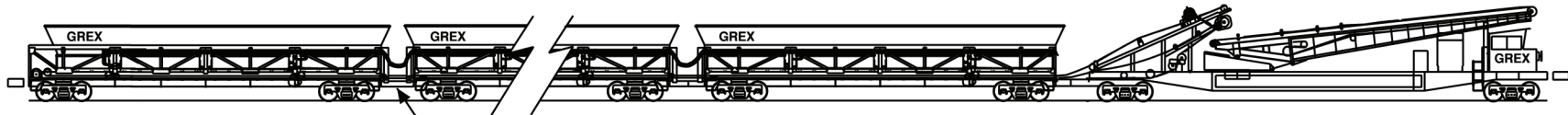


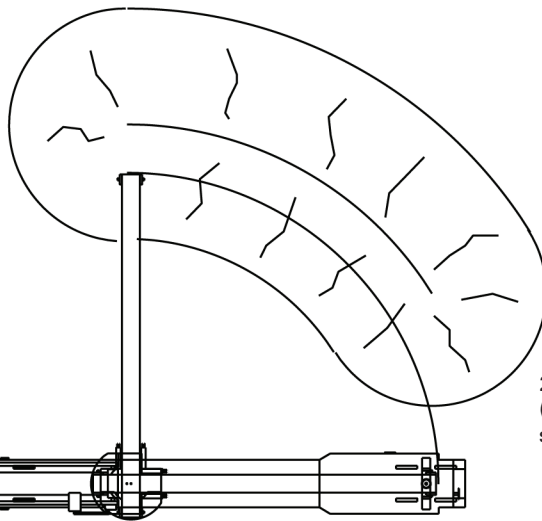
| TRAIN NO. | NET TON CAP | LENGTH | TRAIN NO. | NET TON CAP | LENGTH |
|-----------|-------------|--------|-----------|-------------|--------|
| 2100      | 1,500       | 750'   | 2700      | 1,500       | 960'   |
| 2200      | 1,600       | 1,023' | 2800      | 1,500       | 750'   |
| 2300*     | 1,500       | 1,003' | 2900      | 1,500       | 750'   |
| 2400      | 1,500       | 750'   | 4000      | 1,050       | 844'   |
| 2500      | 1,500       | 964'   | 8000**    | 950         | 728'   |
| 2600      | 1,500       | 960'   |           |             |        |

\*2300 has 35' boom \*\* 8000 has 38' boom

# DumpTrain™ Aggregate Delivery System



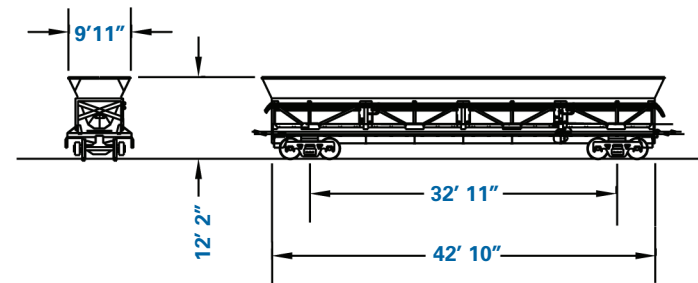
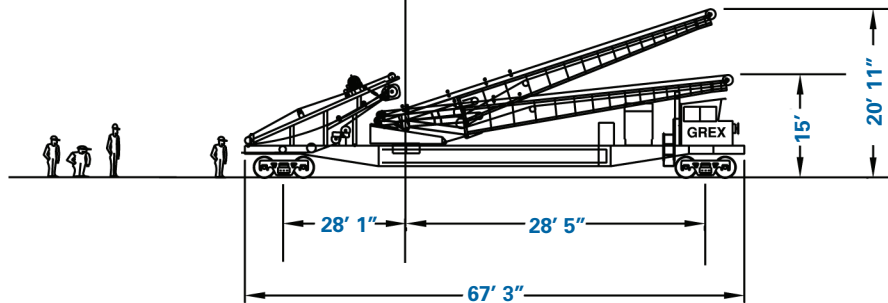
Note: permanently coupled with ASF slackless drawbar, negotiable curves - recommended 18 degrees max



## Transfer Car

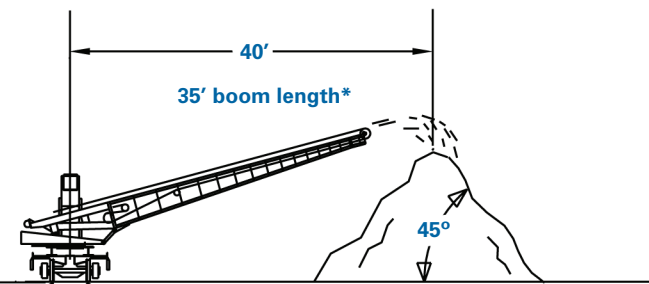
- Light weight: 186,000 lbs
- Continuous discharge rating 2,020 tph (rock)
- Max lump size = 3"
- Power: Diesel electric
- Running clearance: plate C
- Trucks and brakes: 100 ton
- Track speed: no restrictions
- Requires locomotive from user to move it

26,318 ft³ stockpile  
(52,737 ft³ using both sides of track)



## Hopper Car

- Light weight: 63,000 lbs
- Cubic capacity: 2,000 ft³
- Nominal load: 200,000 lbs



A better way to work.