270879	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BNSF	270911	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BRAN (3)	2001-2064	IBC 100-Ton	103,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BRAN (3)	2066-2139	IBC 100-Ton	102,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BRAN (3)	2140-2166	IBC 100-Ton	102,400	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BRAN (3)	4500-4585	IBC 100-Ton	102,400	2-20 1-40	1-40 1-45	1-40 1-45	1-40 1-45	1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
BRAN (4)	4700-4774	IBC 125-Ton	117,600	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
BRAN (4)	4800-4874	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
BRAN (3)	5000-5011	IBC 100-Ton	102,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well (pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
BRAN (4)	5100-5299	IBC 125-Ton	117,600	2-20	2-20	2-20	2-20	2-20	1-40	1-40	1-40	1-40	1-40
				1-40	1-40	1-40	1-40	1-40	1-45	1-45	1-45	1-45	1-45
				1-45	1-45	1-45	1-45	1-45	1-48	1-48	1-48	1-48	1-48
				1-48	1-48	1-48	1-48	1-48	1-53	1-53	1-53	1-53	1-53
CRLE (4)	5550-5569	IBC 125-Ton	117,000	2-20	2-20	2-20	2-20	2-20	1-40	1-40	1-40	1-40	1-40
				1-40	1-40	1-40	1-40	1-4-	1-45	1-45	1-45	1-45	1-45
				1-45	1-45	1-45	1-45	1-45	1-48	1-48	1-48	1-48	1-48
				1-48	1-48	1-48	1-48	1-48	1-53	1-53	1-53	1-53	1-53
CSXT (1)	620000-620082	Bulkhead 100-Ton	100,000	1-35	1-40	1-40	1-40	1-40	1-35	1-40	1-40	1-40	1-40
				1-40					1-40	1-45	1-45	1-45	1-45
CSXT	620083-620172	Bulkhead 100-Ton	96,000	2-20	2-20	2-20	2-20	2-20	1-40	1-40	1-40	1-40	1-40
				1-40	1-40	1-40	1-40	1-40	1-48	1-48	1-48	1-48	1-48
CSXT (2)	620173-620234	Bulkhead 100-Ton	96,000	2-20	2-20	2-20	2-20	2-20	1-35	1-35	1-35	1-35	1-35
				1-35	1-35	1-35	1-35	1-35	1-40	1-40	1-40	1-40	1-40
				1-40	1-40	1-40	1-40	1-40	1-48	1-48	1-48	1-48	1-48
CSXT	620235-620294	Bulkhead 100-Ton	94,000	2-20	2-20	2-20	2-20	2-20	1-40	1-40	1-40	1-40	1-40
				1-40	1-40	1-40	1-40	1-40	1-45	1-45	1-45	1-45	1-45
CSXT (4)	620300-620329	IBC 125-Ton	116,500	2-20	2-20	2-20	2-20	2-20	1-40	1-40	1-40	1-40	1-40
				1-40	1-40	1-40	1-40	1-40	1-45	1-45	1-45	1-45	1-45
				1-45	1-45	1-45	1-45	1-45	1-48	1-48	1-48	1-48	1-48
				1-48	1-48	1-48	1-48	1-48	1-53	1-53	1-53	1-53	1-53
DTTX (3)	61500-61522	IBC 100-Ton	102,500	2-20	2-20	2-20	2-20	2-20	1-40	1-40	1-40	1-40	1-40
				1-40	1-40	1-40	1-40	1-40	1-45	1-45	1-45	1-45	1-45
									1-48	1-48	1-48	1-48	1-48
DTTX (3)	62000-62119	IBC 100-Ton	102,500	2-20	2-20	2-20	2-20	2-20	1-40	1-40	1-40	1-40	1-40
				1-40	1-40	1-40	1-40	1-40	1-45	1-45	1-45	1-45	1-45
									1-48	1-48	1-48	1-48	1-48
DTTX (3)	62120-62179	IBC 100-Ton	102,500	2-20	1-40	1-40	1-40	2-20	1-40	1-40	1-40	1-40	1-40
				1-40				1-40	1-45	1-45	1-45	1-45	1-45
									1-48	1-48	1-48	1-48	1-48
DTTX (3)	62180-62199	IBC 100-Ton	101,500	1-40	1-40	1-40	1-40	1-40	1-40	1-40	1-40	1-40	1-40
				1-45	1-45	1-45	1-45	1-45	1-45	1-45	1-45	1-45	1-45
									1-48	1-48	1-48	1-48	1-48
DTTX	62200-62239	IBC 100-Ton	100,500	1-40	1-40	1-40	1-40	1-40	1-40	1-40	1-40	1-40	1-40
				1-45	1-45	1-45	1-45	1-45	1-45	1-45	1-45	1-45	1-45
				1-48	1-48	1-48	1-48	1-48	1-48	1-48	1-48	1-48	1-48
									1-53	1-53	1-53	1-53	1-53



## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
DTTX (3)	62240-62249	IBC 100-Ton	101,500	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	62250-62259	IBC 100-Ton	102,500	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	62260-62262	IBC 100-Ton	101,500	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	62263-62287	IBC 100-Ton	102,000	2-20 1-40	1-40 1-45	1-40 1-45	1-40 1-45	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	62288-62383	IBC 100-Ton	100,500	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	62384-62399	IBC 100-Ton	102,500	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	62400-62443	IBC 100-Ton	100,500	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	62444-62467	IBC 100-Ton	101,500	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	62468-62542	IBC 100-Ton	100,500	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	62543-62545	IBC 100-Ton	101,500	2-20 1-40 1-45	1-40 1-45	1-40 1-45	1-40 1-45	2-20 1-40 1-45	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well (pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
DTTX (3)	62546-62565	IBC 100-Ton	101,500	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	62576-62800	IBC 100-Ton	100,300	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX	63000-63099	Bulkhead 100-Ton	100,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45	1-40 1-45	1-40 1-45	1-40 1-45	1-40
DTTX	63100-63174	Bulkhead 100-Ton	97,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
DTTX	63175-63178	Bulkhead 100-Ton	97,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
DTTX	63179-63198	Bulkhead 100-Ton	96,000	1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
DTTX	63199-63200	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
DTTX (5)	63201-63235	Bulkhead 100-Ton	97,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
DTTX (5)	63236-63265	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
DTTX (5)	63266-63285	Bulkhead 100-Ton	96,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
DTTX	63286-63300	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
DTTX	63301-63310	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
DTTX	63311-63330	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
DTTX	63331-63342	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
DTTX (3)	64000-64004	IBC 100-Ton	102,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
DTTX (3)	64005-64016	IBC 100-Ton	102,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	64017-64020	IBC 100-Ton	102,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	64021-64069	IBC 100-Ton	102,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	64100-64170	IBC 100-Ton	102,000	1-40	1-40	1-40	1-40	1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX	72000-72151	IBC 125-Ton	120,500	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
DTTX	72152-72181	IBC 125-Ton	120,500	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
DTTX	72182-72321	IBC 125-Ton	120,500	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
DTTX (4)	72322-72882	IBC 125-Ton	118,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
DTTX	72900	IBC 125-Ton	120,500	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
DTTX (3)	73000-73044	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
DTTX	73045-73084	IBC 125-Ton	122,100	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48
DTTX (4)	73085-73118	IBC 125-Ton	116,500	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (3)	73119-73158	IBC 125-Ton	124,600	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (4)	73159-73248	IBC 125-Ton	116,500	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX	73249	IBC 125-Ton	122,100	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48
DTTX (4)	73250-73278	IBC 125-Ton	116,900	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (3)	73279-73358	IBC 125-Ton	124,600	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (4)	73359-73999	IBC 125-Ton	116,900	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX	74000-74075	IBC 125-Ton	122,000	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48
DTTX (3)	74076-74080	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
DTTX	74081-74121	IBC 125-Ton	122,000	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48
DTTX (3)	74122-74135	IBC 125-Ton	121,500	2-20 1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (4)	74136-74237	IBC 125-Ton	118,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (3)	74322-74425	IBC 125-Ton	118,000	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (3)	74500-74575	IBC 125-Ton	122,300	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	74581-74621	IBC 125-Ton	122,300	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	74622-74635	IBC 125-Ton	117,500	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	74636-74725	IBC 125-Ton	113,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (4)	75000-75999	IBC 125-Ton	116,900	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (6)	110020	IBC 100-Ton	96,300	2-20 1-40	1-40 1-45	1-40 1-48	1-40 1-45	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well (pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
DTTX (6)	110021	IBC 100-Ton	102,500	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
DTTX	110070-110079	Bulkhead 125-Ton	115,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
DTTX (6)	110088	IBC 125-Ton	115,800	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (6)	110092	IBC 125-Ton	115,800	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (6)	110094	IBC 125-Ton	115,800	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (6)	110097	IBC 125-Ton	116,900	2-20 1-28 1-40 1-45 1-48	2-20 1-28 1-40 1-45 1-48	2-20 1-28 1-40 1-45 1-48	2-20 1-28 1-40 1-45 1-48	2-20 1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53
DTTX (4)	720000-720789	IBC 125-Ton	118,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (3)	740000-740882	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	741000-741789	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
DTTX (3)	742045-742084	IBC 125-Ton	120,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	742085-742118	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	742159-742248	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	742249	IBC 125-Ton	120,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	742250-742278	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	742359-742999	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	743000-743999	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	744000-744253	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX (3)	744254-744601	IBC 125-Ton	122,800	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
DTTX	744602-744700	IBC 125-Ton	116,400	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
DTTX (3)	748000-748151	IBC 125-Ton	120,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	748152-748181	IBC 125-Ton	120,000	1-40	1-40	1-40	1-40	1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	748182-748321	IBC 125-Ton	120,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	748322-748882	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	748900	IBC 125-Ton	120,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	749000-749789	IBC 125-Ton	120,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (4)	750000-750253	IBC 125-Ton	116,900	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (4)	750254-750601	IBC 125-Ton	120,800	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
DTTX (3)	750602-751571	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	758000-758039	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)



## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well (pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
DTTX (3)	759000-759299	IBC 125-Ton	124,000 (See Note #10)	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX (3)	759300-759596	IBC 125-Ton	123,400 (See Note #9)	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
DTTX	759597-759796	IBC 125-Ton	124,000 (See Note #10)	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53
DTTX	759797-760140	IBC 125-Ton	123,000 (See Note #10)	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53
DTTX	760141-760760	IBC 125-Ton	123,000 (See Note #10)	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53
DTTX	760761-761038	IBC 125-Ton	123,000 (See Note #10)	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53
DTTX (9)	763000-763049	IBC 125-Ton	125,200	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
DTTX	781000-781109	IBC 125-Ton	126,000 (See Note #10)	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53
DTTX	781110-781309	IBC 125-Ton	124,300	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53	1-40	1-40 1-45 1-48 1-53
DTTX	885000-885092	IBC 125-Ton	119,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
DTTX	885094-885155	IBC 125-Ton	119,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
DTTX	885156-885195	IBC 125-Ton	119,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
DTTX	885196-885221	IBC 125-Ton	119,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
FXE (4)	5000-5019	IBC 125-Ton	120,700	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
FXE (3)	5020-5059	IBC 125-Ton	123,300	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
GNWR (4)	2004-2015	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
KCSM (3)	79061-79257	IBC 125-Ton	121,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
MCER	5100-5109	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
MCER	5110-5125	Bulkhead 100-Ton	97,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
MCER (4)	5200-5239	IBC 125-Ton	116,900	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
NOKL	250000-250015	Bulkhead 100-Ton	97,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
NOKL	250093-250097	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
NOKL	250099	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
NOKL	250100-250102	Bulkhead 100-Ton	97,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
NOKL	250103	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
NOKL	250116-250125	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
NOKL	250126-250130	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
NOKL	250131-250135	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
NOKL	250144	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
NOKL	250400-250401	Bulkhead 100-Ton	100,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45	1-40	1-40	1-40	1-40 1-45
NOKL	250402	Bulkhead 100-Ton	90,000	1-40	1-40	1-40	1-40	1-40	1-40 1-45	1-40 1-45	1-40 1-45	1-40 1-45	1-40 1-45
NOKL	250403-250419	Bulkhead 100-Ton	100,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45	1-40	1-40	1-40	1-40 1-45
NOKL	250420-250421	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
NOKL	250444-250474	Bulkhead 100-Ton	94,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
NOKL (3)	250505-250524	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
NOKL	250700-250799	IBC 125-Ton	120,500	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
NOKL	251570-251589	IBC 125-Ton	122,300	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
NOKL (3)	252000-252004	IBC 125-Ton	117,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
NOKL (3)	252050 Electrically Wired	IBC 125-Ton	116,800	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
NOKL (4)	252051-252052 Electrically  Wired	IBC 125-Ton	116,500	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
NOKL (4)	252100-252139	IBC 125-Ton	116,900	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
NOKL (4)	252200-252274	IBC 125-Ton	116,500	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
NOKL (4)	252280-252299	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
NWCX (7)	1001-1024	IBC 125-Ton	116,100	2-20 2-24 1-40 1-45 1-48	2-20 2-24 1-40 1-45 1-48	2-20 2-24 1-40 1-45 1-48	2-20 2-24 1-40 1-45 1-48	2-20 2-24 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48	1-40 1-45 1-48 1-53
NWCX (3)	1025-1030	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
NWCX (3)	1031-1040	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
SFLC (3)	1006-1089	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
SFLC	254000-254019	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
SFLC	254100-254199	IBC 125-Ton	120,500	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
SFLC (4)	254200-254299	IBC 125-Ton	120,300	2-20 1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
SFLC (3)	254300-254378	IBC 125-Ton	124,600	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
SFLC (4)	254379  Electrically Wired	IBC 125-Ton	116,800	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
SFLC (4)	254380-254388	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
SP	2101, 2106	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
SP	2202, 2206,  2209, 2210,  2212	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
SP	2344-2374	Bulkhead 100-Ton	94,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
SP	2375-2376	Bulkhead 100-Ton	100,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45	1-40	1-40	1-40	1-40 1-45
SP	2397	Bulkhead 100-Ton	90,000	1-40	1-40	1-40	1-40	1-40	1-40 1-45	1-40 1-45	1-40 1-45	1-40 1-45	1-40 1-45
SP	2398-2414	Bulkhead 100-Ton	100,000	2-20 1-40	1-40	1-40	1-40	2-20 1-40	1-40 1-45	1-40	1-40	1-40	1-40 1-45

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well (pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
SP	2416-2417	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
SP	2420-2429	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
SP (4)	513200-513274	IBC 125-Ton	116,500	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
SP (4)	513275-513276 Electrically Wired	IBC 125-Ton	116,500	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
SP	513370-513389	IBC 125-Ton	122,300	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
SP (4)	513390-513504	IBC 125-Ton	116,900	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
SP (3)	513505-513524	IBC 125-Ton	124,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)	1-40 1-45 1-48 (3)
SP (4)	513800-513899	IBC 125-Ton	116,900	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
SP (4)	513900-513999	IBC 125-Ton	116,900	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
TFM	79000-79024	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
TFM	79025-79034	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
TFM	79035-79053	Bulkhead 100-Ton	95,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48

## 5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well (pounds)	Lower Position Well Capabilities					Upper Position Well Capabilities				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
TFM	79054	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
TFM	79055-79056	Bulkhead 100-Ton	94,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48
TFM	79057-79060	Bulkhead 100-Ton	96,000	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48	1-40 1-48
WRWK (3)	58040-58099	IBC 125-Ton	124,400	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)
WRWK (3)	58100-58139	IBC 125-Ton	124,000  (See Note #8)	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)	1-40 1-45 1-48	1-40 1-45 1-48 (3)

## **5-UNIT ARTICULATED DOUBLE STACK CONTAINER CARS**

### **Notes for 5-unit Articulated Double Stack Cars:**

1. **35' Container on top in A Unit only if lower container is 35'; Must use IBCs.**
2. **35' Container on top in all units, only if lower container is 35'; Must use IBCs.**
3. **53' Containers on top at the A, D & B units only when 40' containers are loaded on top of the C & E units.**
4. **Any car group with 48' wells that is capable of accepting 2-20' containers will also accept 2-24' containers but they must be 23' 10 1/2" maximum length with corner castings at 19' 10 1/2". Car number DTTX 720397 and cars DTTX 720765-720789 in series DTTX 720000-720789 are equipped with a TSM electro-pneumatic brake system.**
5. **Some, but not all, cars in series DTTX 63201-63235, 63236-63265 and 63266-63285 have been modified to handle 45' containers in all upper well positions.**
6. **Prototype articulated double stack car.**
7. **The car group NWCX 1001-1024 have wells that are approximately 49 ft. in length to accommodate any two (2) 24 ft. containers in the well. When two (2) 24 ft. containers are loaded in a well, nothing may be loaded in the upper position.**
8. **For car series AOK 58100-58187 any well can be loaded to 134,400 pounds however the truck capacity at any shared truck must be protected by reducing the allowable load limit(s) in adjacent well(s) to offset the increase in weight above their stenciled load limits. The end trucks have plenty of capacity to handle the increase in load limit for their share of the load in the A and B wells. As an example the A, B and D units may be loaded to 134,400 pounds each provided the C and E units carry no more than 113,600 pounds each.**
9. **5-unit 40' wells with each well capable of carrying 2 – 67,200 lbs. 20' containers as long as the trucks/wheel sets are not overloaded.**
10. **20 FT Container Limit 61,500 lbs. each**

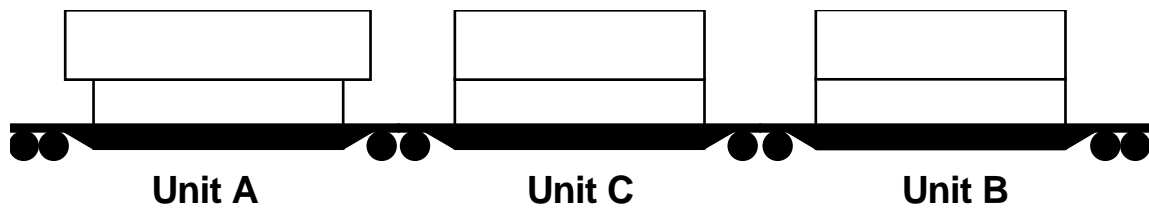


# SECTION B

## LOADING CAPABILITIES

### 3-UNIT ARTICULATED -STANDARD & ALL PURPOSE DOUBLE STACK CONTAINER CARS

IBC TYPE  
125 TON



#### Notes:

- A) For an explanation of footnotes (1) thru (3), see page B-13 of this section
- B) For actual weight limitations refer to the stenciled LOAD LIMIT on the car.

### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)
AOK	54980-55375	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
AOK	55394-55594	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
BN	67000-67499	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BN	69998-69999	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BNSF	211000-211332	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
BNSF	211333-211432	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE

### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)
BNSF	211500-211649	IBC 125-Ton	119,100	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
BNSF	212000-212499	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BNSF	212500-212501	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BNSF	253000-253833	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
BNSF	254000-254366	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
BNSF	254500-254799	IBC 125-Ton	120,000	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE

### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)
BNSF	254800-254851	IBC 125-Ton	120,000	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
BNSF	255000-255347	IBC 125-Ton	120,000	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
BRAN	5300-5599	IBC 125-Ton	117,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
BRAN	6000-6299	IBC 125-Ton	117,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
BRAN	6300-6314	IBC 125-Ton	117,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
BRAN	7000-7502	IBC 125-Ton	117,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE

### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)
BRAN	9000-9199	IBC 125-Ton	117,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	110098	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	110103	IBC 125-Ton	115,900	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	400000-400285	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX Note #1	400500-400785	IBC 125-Ton	118,000	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 <b>*1-53</b>	1-40 1-45 1-48	1-40 1-45 1-48 <b>*1-53</b>	NONE
DTTX	721000-721924	IBC 125-Ton	118,300	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE

### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)
DTTX	723000-724999	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	725000-725346	IBC 125-Ton	117,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	726000-727999	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	728000-728749	IBC 125-Ton	116,200	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	729000-729888	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	732000-733416	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE

### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)
DTTX	765000-765749	IBC 125-Ton	118,500 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	765750-766199	IBC 125-Ton	118,200 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	766200-767033	IBC 125-Ton	118,200 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	767034-767102	IBC 125-Ton	117,000 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	767103-767163	IBC 125-Ton	117,000 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	767164-7670262	IBC 125-Ton	117,000 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE

### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)
DTTX	785000-785749	IBC 125-Ton	119,300 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	785750-786232	IBC 125-Ton	118,300 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	786233-787565	IBC 125-Ton	118,300 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	787566-788096	IBC 125-Ton	117,000 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	788097-788528	IBC 125-Ton	117,000 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	788529-789028	IBC 125-Ton	117,000 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE



### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)
DTTX	789029-789502	IBC 125-Ton	117,000 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	795000-795099	IBC 125-Ton	118,000 (See Note #3)	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	885278-885303	IBC 125-Ton	117,000	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	NONE
DTTX	888236-888435	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	888436-888485	IBC 125-Ton	115,900	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	888486-888532	IBC 125-Ton	119,700	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE

### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)
DTTX	888533-888633	IBC 125-Ton	115,000	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	888634-888889	IBC 125-Ton	115,000	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	888890	IBC 125-Ton	115,000	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	888891-888948	IBC 125-Ton	115,000	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	888949-888999	IBC 125-Ton	115,000	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	890000-890189	IBC 125-Ton	115,000	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE

### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)
DTTX	890190-890192	IBC 125-Ton	115,000	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
FEC	55393-55594	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
GTW	676000-676199	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
IAIS	55000-55077	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
IAIS	55140-55345	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
KCS	9001-9100	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102

### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)	
MCER	5126-5159	IBC 125-Ton	117,000	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102	
MCER	5250-5269	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE	
NCUX	90001-90140	IBC 125-Ton	115,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE	
NKCR	1225-1319	IBC 125-Ton	117,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE	
NOKL (2)	230000-230499	IBC 125-Ton	117,000	2-20 1-40	2-20 1-40	2-20 1-40	1-40 1-45 1-48 *(2)	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48 *(2)	1-28 x 102 See Note 2 for cars with no trailer capability
NOKL	230500-230694 ni	IBC 125-Ton	116,500	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102	

### 3-UNIT ARTICULATED -DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	Lower Well A-Unit	Lower Well C-Unit	Lower Well B-Unit	Upper Well A-Unit	Upper Well C-Unit	Upper Well B-Unit	Lower Well Trailer Capacity (All)
WRWK	5550-5599	IBC 125-Ton	117,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
WRWK	6100-6199	IBC 125-Ton	117,500	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE

#### Notes for 3-unit Articulated Double Stack Cars:

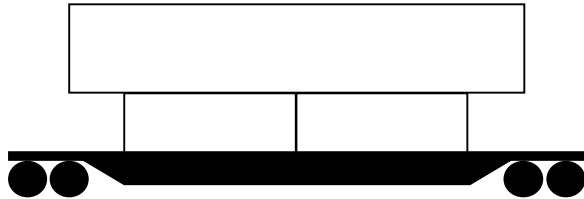
1. DTTX 400500 – 400785 are originally 48 ft well cars in series DTTX 400000 – 400285 that are being converted to 40ft well cars. Note that the 53ft capability in the upper position has been stared (\*) on the 40ft well cars which denotes that after a car has been converted to 40ft wells, 53ft containers can only be loaded at the upper position on the A and B units if the C-unit has a 40ft container in the upper position.
2. NOKL 230000-230499 are originally 48 ft well cars in series BNSF 212000-212499 that are being converted to 40ft well cars and remarked to an NOKL series. Note that the 53ft capability in the upper position has been stared (\*) on the 40ft well cars which denotes that after a car has been converted to 40ft wells, 53ft containers can only be loaded at the upper position on the A and B units if the C-unit has a 40ft container in the upper position. Also note that some of these cars will have all of the hitches removed when they are modified to 40ft well cars. The following cars have no trailer capacity because the hitches have been removed: NOKL 230410,
3. 20 ft Container Limit 57,500 lbs. each

# SECTION C

## LOADING CAPABILITIES

### SINGLE UNIT DOUBLE STACK CONTAINER CARS

IBC TYPE  
70 - TON



#### Notes:

- A) For an explanation of footnotes (1) thru (2), see page C-6 of this section
- B) For actual weight limitations refer to the stenciled LOAD LIMIT on the car.

## SINGLE UNIT DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit	Lower Well	Upper Well	Lower Well Trailer Capacity
AOK	73000-73485	IBC 70-Ton	170,000	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
BN	61000-61009	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BN	61010	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BN	61899	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
BN	61900	IBC 70-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
BN	64003-64018	IBC 70-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
BNSF	203000	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BNSF	203001	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
BNSF	203002	IBC 70-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
BNSF	203003-203018	IBC 70-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
BNSF	208000-208199	IBC 70-Ton	170,000	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE

## SINGLE UNIT DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit	Lower Well	Upper Well	Lower Well Trailer Capacity
BNSF	210000-210009	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
CP (2)	526000 Prototype	IBC 110-Ton	225,400	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48 1-53	NONE
CP	527000-527499	IBC 70-Ton	169,500	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
CRLE	5000-5399	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
CRLE	5400-5549	IBC 70-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
CRLE	5800-5802	IBC 70-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
CRLE	5600-5799	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
DTTX	53000-53999	IBC 70-Ton	168,000	2-20 1-40	1-40 1-45 1-48 1-53	NONE
DTTX	54000-54074	IBC 70-Ton	161,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	54075-54959	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	55075-55959	IBC 70-Ton	168,000	2-20 1-40	1-40 1-45 1-48 1-53	NONE
DTTX	56000-56874	IBC 70-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE



## SINGLE UNIT DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit	Lower Well	Upper Well	Lower Well Trailer Capacity
DTTX	57000-57874	IBC 70-Ton	167,000	2-20 1-40	1-40 1-45 1-48 1-53	NONE
DTTX	58000-58999	IBC 70-Ton	167,000	2-20 1-40	1-40 1-45 1-48 1-53	NONE
DTTX	59000-59950	IBC 70-Ton	166,000	2-20 1-40	1-40 1-45 1-48 1-53	NONE
DTTX	110089 Prototype	IBC 70-Ton	161,000	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	449500-449946	IBC 70-Ton	162,400	2-20 1-40	1-40 1-45 1-48 1-53	NONE
DTTX	450000-450009	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
DTTX	451000-453999	IBC 70-Ton	168,000	2-20 1-40	1-40 1-45 1-48 1-53	NONE
DTTX	454000-454149	IBC 70-Ton	163,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
DTTX	454500-454976	IBC 70-Ton	164,400	2-20 1-40	1-40 1-45 1-48 1-53	NONE
DTTX	456000-456946	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
DTTX	457000-459999	IBC 70-Ton	166,000	2-20 1-40	1-40 1-45 1-48 1-53	NONE
DTTX	466000-468363	IBC 70-Ton	165,700	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
				2-20	1-40	

## SINGLE UNIT DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit	Lower Well	Upper Well	Lower Well Trailer Capacity
DTTX	469216-471999	IBC 70-Ton	161,900	1-40 1-45 1-48 1-53	1-45 1-48 1-53	NONE
DTTX	475287-475999	IBC 70-Ton	161,900	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX (1)	560000-560100	IBC 70-Ton	157,000	2-20 1-40 1-45 1-48 1-53	2-28 1-40 1-45 1-48 1-53	NONE
DTTX	645000-647129	IBC 70-Ton	169,500	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	652000-652874	IBC 70-Ton	162,700	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	654740-654979	IBC 70-Ton	162,700	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	655000-659999	IBC 70-Ton	169,600	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	680000-681189	IBC 70-Ton	169,600	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
DTTX	745000-746451	IBC 70-Ton	167,000	2-20 1-40	1-40 1-45 1-48 1-53	NONE
DTTX	747075-747959	IBC 70-Ton	167,000	2-20 1-40	1-40 1-45 1-48 1-53	NONE
DTTX	888000-888199	IBC 70-Ton	170,000	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
FEC	4401-4500	IBC 70-Ton	163,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102

## SINGLE UNIT DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit	Lower Well	Upper Well	Lower Well Trailer Capacity
FEC	70000-71559	IBC 70-Ton	166,000	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102 1-57 x 102
FEC	71560-72809	IBC 70-Ton	166,000	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102 1-57 x 102
FEC	73018-73479	IBC 70 Ton	170,000	2-20 2-28 1-40 1-45 1-48 1-53	2-28 1-40 1-45 1-48 1-53	NONE
GBRX (1)	2853 Prototype	IBC 110-Ton	157,000	2-20 2-28 1-40 1-45 1-48 1-53	2-28 1-40 1-45 1-48 1-53	NONE
NOKL	210000-210024	IBC 70-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
NOKL	210050-210059	IBC 70-Ton	165,000	2-20 1-40	1-40 1-45 1-48 1-53	1-28 x 102
NOKL	210100-210248	IBC 70-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
SMW	210250-210849	IBC 70-Ton	163,000	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102 1-57 x 102

### Notes for Single Unit Double Stack Cars:

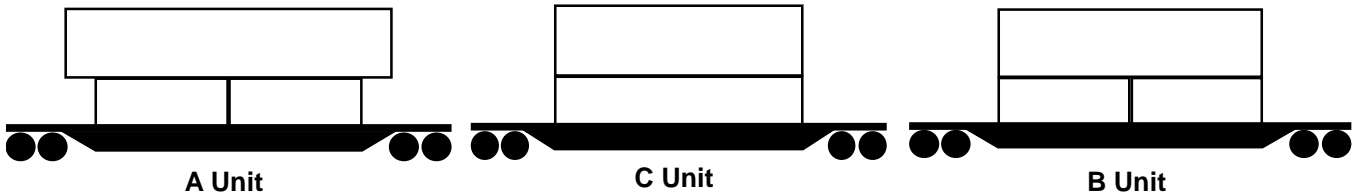
1. **DTTX 560000-560099 and GBRX 2853 are Single Unit Double Stack Cars that are constructed with a 56ft “Well” that is capable of carrying two 28ft containers in the lower well position along with two 28ft containers in the upper loading position using special Automatic Interbox Connectors.**
2. **CP 526000 (NSCX 2005) is a Single Unit Double Stack Car that is constructed with a 48ft “Well” that is capable of carrying two 20ft containers in the lower well position along with two 20ft containers in the upper loading position.**

# SECTION D

## LOADING CAPABILITIES

### 3 UNIT DRAWBAR CONNECTED DOUBLE STACK CONTAINER CARS

IBC TYPE  
70 - TON



#### Notes:

For actual weight limitations refer to the stenciled LOAD LIMIT on the car.

### 3 UNIT DRAWBAR CONNECTED DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	All Lower Wells	All Upper Wells	Lower Well Trailer Capacity (All)
BN	63000-63199	IBC 70-Ton	166,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BN	63200-63315	IBC 70-Ton	162,900	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BN	63316-63358	IBC 70-Ton	166,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BN	64019-64049	IBC 70-Ton	166,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
BN	64228-64327	IBC 70-Ton	166,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
BNSF	230000-230030	IBC 70-Ton	166,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
BNSF	230038-230137	IBC 70-Ton	166,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
BNSF	231000-231199	IBC 70-Ton	166,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BNSF	231200-231315	IBC 70-Ton	162,900	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
BNSF	231316-231358	IBC 70-Ton	166,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
CP	523100-523284	IBC 70-Ton	168,000	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
CP	524000	IBC 70-Ton	170,000	2-20 1-40	1-40 1-45 1-48	NONE

### 3 UNIT DRAWBAR CONNECTED DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	All Lower Wells	All Upper Wells	Lower Well Trailer Capacity (All)
CP	524100-524269	IBC 70-Ton	173,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
CP	524300-524499	IBC 70-Ton	170,500	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	25018-25067	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	25128-25297	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	25358-25437	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	27000-27743	IBC 70-Ton	170,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	427000-427293	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
DTTX	427439-427905	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
DTTX	427961-428072	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
DTTX	430120-430199	IBC 70-Ton	162,900	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
DTTX	432000-432115	IBC 70-Ton	162,900	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
DTTX	620000-621021	IBC 70-Ton	170,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE

### 3 UNIT DRAWBAR CONNECTED DOUBLE STACK CONTAINER CARS

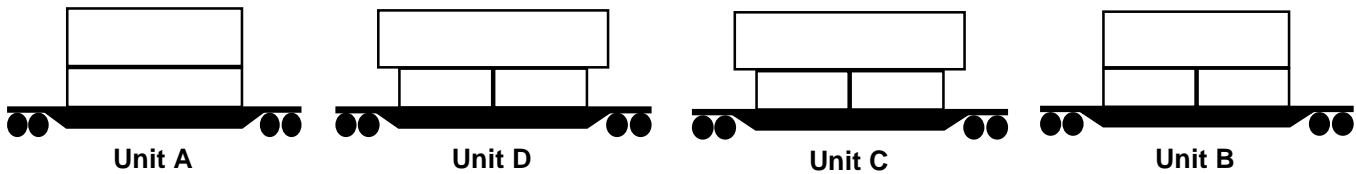
Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	All Lower Wells	All Upper Wells	Lower Well Trailer Capacity (All)
				1-53		
DTTX	623000-623159	IBC 70-Ton	168,000	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	NONE
FEC	5270-5289	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
MCER	5270-5289	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
NOKL	230550-230592	IBC 70-Ton	166,000	2-20 1-40	1-40 1-45 1-48 1-53	1-28 x 102

# SECTION E

## LOADING CAPABILITIES

### 4 UNIT DRAWBAR CONNECTED DOUBLE STACK CONTAINER CARS

IBC TYPE  
70 - TON



### Notes:

For actual weight limitations refer to the stenciled LOAD LIMIT on the car.



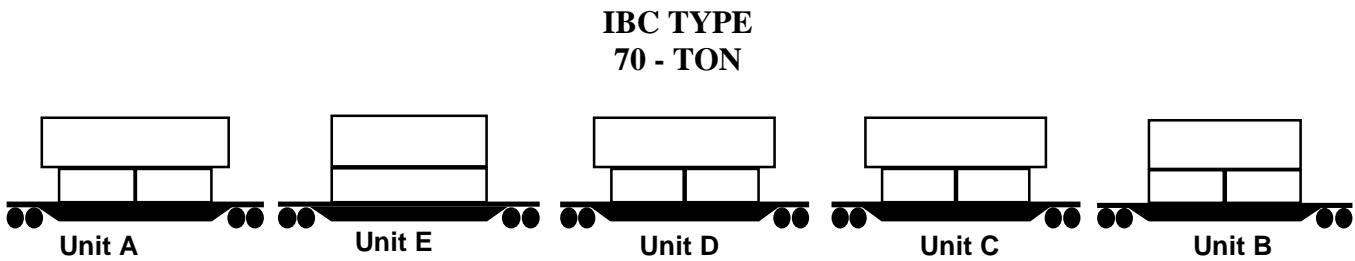
## 4 UNIT DRAWBAR CONNECTED DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	All Lower Wells	All Upper Wells	Lower Well Trailer Capacity (All)
CRLE	5900-5902	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	25000-25017	IBC 70-Ton	165,500	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	25068-25127	IBC 70-Ton	165,500	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	25298-25357	IBC 70-Ton	165,500	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	270000-270059	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
DTTX	427294-427438	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
DTTX	427906-427960	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
DTTX	430000-430119	IBC 70-Ton	165,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102

# SECTION F

## LOADING CAPABILITIES

### 5 UNIT DRAWBAR CONNECTED DOUBLE STACK CONTAINER CARS



#### Notes:

For actual weight limitations refer to the stenciled **LOAD LIMIT** on the car.

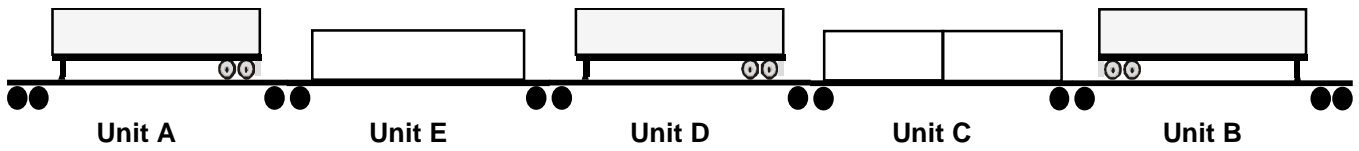
## 5 UNIT DRAWBAR CONNECTED DOUBLE STACK CONTAINER CARS

Car Mark	Car Number	Car Type	Nominal Load Limit Per Well	All Lower Wells	All Upper Wells	Lower Well Trailer Capacity (All)
CN	640400-640479	IBC 100-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	NONE
CN	677000-677039	IBC 70-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102
CN	677040-677139	IBC 70-Ton	167,000	2-20 1-40 1-45 1-48	1-40 1-45 1-48 1-53	2-28 x 102 1-40 x 102 1-45 x 102 1-48 x 102 1-53 x 102

# SECTION G

## LOADING CAPABILITIES

### 2,3 and 5 UNIT SPINE CARS



## 2,3 and 5 UNIT SPINE CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well( <i>pounds</i> )	TOFC LOADING					COFC LOADING				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
TTAX (1)	303000	SPINE	65,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48	N/A	N/A	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	2-20 1-40 1-45 1-48	N/A	N/A	1-40 1-45 1-48	2-20 1-40 1-45 1-48
TTAX (2)	354500	SPINE 53'	65,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48 1-53	N/A	N/A	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	N/A	N/A	1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53
TTAX (1)	76000-77504	SPINE	65,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48
TTAX (1)	78000-78869	SPINE	65,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48
TTAX (1)	79000-79124	SPINE	65,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48
TTAX (1)	79500-79876	SPINE	65,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48
TTAX (2)	110066 <u>Prototype</u>	SPINE 53'	65,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53
TTAX (2)	110069 <u>Prototype</u>	SPINE 53'	65,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53

## 2,3 and 5 UNIT SPINE CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well( <i>pounds</i> )	TOFC LOADING					COFC LOADING				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
TTAX (2)	110082 <u>Prototype</u>	SPINE 53'	65,000 TOFC 67,200 COFC	1-28	1-28	1-28	1-28	1-28	2-20	1-40	1-40	1-40	2-20
				1-40	1-40	1-40	1-40	1-40	1-40	1-45	1-45	1-45	1-40
				1-45	1-45	1-45	1-45	1-45	1-45	1-48	1-48	1-48	1-45
				1-48	1-48	1-48	1-48	1-48	1-48	1-53	1-53	1-53	1-48
				1-53	1-53	1-53	1-53	1-53	1-53				1-53
TTAX	355000-355199 <u>Only 3-Units</u>	SPINE 53'	80,000 TOFC 67,200 COFC	1-28	N/A	N/A	1-28	1-28	1-40	N/A	N/A	1-40	1-40
				1-40			1-40	1-40	1-45			1-45	1-45
				1-45			1-45	1-45	1-48			1-48	1-48
				1-48			1-48	1-48	1-53			1-53	1-53
				1-53			1-53	1-53					
TTAX	371150-371649 <u>Only 3-Units</u>	SPINE 57'	See Note #8 for TOFC 67,200 COFC	1-28	N/A	N/A	1-28	1-28	1-40	N/A	N/A	1-40	1-40
				1-40			1-40	1-40	1-45			1-45	1-45
				1-45			1-45	1-45	1-48			1-48	1-48
				1-48			1-48	1-48	1-53			1-53	1-53
				1-53			1-53	1-53					
TTAX (2)	553000-554659	SPINE 53'	65,000 TOFC 67,200 COFC	1-28	1-28	1-28	1-28	1-28	2-20	1-40	1-40	1-40	2-20
				1-40	1-40	1-40	1-40	1-40	1-40	1-45	1-45	1-45	1-40
				1-45	1-45	1-45	1-45	1-45	1-45	1-48	1-48	1-48	1-45
				1-48	1-48	1-48	1-48	1-48	1-48	1-53	1-53	1-53	1-48
				1-53	1-53	1-53	1-53	1-53	1-53				1-53
TTAX	555000-555239	SPINE 53'	65,000 TOFC 67,200 COFC	1-28	1-28	1-28	1-28	1-28	1-40	1-40	1-40	1-40	1-40
				1-40	1-40	1-40	1-40	1-40	1-45	1-45	1-45	1-45	1-45
				1-45	1-45	1-45	1-45	1-45	1-48	1-48	1-48	1-48	1-48
				1-48	1-48	1-48	1-48	1-48	1-53	1-53	1-53	1-53	1-53
				1-53	1-53	1-53	1-53	1-53					
TTAX (2)	555500-556999	SPINE 53'	65,000 TOFC 67,200 COFC	1-28	1-28	1-28	1-28	1-28	2-20	1-40	1-40	1-40	2-20
				1-40	1-40	1-40	1-40	1-40	1-40	1-45	1-45	1-45	1-40
				1-45	1-45	1-45	1-45	1-45	1-45	1-48	1-48	1-48	1-45
				1-48	1-48	1-48	1-48	1-48	1-48	1-53	1-53	1-53	1-48
				1-53	1-53	1-53	1-53	1-53	1-53				1-53
TTAX (2)	653000-654404	SPINE 53'	65,000 TOFC 67,200 COFC	1-28	1-28	1-28	1-28	1-28	2-20	1-40	1-40	1-40	2-20
				1-40	1-40	1-40	1-40	1-40	1-40	1-45	1-45	1-45	1-40
				1-45	1-45	1-45	1-45	1-45	1-45	1-48	1-48	1-48	1-45
				1-48	1-48	1-48	1-48	1-48	1-48	1-53	1-53	1-53	1-48
				1-53	1-53	1-53	1-53	1-53	1-53				1-53

## 2,3 and 5 UNIT SPINE CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well(pounds)	TOFC LOADING					COFC LOADING				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
TTAX (2)	753000-753299	SPINE 53'	65,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53
TTAX	753300-753549 <u>Only 3-Units</u>	SPINE 53'	See Note #7 for TOFC 67,200 COFC	1-28 1-40 1-45 1-48 1-53	N/A	N/A	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	N/A	N/A	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
TTAX (1)	780000-780399	SPINE	65,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	1-28 1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48
TTRX	110090-110091 <u>Only 3-Units</u>	SPINE 57'	80,000 TOFC 67,200 COFC	2-28 1-40 1-45 1-48 1-53 1-57	N/A	N/A	2-28 1-40 1-45 1-48 1-53 1-57	2-28 1-40 1-45 1-48 1-53 1-57	N/A	N/A	N/A	N/A	N/A
TTRX	360000-361116 <u>Only 3-Units</u>	SPINE 57'	80,000 TOFC 67,200 COFC	2-28 1-40 1-45 1-48 1-53 1-57	N/A	N/A	2-28 1-40 1-45 1-48 1-53 1-57	2-28 1-40 1-45 1-48 1-53 1-57	1-40 1-45 1-48 1-53	N/A	N/A	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
TTRX	370000-371149 <u>Only 3-Units</u>	SPINE 57'	80,000 TOFC 67,200 COFC	2-28 1-40 1-45 1-48 1-53 1-57	N/A	N/A	2-28 1-40 1-45 1-48 1-53 1-57	2-28 1-40 1-45 1-48 1-53 1-57	1-40 1-45 1-48 1-53	N/A	N/A	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
TTRX	552000-552499 <u>Only 3-Units</u>	SPINE 57'	80,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48 1-53 1-57	N/A	N/A	1-28 1-40 1-45 1-48 1-53 1-57	1-28 1-40 1-45 1-48 1-53 1-57	1-40 1-45 1-48 1-53	N/A	N/A	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53

### 2,3 and 5 UNIT SPINE CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well( <i>pounds</i> )	TOFC LOADING					COFC LOADING				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
TR	300500-300699 <u>Only 3-Units</u>	SPINE 57'	80,000 TOFC 67,200 COFC	2-28 1-40 1-45 1-48 1-53 1-57	N/A	N/A	2-28 1-40 1-45 1-48 1-53 1-57	2-28 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	N/A	N/A	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
FEC	300500-300699 <u>Only 3-Units</u>	SPINE 57'	80,000 TOFC 67,200 COFC	2-28 1-40 1-45 1-48 1-53 1-57	N/A	N/A	2-28 1-40 1-45 1-48 1-53 1-57	2-28 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	N/A	N/A	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53
NKCR (2)	1000-1009	SPINE 53'	65,000 TOFC 67,200 COFC	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	1-28 1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	1-40 1-45 1-48 1-53	2-20 1-40 1-45 1-48 1-53
NTTX (3)	66000-66139	SPINE	67,200 COFC	NONE	NONE	NONE	NONE	NONE	2-20 1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48
NTTX (3)	67000-67199	SPINE	67,200 COFC	NONE	NONE	NONE	NONE	NONE	2-20 1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48
NTTX (3)	68000-68009	SPINE	67,200 COFC	NONE	NONE	NONE	NONE	NONE	2-20 1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48
NTTX (3)	110030	SPINE	67,200 COFC	NONE	NONE	NONE	NONE	NONE	2-20 1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48	1-40 1-45 1-48	2-20 1-40 1-45 1-48
CP (4)	524999-525099	SPINE	106,000 COFC	NONE	NONE	NONE	NONE	NONE	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48	2-20 1-40 1-45 1-48



### 2,3 and 5 UNIT SPINE CARS

Car Mark	Car Numbers	Car Type	Nominal Load Limit per Well( <i>pounds</i> )	TOFC LOADING					COFC LOADING				
				"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit	"A" Unit	"E" Unit	"D" Unit	"C" Unit	"B" Unit
CN (5)	678500-678559	SPINE Well-Type Single Stack	90,000 TOFC & COFC	2-20	2-20	2-20	2-20	2-20	2-20	2-20	2-20	2-20	2-20
				2-28	2-28	2-28	2-28	2-28	1-40	1-40	1-40	1-40	1-40
				1-40	1-40	1-40	1-40	1-40	1-45	1-45	1-45	1-45	1-45
				1-45	1-45	1-45	1-45	1-45	1-48	1-48	1-48	1-48	1-48
				1-48	1-48	1-48	1-48	1-48					
				1-53	1-53	1-53	1-53	1-53					
CN (6)	682700-682825	SPINE 2-Platform DRAWBAR	82,000 TOFC & COFC	1-28				1-28	1-40				1-40
				1-40				1-40	1-45				1-45
				1-45	N/A	N/A	N/A	1-45	1-48	N/A	N/A	N/A	1-48
				1-48				1-48	1-53				1-53
				1-53				1-53					
CRLE (5)	683610-683691	SPINE Well-Type Single Stack	90,000 TOFC & COFC	1-40	1-40	1-40	1-40	1-40	1-40	1-40	1-40	1-40	
				1-45	1-45	1-45	1-45	1-45					
				1-48	1-48	1-48	1-48	1-48					

\*\*\*SEE NOTES ON FOLLOWING PAGE\*\*\*

## 2,3 and 5 UNIT SPINE CARS

### Notes for Articulated and Drawbar Connected Spine Cars:

- Note: (1) COFC:** The Capability of the A & B Platforms is Two 20' Containers at 52,900 LBS Each. These cars are equipped with standard pedestals and cannot accommodate the low profile corner castings on 110" inside height containers. **"Do not load 53' containers on these cars"**.
- TOFC:** 53' Trailers may be loaded on the A, B and D Platforms if the C & E units are empty. Tandems of 53' trailers must be loaded forward so as not to extend beyond the end of the Tire Platform.
- Note: (2) COFC:** The Loading Capability of the A Platform is Two 20' containers at 52,900 LBS each. The capability of the B Platform is Two 20' containers at 50,000 LBS each. These cars are equipped with low profile pedestals to accommodate the standard ISO corner casting as well as the low profile corner casting on 110" inside height containers.
- Note: (3) COFC:** Each of the Five Platforms will carry One 40', 45' or 48' container that is 8'.0" or 8'.6" Wide. The A, D and B Platforms can carry Two 20' containers. All containers may be loaded up to 52,900 LBS for 20' containers and up to 67,200 LBS for longer containers. Car number NTTX 110030 is a "Prototype" articulated spine car.
- Note: (4) COFC:** Car Number CP 524999 is equipped with a Generator Unit and Nine Electrical outlets on One 20' Platform.
- Note: (5) COFC:** Car series CN 678500-678559 and CRLE 683610-683691 are a **"Well Type"** construction but **Container Loading is "Single Stack Only"**. Do not double stack containers in these cars.
- Note: (6) TOFC:** Canadian National car series CN 682700-682825 are 2-Platform drawbar connected cars that can have a **3<sup>rd</sup> Trailer loaded over the drawbar connection but the trailers have to be a minimum 48 ft. to a maximum 53 ft. in length.**
- Note: (7) TOFC: Nominal Load Limit per platform for TOFC loading is: 1-28' @40K, 40'-45' @65K and 48'-53' @90K**
- Note: (8) TOFC: Nominal Load Limit per platform for TOFC loading is: 1-28' @40K, 40'-45' @65K and 48'-57' @90K**

# **SECTION H**

## **General Information**

**Car Builder**

**Type of Braking System**

**Number of Operative Brakes**

### 5-Unit Articulated Double Stack

CAR MARK	CAR NUMBER	STACK CAR TYPE	CAR BUILDER	TYPE OF TRUCK MOUNTED BRAKE	NUMBER OF OPERATIVE BRAKES
AOK	58000-58239	125-Ton	Gunderson	Ellcon National	3
BN	63900-63909	100-Ton	Trinity	Ellcon National	3
BN	63910-63924	100-Ton	Gunderson	Ellcon National	3
BN	63927-63930	100-Ton	Gunderson	Ellcon National	3
BN	63933-63989	100-Ton	Gunderson	Ellcon National	3
BN	63994-64002	100-Ton	Gunderson	Ellcon National	3
BN	64050-64069	125-Ton	Gunderson	Ellcon National	3
BN	64070-64227	125-Ton	Gunderson	TMX	3
BN	64980-65029	125-Ton	Gunderson	Ellcon National	3
BN	65030-65079	125-Ton	Gunderson	TMX	3
BNSF	236000-236034	100-Ton	Gunderson	Ellcon National	3
BNSF	236037-236040	100-Ton	Gunderson	Ellcon National	3
BNSF	236043-236099	100-Ton	Gunderson	Ellcon National	3
BNSF	236104-236112	100-Ton	Gunderson	Ellcon National	3
BNSF	237000-237009	100-Ton	Trinity	Ellcon National	3
BNSF	237070-237099	125-Ton	Gunderson	Ellcon National	3
BNSF	237100-237199	125-Ton	Thrall	Thrall Davis	3
BNSF	237200-237278	125-Ton	Gunderson	Ellcon National	3
BNSF	237300-237969	125-Ton	Gunderson	Ellcon National	3
BNSF	238000-238299	125-Ton	Trinity	TMX	3
BNSF	238300-238759	125-Ton	Gunderson	Ellcon National	3
BNSF	238760-239199	125-Ton	Concarril	Ellcon National	3
BNSF	239200-239499	125-Ton	Trinity	TMX	3
BNSF	239500-239849	125-Ton	Gunderson	Ellcon National	3
BNSF	240000-240019	125-Ton	Gunderson	Ellcon National	3
BNSF	240020-240177	125-Ton	Gunderson	TMX	3
BNSF	240179-240183	125-Ton	Gunderson	Ellcon National	3
BNSF	240184-240188	125-Ton	Gunderson	TMX	3
BNSF	240200-240299	125-Ton	Gunderson	Ellcon National	3
BNSF	240300-240329	125-Ton	Gunderson	Ellcon National	3
BNSF	240331-240379	125-Ton	Gunderson	TMX	3
BNSF	240380-240629	125-Ton	Gunderson	TMX	3
BNSF	240630-240879	125-Ton	Gunderson	Ellcon National	3
BNSF	270000-270079	125-Ton	Gunderson	Ellcon National	3
BNSF	270180-270183	125-Ton	Gunderson	Ellcon National	3
BNSF	270380-270629	125-Ton	Gunderson	TMX	3
BNSF	270630-270879	125-Ton	Gunderson	Ellcon National	3
BNSF	270911	125-Ton	Gunderson	Ellcon National	2
BRAN	2001-2064	100-Ton	Thrall	Thrall Davis	3
BRAN	2066-2166	100-Ton	Thrall	Thrall Davis	3
BRAN	4500-4585	100-Ton	Thrall	Thrall Davis	3
BRAN	4700-4774	125-Ton	Thrall	Thrall Davis	3

### 5-Unit Articulated Double Stack

CAR MARK	CAR NUMBER	STACK CAR TYPE	CAR BUILDER	TYPE OF TRUCK MOUNTED BRAKE	NUMBER OF OPERATIVE BRAKES
BRAN	4800-4874	125-Ton	Gunderson	TMX	3
BRAN	5000-5011	100-Ton	Thrall	Thrall Davis	3
BRAN	5100-5299	125-Ton	Thrall	TMX	3
CRLE	5550-5569	125-Ton	Gunderson	TMX	3
CSXT	620000-620294	100-Ton	Gunderson	Ellcon National	3
CSXT	620300-620329	125-Ton	Gunderson	Ellcon National	3
DTTX	61500-61522	100-Ton	Thrall	Thrall Davis	3
DTTX	62000-62565	100-Ton	Thrall	Thrall Davis	3
DTTX	62576-62800	100-Ton	Thrall	Thrall Davis	3
DTTX	63000-63342	100-Ton	Gunderson	Ellcon National	3
DTTX	64000-64069	100-Ton	Trinity	Ellcon National	3
DTTX	64100-64170	100-Ton	Trinity	Ellcon National	3
DTTX	72000-72882	125-Ton	Thrall	Thrall Davis	3
DTTX	72900	125-Ton	Thrall-TTX	Thrall Davis	3
DTTX	73000-73859	125-Ton	Gunderson	Ellcon National	3
DTTX	73860-73908	125-Ton	Gunderson	TMX	3
DTTX	73909-73999	125-Ton	Gunderson	Ellcon National	3
DTTX	74000-74231	125-Ton	Trinity	Ellcon National	3
DTTX	74232-74237	125-Ton	Trinity	TMX	3
DTTX	74322-74425	125-Ton	Trinity	Ellcon National	3
DTTX	74500-74575	125-Ton	Trinity	Ellcon National	3
DTTX	74581-74621	125-Ton	Trinity	Ellcon National	3
DTTX	74622-74635	125-Ton	Trinity	Ellcon National	3
DTTX	74636-74725	125-Ton	Trinity	Ellcon National	3
DTTX	75000-75058	125-Ton	Gunderson	Ellcon National	3
DTTX	75059-75353	125-Ton	Gunderson	TMX	3
DTTX	75354-75473	125-Ton	Gunderson	Ellcon National	3
DTTX	75474-75535	125-Ton	Gunderson	TMX	3
DTTX	75536-75575	125-Ton	Gunderson	Ellcon National	3
DTTX	75576-75725	125-Ton	Gunderson	TMX	3
DTTX	75726-75965	125-Ton	Gunderson	Ellcon National	3
DTTX	75966-75999	125-Ton	Gunderson	TMX	3
DTTX	110020	100-Ton	Thrall	Thrall Davis	3
DTTX	110021	100-Ton	Trinity	Ellcon National	3
DTTX	110070-110079	125-Ton	Thrall	Thall Davis	3
DTTX	110088	125-Ton	Gunderson	Ellcon National	3
DTTX	110092	125-Ton	Thrall	Thall Davis	3
DTTX	110094	125-Ton	Trinity	Ellcon National	3
DTTX	110097	125-Ton	NSC	Ellcon National	3
DTTX	720000-720039	125-Ton	Thrall	TMX	3
DTTX	720040-720789	125-Ton	Thrall	Thrall Davis	3
DTTX	740000-740882	125-Ton	Thrall	Thrall Davis	3

### 5-Unit Articulated Double Stack

CAR MARK	CAR NUMBER	STACK CAR TYPE	CAR BUILDER	TYPE OF TRUCK MOUNTED BRAKE	NUMBER OF OPERATIVE BRAKES
DTTX	741000-741789	125-Ton	Thrall	Thrall Davis	3
DTTX	742000-742859	125-Ton	Gunderson	Ellcon National	3
DTTX	742860-742908	125-Ton	Gunderson	TMX	3
DTTX	742909-742999	125-Ton	Gunderson	Ellcon National	3
DTTX	743000-743058	125-Ton	Gunderson	Ellcon National	3
DTTX	743059-743353	125-Ton	Gunderson	TMX	3
DTTX	743354-743473	125-Ton	Gunderson	Ellcon National	3
DTTX	743474-743535	125-Ton	Gunderson	TMX	3
DTTX	743536-743575	125-Ton	Gunderson	Ellcon National	3
DTTX	743576-743725	125-Ton	Gunderson	TMX	3
DTTX	743726-743965	125-Ton	Gunderson	Ellcon National	3
DTTX	743966-743999	125-Ton	Gunderson	TMX	3
DTTX	744000-744253	125-Ton	Gunderson	TMX	3
DTTX	744254-744601	125-Ton	Gunderson	TMX	3
DTTX	744602-744700	125-Ton	Gunderson	Ellcon National	3
DTTX	748000-748900	125-Ton	Thrall	Thrall Davis	3
DTTX	749000-749789	125-Ton	Thrall	Thrall Davis	3
DTTX	750000-750601	125-Ton	Gunderson	TMX	3
DTTX	750602-750661	125-Ton	Gunderson	Ellcon National	3
DTTX	750662-751061	125-Ton	Gunderson Concarril	Ellcon National	3
DTTX	751062-751571	125-Ton	Gunderson	Ellcon National	3
DTTX	758000-758039	125-Ton	Gunderson	Ellcon National	3
DTTX	759000-759074	125-Ton	Gunderson	Ellcon National	3
DTTX	759075-759299	125-Ton	Gunderson	TMX	3
DTTX	759300-759596	125-Ton	Gunderson	TMX	3
DTTX	759597	125-Ton	Gunderson	TMX	3
DTTX	759797-760140	125-Ton	Gunderson	TMX	3
DTTX	760141-760760	125-Ton	Gunderson	TMX	3
DTTX	760761-761038	125-Ton	Gunderson	TMX	3
DTTX	763000-763049	125-Ton	Freight Car America	TMX	3
DTTX	781000-781109	125-Ton	NSC	Ellcon National	3
DTTX	781110-781309	125-Ton	NSC	TMX	3
DTTX	885000-885092	125-Ton	Thrall	Various	3
DTTX	885094-885155	125-Ton	Gunderson		3
DTTX	885156-885195	125-Ton	Gunderson	Ellcon National	3
DTTX	885196-885221	125-Ton	Gunderson		3
FXE	5000-5019	125-Ton	Gunderson	Ellcon National	3
FXE	5020-5059	125-Ton	Trinity	TMX	3
GNWR	2004-2015	125-Ton	Gunderson	Ellcon National	3
KCSM	79061-79257	125-Ton	Gunderson	Ellcon National	3

### 5-Unit Articulated Double Stack

CAR MARK	CAR NUMBER	STACK CAR TYPE	CAR BUILDER	TYPE OF TRUCK MOUNTED BRAKE	NUMBER OF OPERATIVE BRAKES
MCER	5100-5125	100-Ton	Gunderson	Ellcon National	3
MCER	5200-5219	125-Ton	Gunderson	Ellcon National	3
MCER	5220-5239	125-Ton	Gunderson	TMX	3
NOKL	250000-250015	100-Ton	Gunderson	Ellcon National	3
NOKL	250093-250097	100-Ton	Gunderson	Ellcon National	3
NOKL	250099	100-Ton	Gunderson	Ellcon National	3
NOKL	250100-250103	100-Ton	Gunderson	Ellcon National	3
NOKL	250116-250125	100-Ton	Gunderson	Ellcon National	3
NOKL	250126-250130	100-Ton	Gunderson	Ellcon National	3
NOKL	250131-250135	100-Ton	Gunderson	Ellcon National	3
NOKL	250144	100-Ton	Gunderson	Ellcon National	3
NOKL	250400-250401	100-Ton	Gunderson	Ellcon National	3
NOKL	250402	100-Ton	Gunderson	Ellcon National	3
NOKL	250403-250419	100-Ton	Gunderson	Ellcon National	3
NOKL	250420-250421	100-Ton	Gunderson	Ellcon National	3
NOKL	250444-250474	100-Ton	Gunderson	Ellcon National	3
NOKL	250505-250524	125-Ton	Gunderson	Ellcon National	3
NOKL	250700-250799	125-Ton	Thrall	Thrall Davis	3
NOKL	251570-251589	125-Ton	Gunderson	Ellcon National	3
NOKL	252000-252004	125-Ton	Gunderson	TMX	3
NOKL	252050	125-Ton	Gunderson	Ellcon National	3
NOKL	252051-252052	125-Ton	Gunderson	Ellcon National	3
NOKL	252100-252119	125-Ton	Gunderson	Ellcon National	3
NOKL	252120-252139	125-Ton	Gunderson	TMX	3
NOKL	252200-252274	125-Ton	Gunderson	Ellcon National	3
NOKL	252280-252299	125-Ton	Gunderson	TMX	3
NWCX	1001-1024	125-Ton	Gunderson	TMX	3
NWCX	1025-1030	125-Ton	Gunderson	Ellcon National	3
NWCX	1031-1040	125-Ton	Concarril	?	3
SFLC	1006-1089	125-Ton	Trinity	TMX	3
SFLC	254000-254019	100-Ton	Gunderson	Ellcon National	3
SFLC	254100-254199	125-Ton	Thrall	Thrall Davis	3
SFLC	254200-254383	125-Ton	Gunderson	Ellcon National	3
SFLC	254384-254388	125-Ton	Gunderson	TMX	3
SP	2101	100-Ton	Gunderson	Ellcon National	3
SP	2106	100-Ton	Gunderson	Ellcon National	3
SP	2202	100-Ton	Gunderson	Ellcon National	3
SP	2206	100-Ton	Gunderson	Ellcon National	3
SP	2209	100-Ton	Gunderson	Ellcon National	3
SP	2210	100-Ton	Gunderson	Ellcon National	3
SP	2212	100-Ton	Gunderson	Ellcon National	3
SP	2344-2417	100-Ton	Gunderson	Ellcon National	3

### 5-Unit Articulated Double Stack

CAR MARK	CAR NUMBER	STACK CAR TYPE	CAR BUILDER	TYPE OF TRUCK MOUNTED BRAKE	NUMBER OF OPERATIVE BRAKES
SP	2420-2429	100-Ton	Gunderson	Ellcon National	3
SP	513200-513276	125-Ton	Gunderson	Ellcon National	3
SP	513370-513524	125-Ton	Gunderson	Ellcon National	3
SP	513800-513999	125-Ton	Gunderson	Ellcon National	3
TFM	79000-79060	100-Ton	Gunderson	Ellcon National	3
WRWK	58040-58139	125-Ton	Gunderson	Ellcon National	3

### 3-Unit Articulated Double Stack

CAR MARK	CAR NUMBER	STACK CAR TYPE	CAR BUILDER	TYPE OF TRUCK MOUNTED BRAKE	NUMBER OF OPERATIVE BRAKES
AOK	54980-55375	125-Ton	Gunderson	Ellcon National	2
AOK	55394-55594	125-Ton	Gunderson	Ellcon National	2
BN	67000-67499	125-Ton	Gunderson	TMX	2
BN	69998-69999	125-Ton	Gunderson	TMX	2
BNSF	211000-211332	125-Ton	Gunderson	Ellcon National	2
BNSF	211333-211432	125-Ton	Trinity	TMX	2
BNSF	211500-211649	125-ton	NSC	TMX	2
BNSF	212000-212499	125-Ton	Gunderson	TMX	2
BNSF	212500-212501	125-Ton	Gunderson	TMX	2
BNSF	253000-253499	125-Ton	Gunderson	Ellcon National	2
BNSF	253500-253732	125-Ton	Gunderson	TMX	2
BNSF	253733-253833	125-Ton	Gunderson	NYAB-TMB-60	2
BNSF	254000-254366	125-Ton	Gunderson	Ellcon National	2
BNSF	254500-254799	125-Ton	Gunderson	Ellcon National	2
BNSF	254800-254851	125-Ton	Gunderson	Ellcon National	2
BNSF	255000-255347	125-Ton	Gunderson	Ellcon National	2
BRAN	5300-5599	125-Ton	Thrall	TMX	2
BRAN	6000-6299	125-Ton	Gunderson	TMX	2



### 3-Unit Articulated Double Stack

CAR MARK	CAR NUMBER	STACK CAR TYPE	CAR BUILDER	TYPE OF TRUCK MOUNTED BRAKE	NUMBER OF OPERATIVE BRAKES
BRAN	6300-6314	125-Ton	Gunderson	TMX	2
BRAN	7000-7499	125-Ton	Thrall	TMX	2
BRAN	7500-7502	125-Ton	Gunderson	Ellcon National	2
BRAN	9000-9199	125-Ton	Thrall	TMX	2
DTTX	110098	125-Ton	?	?	2
DTTX	110103	125-Ton	ACF	?	2
DTTX	400000-400285	125-Ton	NSC	Ellcon National	2
DTTX	400500-400785	125-Ton	NSC	Ellcon National	2
DTTX	721000-721924	125-Ton	NSC	TMX	2
DTTX	723000-723333	125-Ton	Gunderson	TMX	2
DTTX	723334-724775	125-Ton	Gunderson	Ellcon National	2
DTTX	724776-724999	125-Ton	Gunderson	TMX	2
DTTX	725000-725346	125-Ton	Trinity	TMX	2
DTTX	726000-726275	125-Ton	Gunderson	TMX	2
DTTX	726276-726475	125-Ton	Gunderson	Ellcon National	2
DTTX	726476-727050	125-Ton	Gunderson	TMX	2
DTTX	727051-727776	125-Ton	Gunderson	Ellcon National	2
DTTX	727777-727999	125-Ton	Gunderson	TMX	2
DTTX	728000-728424	125-Ton	Thrall	TMX	2
DTTX	728425-728749	125-Ton	Thrall	Ellcon National	2
DTTX	729000-729133	125-Ton	Trinity	Ellcon National	2
DTTX	729134-729464	125-Ton	Trinity	TMX	2
DTTX	729465-729888	125-Ton	Trinity	Ellcon National	2
DTTX	732000-732316	125-Ton	Gunderson	TMX	2
DTTX	732317-732916	125-Ton	Trenton	Ellcon National	2
DTTX	732917-733416	125-Ton	Trenton	TMX	2
DTTX	765000-765749	125-Ton	Gunderson	Ellcon National	2
DTTX	765750-766199	125-Ton	Gunderson	?	2
DTTX	766200-767033	125-Ton	Gunderson	?	2
DTTX	767034-767102	125-Ton	Gunderson	Ellcon National	2
DTTX	767103-767163	125-Ton	Gunderson	TMX	2
DTTX	767164-767262	125-Ton	Gunderson	TMX	2
DTTX	785000-785749	125-Ton	National Steel Car	TMX	2
DTTX	785750-786232	125-Ton	National Steel Car	?	2
DTTX	786233-787565	125-Ton	National Steel Car	?	2
DTTX	787566-788096	125-Ton	National Steel Car	TMX	2

### 3-Unit Articulated Double Stack

CAR MARK	CAR NUMBER	STACK CAR TYPE	CAR BUILDER	TYPE OF TRUCK MOUNTED BRAKE	NUMBER OF OPERATIVE BRAKES
DTTX	788097-788528	125-Ton	National Steel Car	TMX	2
DTTX	788529-789028	125-Ton	National Steel Car	TMX	2
DTTX	789029-789502	125-Ton	National Steel Car	TMX	2
DTTX	795000-795099	125-Ton	Freight Car America	TMX	2
DTTX	885278-885303	125-Ton	Gunderson	Ellcon National	2
DTTX	888236-888435	125-Ton	Gunderson	TMX	2
DTTX	888436-888485	125-Ton	Thrall	TMX	2
DTTX	888486-888532	125-Ton	Gunderson	Ellcon National	2
DTTX	888533-888633	125-Ton	Gunderson	TMX	2
DTTX	888634-888889	125-Ton	Thrall	TMX	2
DTTX	888890	125-Ton	Thrall	TMX	2
DTTX	888891-888948	125-Ton	Thrall	TMX	2
DTTX	888949-888999	125-Ton	Thrall	TMX	2
DTTX	890000-890189	125-Ton	Thrall	TMX	2
DTTX	890190-890192	125-Ton	Gunderson	Ellcon National	2
FEC	55394-55594	125-Ton	Gunderson	Ellcon National	2
IAIS	55000-55077	125-Ton	Gunderson	Ellcon National	2
IAIS	55140-55345	125-Ton	Gunderson	Ellcon National	2
KCS	9001-9100	125-Ton	Gunderson	TMX	2
MCER	5126-5159	125-Ton	Gunderson	TMX	2
MCER	5250-5269	125-Ton	Gunderson	Ellcon National	2
NCUX	90001-90140	125-Ton	Trinity	TMX	2
NKCR	1225-1319	125-Ton	Trinity	TMX	2
NOKL	230000-230499	125-Ton	Gunderson	TMX	2
NOKL	230500-230694 ni	125-Ton	Gunderson	TMX	2
WRWK	5550-5599	125-Ton	Thrall	TMX	2
WRWK	6100-6199	125-Ton	Gunderson	TMX	2

**Single Unit Double Stack**

<b>CAR MARK</b>	<b>CAR NUMBER</b>	<b>STACK CAR TYPE</b>	<b>CAR BUILDER</b>	<b>TYPE OF TRUCK MOUNTED BRAKE</b>	<b>NUMBER OF OPERATIVE BRAKES</b>
AOK	73000-73485	70-Ton	Gunderson	TMX	1
BN	61000-61009	70-Ton	Gunderson	TMX	1
BN	61010	70-Ton	Gunderson	TMX	1
BN	61899	70-Ton	Gunderson	TMX	1
BN	61900	70-Ton	Gunderson	Ellcon National	1
BN	64003-64018	70-Ton	Gunderson	Ellcon National	1
BNSF	203000	70-Ton	Gunderson	TMX	1
BNSF	203001	70-Ton	Gunderson	TMX	1
BNSF	203002	70-Ton	Gunderson	Ellcon National	1
BNSF	203003-203018	70-Ton	Gunderson	Ellcon National	1
BNSF	208000-208199	70-Ton	NSC	TMX	1
BNSF	210000-210009	70-Ton	Gunderson	TMX	1
CP	526000	110-Ton	NSC	?	1
CP	527000-527499	70-Ton	Trenton	TTX II - TMB	1
CRLE	5000-5399	70-Ton	Gunderson	TMX	1
CRLE	5400-5549	70-Ton	Gunderson	Ellcon National	1
CRLE	5800-5802	70-Ton	Gunderson	TTX - TMB	1
CRLE	5600-5799	70-Ton	Gunderson	TMX	1
DTTX	53000-53999	70-Ton	Thrall	TTX - TMB	1
DTTX	54000-54074	70-Ton	Thrall	TTX - TMB	1
DTTX	54075-54959	70-Ton	Thrall	TTX - TMB	1
DTTX	55075-55959	70-Ton	Thrall	TTX - TMB	1
DTTX	56000-56373	70-Ton	Gunderson	Ellcon National	1
DTTX	56374	70-Ton	Gunderson	TMX	1
DTTX	56375-56449	70-Ton	Gunderson	Ellcon National	1
DTTX	56450-56524	70-Ton	Gunderson	TTX - TMB	1
DTTX	56525-56774	70-Ton	Gunderson	Ellcon National	1
DTTX	56775-56874	70-Ton	Gunderson	TTX - TMB	1
DTTX	57000-57874	70-Ton	Gunderson	TTX - TMB	1
DTTX	58000-58999	70-Ton	Gunderson	TTX - TMB	1
DTTX	59000-59950	70-Ton	Gunderson	TTX - TMB	1
DTTX	449500-449946	70-Ton	NSC	TTX - TMB	1
DTTX	450000-450009	70-Ton	Trinity	TTX - TMB	1
DTTX	451000-453999	70-Ton	NSC	TTX - TMB	1
DTTX	454000-454149	70-Ton	Thrall	TTX - TMB	1
DTTX	454500-454649	70-Ton	Thrall	TTX - TMB	1
DTTX	454650-454976	70-Ton	Thrall	Ellcon National	1

**Single Unit Double Stack**

<b>CAR MARK</b>	<b>CAR NUMBER</b>	<b>STACK CAR TYPE</b>	<b>CAR BUILDER</b>	<b>TYPE OF TRUCK MOUNTED BRAKE</b>	<b>NUMBER OF OPERATIVE BRAKES</b>
DTTX	455000-455999	70-Ton	Gunderson	TTX - TMB	1
DTTX	456000-456946	70-Ton	Gunderson	TTX - TMB	1
DTTX	457000-459999	70-Ton	Gunderson	TTX - TMB	1
DTTX	466000-468363	70-Ton	NSC	TTX - TMB	1
DTTX	469216-471999	70-Ton	Gunderson	TTX - TMB	1
DTTX	475287-475999	70-Ton	Gunderson	TTX - TMB	1
DTTX	560000-560100	70-Ton	Gunderson	TTX - TMB	1
DTTX	645000-646629	70-Ton	Trenton	TTX - TMB	1
DTTX	646630-647129	70-Ton	Trenton	TTX II - TMB	1
DTTX	652000-652373	70-Ton	Gunderson	Ellcon National	1
DTTX	653374	70-Ton	Gunderson	TMX	1
DTTX	652375-652449	70-Ton	Gunderson	Ellcon National	1
DTTX	652450-652524	70-Ton	Gunderson	TTX - TMB	1
DTTX	652525-652774	70-Ton	Gunderson	Ellcon National	1
DTTX	652775-652874	70-Ton	Gunderson	TTX - TMB	1
DTTX	654740-654979	70-Ton	Gunderson	TTX - TMB	1
DTTX	655000-659999	70-Ton	NSC	TTX - TMB	1
DTTX	680000-680089	70-Ton	NSC	TTX - TMB	1
DTTX	6800090-681189	70-Ton	NSC	TTX II - TMB	1
DTTX	745000-745071	70-Ton	Thrall	Thrall Davis	1
DTTX	745072-745221	70-Ton	Thrall	TTX - TMB	1
DTTX	745222-745461	70-Ton	Thrall	Thrall Davis	1
DTTX	745462-745971	70-Ton	Thrall	TTX - TMB	1
DTTX	745972-746211	70-Ton	Thrall	Thrall Davis	1
DTTX	746212-746451	70-Ton	Thrall	TTX - TMB	1
DTTX	747075-747959	70-Ton	Thrall	TTX - TMB	1
DTTX	888000-888198	70-Ton	NSC	TMX	1
FEC	4401-4500	70-Ton	Thrall	TTX - TMB	1
FEC	70000-70399	70-Ton	Gunderson Concarril	TTX - TMB	1
FEC	70400-71559	70-Ton	Trenton	TTX - TMB	1
FEC	71560-72809	70-Ton	Trenton	UBX	1
FEC	73018-73479	70-Ton	Gunderson	TMX	1
GBRX	2853	70-Ton	Gunderson	Ellcon National	1
NOKL	210000-210024	70-Ton	Gunderson	TTX - TMB	1
NOKL	210050-210059	70-Ton	Gunderson	TMX	1
NOKL	210100-210248	70-Ton	Gunderson	Ellcon National	1
SMW	210250-210849	70-Ton	Gunderson	TMX	1

### 3-Unit Drawbar Connected Double Stack

CAR MARK	CAR NUMBER	STACK CAR TYPE	CAR BUILDER	TYPE OF TRUCK MOUNTED BRAKE	NUMBER OF OPERATIVE BRAKES
BN	63000-63199	70-Ton	Gunderson	TTX - TMB	3
BN	63200-63315	70-Ton	Thrall	Ellcon National	3
BN	63316-63358	70-Ton	Gunderson	TTX - TMB	3
BN	64019-64049	70-Ton	Gunderson	Ellcon National	3
BN	64228-64327	70-Ton	Gunderson	TTX - TMB	3
BNSF	230000-230030	70-Ton	Gunderson	Ellcon National	3
BNSF	230038-230137	70-Ton	Gunderson	TTX - TMB	3
BNSF	231000-231199	70-Ton	Gunderson	TTX - TMB	3
BNSF	231200-231315	70-Ton	Thrall	Ellcon National	3
BNSF	231316-231358	70-Ton	Gunderson	TTX - TMB	3
CP	523200-523284	70-Ton	Trinity	TTX - TMB	3
CP	524000	70-Ton	?	?	3
CP	524100-524269	70-Ton	?	?	3
CP	524300-524429	70-Ton	?	?	3
DTTX	25018-25067	70-Ton	Thrall	Thrall Davis	3
DTTX	25128-25297	70-Ton	Thrall	TTX - TMB	3
DTTX	25358-25437	70-Ton	Thrall	TTX - TMB	3
DTTX	27000-27543	70-Ton	NSC	TTX - TMB	3
DTTX	427000-427293	70-Ton	Gunderson	TTX - TMB	3
DTTX	427439-427905	70-Ton	Gunderson	TTX - TMB	3
DTTX	427961-428072	70-Ton	Gunderson	TTX - TMB	3
DTTX	430120-430199	70-Ton	NSC	TTX - TMB	3
DTTX	432000-432115	70-Ton	NSC	TTX - TMB	3
DTTX	620000-621021	70-Ton	NSC	TTX - TMB	3
DTTX	623000-623159	70-Ton	Trinity	TTX - TMB	3
FEC	5270-5289	70-Ton	Trenton	TTX - TMB	3
MCER	5270-5289	70-Ton	Trenton	TTX - TMB	3
NOKL	230550-230592	70-Ton	Gunderson	TTX - TMB	3

**4-Unit Drawbar Connected Double Stack**

<b>CAR MARK</b>	<b>CAR NUMBER</b>	<b>STACK CAR TYPE</b>	<b>CAR BUILDER</b>	<b>TYPE OF TRUCK MOUNTED BRAKE</b>	<b>NUMBER OF OPERATIVE BRAKES</b>
CRLE	5900-5902	70-Ton	Gunderson	TTX - TMB	4
DTTX	25000-25017	70-Ton	Thrall	Thrall Davis	4
DTTX	25068-25127	70-Ton	Thrall	Thrall Davis	4
DTTX	25298-25357	70-Ton	Thrall	Thrall Davis	4
DTTX	270000-270059	70-Ton	Gunderson	TTX - TMB	4
DTTX	427294-427438	70-Ton	Gunderson	TTX - TMB	4
DTTX	427906-427960	70-Ton	Gunderson	TTX - TMB	4
DTTX	430000-430119	70-Ton	NSC	TTX - TMB	4

**5-Unit Drawbar Connected Double Stack**

<b>CAR MARK</b>	<b>CAR NUMBER</b>	<b>STACK CAR TYPE</b>	<b>CAR BUILDER</b>	<b>TYPE OF TRUCK MOUNTED BRAKE</b>	<b>NUMBER OF OPERATIVE BRAKES</b>
CN	640400-640479	70-Ton	Trenton Works	Wabco Pac II	5
CN	677000-677039	70-Ton	CN Trans.	Wabco Pac II	5
CN	677040-677139	70-Ton	CN Trans.	Wabco Pac II	5

**2,3 and 5-Unit Spine Cars**

<b>CAR MARK</b>	<b>CAR NUMBER</b>	<b>STACK CAR TYPE</b>	<b>CAR BUILDER</b>	<b>TYPE OF TRUCK MOUNTED BRAKE</b>	<b>NUMBER OF OPERATIVE BRAKES</b>
TTAX	303000	SPINE	Johnstown America (TTX)	TTX - TMB	2
TTAX	354500	SPINE 53'	Johnstown America (TTX)	TTX - TMB	2
TTAX	76000-77504	SPINE	Trinity	TTX - TMB	3
TTAX	78000-78869	SPINE	Johnstown America	TTX - TMB	3
TTAX	79000-79124	SPINE	Gunderson	TTX - TMB	3
TTAX	79500-79876	SPINE	Trinity	TTX - TMB	3
TTAX	110066	SPINE 53'	Trinity	TTX - TMB	3
TTAX	110069	SPINE 53'	Johnstown America	TTX - TMB	3
TTAX	110082	SPINE 53'	Trinity	TTX - TMB	3
TTAX	355000-355199 <u>Only 3-Units</u>	SPINE 53'	Trinity	TTX - TMB	2
TTAX	371150-371649 <u>Only 3-Units</u>	SPINE 57'	NSC	Body Type	2
TTAX	553000-554659	SPINE 53'	Trinity	TTX - TMB	3
TTAX	555000-555239	SPINE 53'	Trinity	TTX - TMB	3
TTAX	555500-556999	SPINE 53'	Trinity	TTX - TMB	3
TTAX	653000-654404	SPINE 53'	Johnstown America	TTX - TMB	3
TTAX	753000-753299	SPINE 53'	NSC	TTX - TMB	3
TTAX	753300-753549 <u>Only 3-Units</u>	SPINE 53'	NSC	TTX - TMB	2
TTAX	780000-780399	SPINE	Johnstown America	TTX - TMB	3

### 2,3 and 5-Unit Spine Cars

CAR MARK	CAR NUMBER	STACK CAR TYPE	CAR BUILDER	TYPE OF TRUCK MOUNTED BRAKE	NUMBER OF OPERATIVE BRAKES
TTRX	110090-110091 <u>Only 3-Units Prototypes</u>	SPINE 57'	1-Trinity 1-Johnstown America	TTX - TMB	2
TTRX	360000-360816 <u>Only 3-Units</u>	SPINE 57'	Trinity	TTX - TMB	2
TTRX	370000-371149 <u>Only 3-Units</u>	SPINE 57'	NSC	TTX - TMB	2
TTRX	552000-552499 <u>Only 3-Units</u>	SPINE 57'	NSC	Body Type	2
TR	300500-300699 <u>Only 3-Units</u>	SPINE 57'	NSC	TTX - TMB	2
FEC	300500-300699 <u>Only 3-Units</u>	SPINE 57'	NSC	TTX - TMB	2
NKCR	1000-1009	SPINE 53'	Trinity	TTX - TMB	3
NTTX	66000-66139	SPINE	Trinity	TTX - TMB	3
NTTX	67000-67199	SPINE	Johnstown America	TTX - TMB	3
NTTX	68000-68009	SPINE	Hyundai	TTX - TMB	3
NTTX	110030	SPINE	Hyundai	TTX - TMB	?
CP	524999-525099	SPINE	?	?	?
CN	678500-678559	SPINE Well-Type Single Stack	Trenton Works	Ellcon National	3
CN	682700-682825	SPINE 2-Platform DRAWBAR	Marine/NSC	Body Mounted Brake Systems	2
CRLE	683610-683691	SPINE Well-Type Single Stack	NSC	Wabco Pac 8 ½"	3