

BECAUSE EVERY CONTAINER COUNTS.

Intermodal wells take an estimated 15.5 billion truck miles off North American highways each year. Since 1984, Greenbrier has designed and built intermodal well cars to enable and expedite the growth of the container shipping industry. Our versatile designs also support truck trailer transportation using our all-purpose intermodal design. The quality engineering that goes into our intermodal cars extends all the way to the safety features put in place to minimize risk for the railcar operator. Here's a look at some of the features that will help you move what matters efficiently and safely.

1
3-unit and 5-unit articulated units reduce slack action, improve braking, and reduce maintenance due to fewer couplers and trucks

7
High strength steel for maximum durability and minimum light weight

2
Designs available to suit international and domestic containers and trailers

3
Side mounted hand brake improves operator safety and ergonomics

4
Wide, non-tapered traction step improves safety

6
Raised and easily accessible IBC receptacle

5
18" wide crossover platform



<http://www.gbrx.com>
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	All-Purpose		Maxi-Stack® Car		
	Double-Stack	Husky-Stack®	Model I	Model IV	Model V
Dimensions					
Length Inside	62' 7"	62' 7"	50' 2"	63' 1"	63' 1"
Width, Inside	N/A	N/A	N/A	N/A	N/A
Length, Over Couplers	76' 8.75"	76' 8.75"	265' 1.5"	203' 9.75"	331' 1 3/4"
Width, Extreme	10' 7.9375"	10' 8"	10' 8"	10' 8"	N/A
Height, Extreme	20' 2"	20' 2"	20' 2"	20' 3"	20' 3"
Height, Top of Rail to Threshold	4' 0.1875"	4' 0.1875"	4' 9.375"	5'	5'
Weight/Capacity					
Light Weight	54,000lbs.	50,500lbs.	177,200lbs.	125,000lbs.	205,500lbs.
Gross Rail Load	220,000lbs.	220,000lbs.	800,500lbs.	485,000lbs.	798,000lbs.
Load Limit	166,000lbs.	169,500lbs.	623,500lbs.	360,000lbs.	593,000lbs.
Curve Negotiability Radius					
Uncoupled	180'	180'	180'	180'	180'
Coupled to Like Car	303'	304'	248'	306'	306'
Coupled to Base Car	299'	300'	245'	302'	302'



All-Purpose Double-Stack pictured



Intermodal rail transport is
4x more
FUEL EFFICIENT
THAN TRUCKS



Why not use intermodal well cars that are as efficient as the network itself?



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THE GREENBRIER
 COMPANIES