

This file was put together at the request of a Modelnet member who wanted to know the proper AAR car classification codes for use in a computerized traffic-generating program for the prototypical operation of a model railroad. Since there is no particular time-span common to all model railroaders, the file contains three versions of the code, based on AAR practices in 1932, 1958, and 1987, on the assumption that at least one of these versions should be suitable for just about every modeler.

While these codes should be more than adequate for model railroading purposes, it should be pointed out that, in the early 70's, the AAR adopted an additional, more detailed code. This second code is designed to take advantage of the AAR's UMLER (Universal Machine Language Equipment Register) computer system, which permits the rapid handling of more detailed classification categories which would not be feasible if nothing more than the old "pencil and paper" method were available. Rather than the two or three letter codes of the older system, the UMLER system code consists of a letter and three numbers (e.g. R206); many more permutations of the code are therefore possible. The initial letter indicates the general type of car (refrigerator, gondola, hopper, etc.), while each of the three numbers indicates a specific piece of data about the car's capabilities. Depending on the car type, these numbers might indicate length, weight capacity, door sizes, unloading capabilities, tank lining materials, etc. While the writer did not feel this level of detail was necessary for a model railroad, anyone with questions about the UMLER code is welcome to contact me for information.

It should also be noted that there are also AAR classification codes for most maintenance-of-way equipment and, in the earlier versions, most passenger equipment. The writer did not feel these were particularly applicable to most model railroad purposes and, in the interest of brevity, they were omitted from this file. However, anyone with an interest in these codes is invited to contact me with questions.

Questions or comments ? Contact Jeff Kucsma at 71310,417

AAR Car Classification Codes and Definitions

1932 Version

Class "B" - Passenger Car Type That May See Freight Use

- BH Horse or Horse and Carriage Express. Car constructed and equipped to render it suitable for passenger train service for the transportation of fine stock, with or without stalls (movable or stationary) and with or without space left for carriage or horse equipment.
- BM Milk car, without means of refrigeration. Constructed and equipped for passenger train service and used primarily for the transportation of milk in cans or bottles.
- BMT House car constructed and equipped for passenger train service and used for the transportation of liquids. Equipped with one or more insulated tanks and with or without pumps and compressor. Not equipped with means of refrigeration. This is the proper classification for the Pfaunder Milk Cars.
- BP Express refrigerator. Insulated car constructed and equipped for passenger train service. With or without means of ventilation, and provided with mechanical refrigerating apparatus.
- BR Express refrigerator. Insulated car constructed and equipped for passenger train service, having ice bunkers or ice boxes. Designed primarily for use of chunk ice with means of ventilation and suitable to carry any perishable commodity requiring refrigeration or ventilation.
- BS Express refrigerator. Insulated car constructed and equipped for passenger train service, and having brine tanks. Designed primarily for the combined use of crushed ice and salt, and usually without ventilating devices. Used chiefly for meats and packing-house products.
- BX Express Box car. Box car constructed and equipped to render it suitable for passenger train service, having suitable side doors, with or without end doors or windows.

Class "F" - Flat Car Type

- FB Flat car having skeleton superstructure, suitable for carrying barrels, known as "Barrel Rack Car".
- FG Flat or gun truck car for special transportation of heavy ordnance or other heavy commodities.
- FL Flat logging car or logging truck. This is either an ordinary flat car, or car consisting of two trucks fitted with cross supports over truck bolsters; the trucks connected by a skeleton or flexible frame and logs loaded lengthwise on cross supports.

- FM Ordinary flat car for general service. This car has flooring laid over sills and without sides or ends.
- FP Flat Rack car. Ordinary flat car provided with side and end racks, with door openings in sides. Suitable for handling pulpwood.
- FW Flat car with hole to enable lading to be lowered due to clearance limits. In other words, a well-hole flat.

Class "G" - Gondola Car Type

- GA Open top car, having fixed sides and ends and drop-bottom, consisting of doors hinged crosswise of car, to dump between rails.
- GB Open top car, having fixed sides and ends and solid bottom, suitable for mill trade. This class does not have sufficient cubic capacity to carry its "Marked Capacity" of bituminous coal.
- GD Open top car, having fixed or drop ends, solid bottom, and sides equipped with doors for dumping.
- GDA Same as "GD" class, except cubic capacity is inadequate for bituminous coal.
- GE Open top car, having fixed sides, drop ends, and drop bottom, consisting of doors hinged crosswise of car to dump between rails.
- GH Open top car, having fixed sides, drop ends, and drop bottom, consisting of doors hinged at center sills to dump outside of rails.
- GK Same as "GB", except cubic capacity is sufficient to carry "Marked Capacity" of bituminous coal.
- GKA Same as "GK", except not suitable for mill trade because of gussets on interior of car.
- GM Same as "GB", except has low fixed sides and drop ends.
- GMA Same as "GB", except has drop ends and cubic capacity is sufficient to carry "Marked Capacity" of bituminous coal.
- GP Open top car with solid bottom and fixed sides and ends, surmounted by racks, and provided with side door openings. Suitable for handling pulpwood.
- GR Open top car, having fixed sides and ends and level bottom, with one or more hoppers dumping between rails, or between or outside of rails.
- GRA Open top car, having fixed sides and ends and level bottom with one or more hoppers dumping outside of rails.

- GS Open top car, having fixed sides and ends and drop bottom, consisting of doors hinged at center sills to dump outside of rails.
- GT Open top car, having high fixed sides and ends and solid bottom, suitable for unloading on dumping machines only. Not suitable for mill trade.
- GW Open top well-hole car for transportation of special commodities. A solid bottom car with fixed sides and ends, having one or more openings or depressions provided in floor, permitting the lading to be lowered in order to obtain overhead clearance.

NOTE 1: If any of these gondola cars are equipped with a roof for protection of contents, the letter "R" must be affixed to the regular symbol to designate the special class of service. For example, GBR.

NOTE 2: If any of these gondola cars are equipped with coke racks, the letter "C" should be affixed to the regular symbol to designate the special class of service.

Class "H" - Hopper Car Type

- HD Open top self-clearing car, having fixed sides and ends, and bottom consisting of two or more divided hoppers with doors hinged lengthwise of car and dumping outside of rails. Doors each side of car arranged to operate in more than one unit.
- HDA Same as "HD", except doors each side of car arranged to operate as a single unit.
- HE Open top car, not self-clearing, having fixed sides and ends, level bottom with two or more divided hoppers with doors hinged crosswise of car and dumping between rails.
- HF Open top self-clearing car, having fixed sides and ends and bottom consisting of two or more divided hoppers with doors hinged crosswise dumping between rails; also two divided hoppers extending from end of car to bolster, with doors hinged lengthwise of car and dumping outside of rails.
- HFA Open top self-clearing car, having fixed sides and ends and bottom consisting of divided hoppers at center with doors hinged lengthwise, dumping outside and/or inside of rail; also one divided hopper each end, extending from end of car to bolster with doors hinged lengthwise of car and dumping outside of rails.
- HFB Open top self-clearing car, having fixed sides and ends, and bottom consisting of one or more divided hoppers at center of car with doors hinged lengthwise dumping inside rail; also cross hoppers at ends with doors dumping between, or between and outside of rail.
- HK Open top self-clearing car, having fixed sides and ends and bottom consisting of two or more divided hoppers dumping outside and/or inside of rails.

- HM Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged crosswise of car and dumping between rails. In other words, the "classic" twin hopper.
- HMA Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged lengthwise of car and dumping between rails. Doors each side of car arranged to operate as more than one unit.
- HMB Same as "HMA", except doors each side of car arranged to operate as a single unit.
- HT Open top self-clearing car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged crosswise of car and dumping between rails.
- HTA Open top self-clearing car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged lengthwise of car and dumping between rails. Doors each side of car arranged to operate as more than one unit.
- HTB Same as "HTA", except doors each side of car arranged to operate as a single unit.
- NOTE 1: If any of these hopper cars are equipped with a roof for protection of contents, the letter "R" must be affixed to the regular symbol to designate the special class of service. For example, HMR.
- NOTE 2: If any of these hopper cars are equipped with coke racks, the letter "C" should be affixed to the regular symbol to designate its special class of service.

Class "L" - Special Car Type

- LO Self-clearing permanently enclosed car, having fixed roof, sides, and ends, and provided with openings for loading through roof or sides. Openings fitted with weather-tight covers or doors. Car also provided with bottom openings for unloading, with tight fitting covers or doors to prevent leakage of such commodities as sand, etc.
- LP Open top car having solid bottom and fixed sides and ends (either slatted or solid) and provided with side door openings. With or without running boards having guard rails. Suitable for handling pulpwood.

Class "N"

- NE Caboose mounted on eight wheels and longer than four-wheel caboose, but of the same general design.
- NM Freight train service caboose for convenience of trainmen. This class is mounted on four wheels and has lookout at top over roof. It is fitted with bunks or benches and a stove for cooking and heating purposes; also tank for storage of drinking and washing water, and small tool storage boxes.

Class "R" - Refrigerator Car Type

- RA Brine-Tank refrigerator. Equipped with insulation and brine-tanks. Designed primarily for the combined use of crushed ice and salt and usually without ventilating devices. Used chiefly for meats and packing-house products.
- RB Beverage, Ice, Water or Vinegar Refrigerator. Similar in design to a bunker refrigerator, except that it is not equipped with ice bunkers and with or without ventilating devices.
- RP Iceless refrigerator. House car equipped with insulation, with or without means of ventilation and provided with apparatus or other device for furnishing protection against heat and/or cold.
- RS Bunker refrigerator car equipped with ice bunkers. Designed primarily for use of chunk ice and with or without means of ventilation.
- RT Milk refrigerator. Car designed for transporting milk in bulk under refrigeration.

Class "S" - Stock Car Type

- SC Car for transportation of livestock, equipped with roof, slatted sides and side doors, and convertible single or double deck. With or without feed and water troughs.
- SD Stock car having drop doors in floor and means of closing in sides to make drop-bottom box car.
- SF Car for transportation of livestock, equipped with roof, slatted sides and side doors, and fixed double deck. With or without feed and water troughs.
- SH Horse car. A car specially fitted for the transportation of horses in freight service.
- SM Car for transportation of livestock equipped with roof, slatted sides and side doors and single deck. With or without feed and water troughs.
- SP Stock car. Used in poultry trade, fitted with roof and sides usually of wire netting, fitted with shelves for storing crates of poultry and leaving space for poultrymen, feed bags, and watering facilities.
- SPR Stock-Refrigerator car. Combination poultry and refrigerator car, one end to accommodate live poultry and the other end suitable for dressed poultry, butter, eggs, etc. requiring refrigeration.

Class "T" - Tank Car Type

- TA Acid tank. Of same general construction as oil tank.
- TG Tank car having glass or glass-lined tanks, for use in hauling mineral waters and other special products.

- TL Acid Tank. Of same general construction as oil tank, but having lead lining.
- TM Tank car for general service. This class is for general oil or liquid service, and consists of a steel tank mounted on frame or mounted directly on cradles over truck bolsters. It is equipped with one or two safety release valves, and is emptied by valves or valve at bottom. At the top is a dome, with or without manholes, and openings through which the tank may be filled.
- TMI Tank car insulated for handling casing-head gasoline, etc.
- TMU Car equipped with holders, other than glass lined, for the transportation of gas or liquids. Two examples of this type are the Navy's helium tank cars, and the flat-type cars designed for carrying cylinders of chlorine.
- TW Car equipped with wooden tanks for the transportation of pickles in brine

Class "V" - Ventilator Car Type

- VA Fruit-Vegetable Ventilated Box. Similar in design to general service box car, but with either end and/or side ventilators, and with or without double sliding side doors. When equipped with double doors, one door is solid and the other screened.
- VM Fruit-Vegetable Ventilator. Similar in design to ventilated box car, except that it is partially insulated.
- VS Fruit-Vegetable Insulated Ventilator. House car equipped with insulation and hinged swinging side doors, and means of ventilation. Not equipped for refrigeration, although sometimes provided with shallow boxes under hatches (or ventilating openings) to protect lading, but not to contain ice. Sometimes called "Produce Car".

Class "X" - Box Car Type

- XA Automobile car. Similar in design to "XM", but with exceptionally large side or side and end doors.
- XAF Automobile-Furniture car. Similar in design to "XA", but usually of larger cubic capacity and greater inside clear height.
- XF Furniture car. Similar in design to "XM", but usually with greater cubic capacity.
- XI Insulated box car similar in design to "XM", but either wholly or partially insulated. Not equipped either with ventilating devices or for refrigeration.
- XM Box car for general service equipped with side door or side and end doors.
- XT Box car without doors, either metal lined or enclosing one or more tanks. With or without insulation.

1958 Version

Class "B" - Passenger Car Type That May See Freight Use

- BH Horse or Horse and Carriage Express. Car constructed and equipped to render it suitable for passenger train service for the transportation of fine stock, with or without stalls (movable or stationary) and with or without space left for carriage or horse equipment.
- BLF Flat car constructed and equipped for passenger train service, especially to carry containers for the transportation of liquids or other commodities.
- BM Milk car, without means of refrigeration. Constructed and equipped for passenger train service and used primarily for the transportation of milk in cans or bottles.
- BMR Insulated milk car, having ice bunkers or ice boxes, constructed and equipped for passenger train service and used primarily for the transportation of milk in cans and bottles.
- BMT House car constructed and equipped for passenger train service and used for the transportation of liquids. Equipped with one or more insulated tanks and with or without pumps and compressor. Not equipped with means of refrigeration. This is the proper classification for the Pfaudler Milk Cars.
- BP Express refrigerator. Insulated car constructed and equipped for passenger train service. With or without means of ventilation, and provided with mechanical refrigerating apparatus.
- BR Express refrigerator. Insulated car constructed and equipped for passenger train service, having ice bunkers or ice boxes. Designed primarily for use of chunk ice with means of ventilation and suitable to carry any perishable commodity requiring refrigeration or ventilation.
- BS Express refrigerator. Insulated car constructed and equipped for passenger train service, and having brine tanks. Designed primarily for the combined use of crushed ice and salt, and usually without ventilating devices. Used chiefly for meats and packing-house products.
- BX Express Box car. Box car constructed and equipped to render it suitable for passenger train service, having suitable side doors, with or without end doors or windows.

Class "F" - Flat Car Type

- FB Flat car having skeleton superstructure, suitable for carrying barrels, known as "Barrel Rack Car".
- FC Flat car specially equipped to carry trucks or trailers for the transportation of freight.
- FD Depressed center flat car of special construction having the portion of floor between trucks depressed to provide necessary overhead clearance for lading.

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- FG Flat or gun truck car for special transportation of heavy ordnance or other heavy commodities.
- FL Flat logging car or logging truck. This is either an ordinary flat car, or car consisting of two trucks fitted with cross supports over truck bolsters; the trucks connected by a skeleton or flexible frame and logs loaded lengthwise on cross supports.
- FM Ordinary flat car for general service. This car has flooring laid over sills and without sides or ends.
- FW Flat car with hole to enable lading to be lowered due to clearance limits. In other words, a well-hole flat.
- NOTE 1: Where cars are specially modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters.

Class "G" - Gondola Car Type

- GA Open top car, having fixed sides and ends and drop-bottom, consisting of doors hinged crosswise of car, to dump between rails.
- GB Open top car, having fixed sides, fixed or drop ends and solid bottom, suitable for mill trade.
- GD Open top car, having fixed or drop ends, solid bottom, and sides equipped with doors for dumping.
- GE Open top car, having fixed sides, drop ends, and drop bottom, consisting of doors hinged crosswise of car to dump between rails.
- GH Open top car, having fixed sides, drop ends, and drop bottom, consisting of doors hinged at center sills to dump outside of rails.
- GRA Open top car, having fixed sides and ends and level bottom with one or more hoppers dumping outside of rails.
- GS Open top car, having fixed sides and ends and drop bottom, consisting of doors hinged at center sills to dump outside of rails.
- GT Open top car, having high fixed sides and ends and solid bottom, suitable for unloading on dumping machines only. Not suitable for mill trade.
- GW Open top well-hole car for transportation of special commodities. A solid bottom car with fixed sides and ends, having one or more openings or depressions provided in floor, permitting the lading to be lowered in order to obtain overhead clearance.
- NOTE 1: Where cars are specially modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters. For example, a GS gon with special extended sides for handling sugar beets would be designated as GSS.

NOTE 2: If any of these gondola cars are equipped with a roof for protection of contents, the letter "R" must be affixed to the regular symbol to designate the special class of service. For example, GBR or even GBSR.

NOTE 3: If any of these gondola cars are equipped with coke racks, the letter "C" should be affixed to the regular symbol to designate the special class of service.

Class "H" - Hopper Car Type

HD Open top self-clearing car, having fixed sides and ends, and bottom consisting of two or more divided hoppers with doors hinged lengthwise of car and dumping outside of rails.

HE Open top car, not self-clearing, having fixed sides and ends, level bottom with two or more divided hoppers with doors hinged crosswise of car and dumping between rails.

HF Open top self-clearing car, having fixed sides and ends and bottom consisting of two or more divided hoppers with doors hinged crosswise dumping between rails; also two divided hoppers extending from end of car to bolster, with doors hinged lengthwise of car and dumping outside of rails.

HFA Open top self-clearing car, having fixed sides and ends and bottom consisting of divided hoppers at center with doors hinged lengthwise, dumping outside and/or inside of rail; also one divided hopper each end, extending from end of car to bolster with doors hinged lengthwise of car and dumping outside of rails.

HFB Open top self-clearing car, having fixed sides and ends, and bottom consisting of one or more divided hoppers at center of car with doors hinged lengthwise dumping inside rail; also cross hoppers at ends with doors dumping between, or between and outside of rail.

HK Open top self-clearing car, having fixed sides and ends and bottom consisting of two or more divided hoppers dumping outside and/or inside of rails.

HM Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged crosswise of car and dumping between rails. In other words, the "classic" twin hopper.

HMA Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged lengthwise of car and dumping between rails.

HT Open top self-clearing car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged crosswise of car and dumping between rails.

HTA Open top self-clearing car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged lengthwise of car and dumping between rails.

NOTE 1: Where cars are specially modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters. For example, an HT

hopper with special extended sides for handling wood chips would be designated as HTS.

NOTE 2: If any of these hopper cars are equipped with a roof for protection of contents, the letter "R" must be affixed to the regular symbol to designate the special class of service. For example, HMR.

NOTE 3: If any of these hopper cars are equipped with coke racks, the letter "C" should be affixed to the regular symbol to designate its special class of service.

Class "L" - Special Car Type

LB Box car with high sliding doors at center, both sides. Balance of sides, approximately the lower half, provided on each side with two or more doors hinged at top to open outward with suitable locks at bottom.

LC Box car with side doors and roof hatches. May be equipped with end doors. Roof hatches may vary in number and location.

LF Flat car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration. For example, flat cars handling bulk milk tanks would fall into this class.

LFA Flat car equipped with a container or containers for the purpose of transporting commodities immersed in liquids or gases.

LG Gondola car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration. An example would be the gons equipped to handle bulk cement containers.

LO A permanently enclosed car, with or without insulation, having fixed roof, sides and ends, and provided with openings for loading through top or sides with weather-tight covers or doors. Car may be provided with one or more bottom openings for unloading, with tight fitting covers, doors, valves, or tight fitting slide or gate to prevent leakage of lading. Car may be provided with facilities for discharge of lading through openings in top or sides, and may have one or more compartments. This is the "catch-all" classification for ALL cars normally considered to be covered hoppers.

LP Open top car having solid bottom and fixed ends with or without fixed sides (either slatted or solid). Also with or without running boards having guard rails. Suitable for handling pulpwood.

LRC House car, heavily insulated; with or without ventilation, with or without hatches, with or without gravity conveyors for loading and unloading. May have cross partitions forming compartments. Designed primarily for the transportation of solid Carbon Dioxide (dry ice).

LT A permanently enclosed car having a cylindrical body for handling certain dry powdered or granular commodities, provided with top opening for loading, fitted with weather tight covers

or doors. One or more bottom openings provided for unloading, with tight fitting slide or gate to prevent leakage of lading. Inside of body provided with mechanical means to expedite unloading.

LTA A permanently enclosed car having a cylindrical body for handling certain dry powdered or granular commodities, provided with top opening for loading, fitted with weather tight covers or doors. One or more bottom openings provided for unloading, with tight fitting slide or gate to prevent leakage of lading.

Class "N"

NE Caboose mounted on eight wheels and longer than four-wheel caboose, but of the same general design.

NM Freight train service caboose for convenience of trainmen. This class is mounted on four wheels and has lookout at top over roof. It is fitted with bunks or benches and a stove for cooking and heating purposes; also tank for storage of drinking and washing water, and small tool storage boxes.

Class "R" - Refrigerator Car Type

RA Brine-Tank refrigerator. Equipped with insulation and brine-tanks. Designed primarily for the combined use of crushed ice and salt and usually without ventilating devices. Used chiefly for meats and packing-house products.

RAM Brine-Tank refrigerator, similar to "RA" but equipped with beef rails.

RB Beverage, Ice, Water or Vinegar Refrigerator. Similar in design to a bunker refrigerator, except that it is not equipped with ice bunkers and with or without ventilating devices.

RBL Car similar in construction to an "RB" type car, but equipped in addition with adjustable loading or stowing device.

RCD Dry Ice refrigerator. Equipped with insulation, with or without means of ventilation and provided with a system of refrigeration in which solid carbon dioxide (dry ice) is employed as the primary refrigerant.

RP Mechanical refrigerator car equipped with or without means of ventilation and provided with apparatus for furnishing protection against heat and/or cold. Apparatus powered by power other than from the car axle.

RPA Mechanical refrigerator. Similar to "RP", but refrigerating apparatus operated by direct mechanical drive from car axle.

RPB Mechanical refrigerator. Similar to "RP", but refrigerating apparatus operated by electro-mechanical drive from car axle.

- RPM Mechanical refrigerator. Similar to "RP" but equipped with beef rails.
- RS Bunker refrigerator car equipped with ice bunkers. Designed primarily for use of chunk ice and with or without means of ventilation.
- RSM Bunker refrigerator, similar to "RS" but equipped with beef rails.

Class "S" - Stock Car Type

- SA Car for transportation of livestock (except horses and mules), equipped with roof, slatted sides and side doors, and fixed deck located sufficiently high to permit the loading of cattle on the lower deck. With or without feed and water troughs.
- SC Car for transportation of livestock, equipped with roof, slatted sides and side doors, and convertible single or double deck. With or without feed and water troughs.
- SD Stock car having drop doors in floor and means of closing in sides to make drop-bottom box car.
- SF Car for transportation of livestock, equipped with roof, slatted sides and side doors, and fixed double deck. With or without feed and water troughs.
- SH Horse car. A car specially fitted for the transportation of horses in freight service.
- SM Car for transportation of livestock equipped with roof, slatted sides and side doors and single deck. With or without feed and water troughs.
- SP Stock car. Used in poultry trade, fitted with roof and sides usually of wire netting, fitted with shelves for storing crates of poultry and leaving space for poultrymen, feed bags, and watering facilities.

Class "T" - Tank Car Type

- TA Tank car equipped with container of various specifications suitable for acid service.
- TG Tank car having one or more glass-lined containers.
- TL Tank car equipped with container lined with any material other than glass (for example, rubber).
- TM Tank car equipped with container of various specifications suitable for general-purpose use.
- TMU Tank car equipped with containers of various specifications suitable for transporting certain gases under high pressure. For example, the Navy's helium tank cars fall in this category.

- TP Tank car equipped with containers of various specifications suitable for transporting certain gases under pressure. For example, LPG and chlorine cars fall in this category.
- TPA Tank car similar to "TP" but equipped with aluminum container.
- TR Tank car equipped with aluminum container of various specifications suitable for various general-purpose uses.
- TW Tank car equipped with one or more wooden containers. Wooden cars used for pickles, vinegar and potable water fall in this category.
- NOTE: When containers mounted on any of the preceding tank car types are insulated, the letter "I" should be affixed to their applicable designating letters.

Class "V" - Ventilator Car Type

- VA Fruit-Vegetable Ventilated Box. Similar in design to general service box car, but with either end and/or side ventilators, and with or without double sliding side doors. When equipped with double doors, one door is solid and the other screened.
- VM Fruit-Vegetable Ventilator. Similar in design to ventilated box car, except that it is partially insulated.
- VS Fruit-Vegetable Insulated Ventilator. House car equipped with insulation and hinged swinging side doors, and means of ventilation. Not equipped for refrigeration, although sometimes provided with shallow boxes under hatches (or ventilating openings) to protect lading, but not to contain ice. Sometimes called "Produce Car".

Class "X" - Box Car Type

- XAP Automobile parts car. Similar in design to "XM" but specially equipped with permanent interior fixtures for stowing automobile parts. Not suitable for general service loading of other miscellaneous commodities.
- XAR Automobile device car. Similar in design to "XM" except unlined, with side or side and end doors and equipped with loading racks and/or floor tubes with tie-down chains for loading setup trucks and automobiles. Not suitable for general service loading of miscellaneous commodities.
- XI Insulated box car similar in design to "XM", but either wholly or partially insulated. Not equipped either with ventilating devices or for refrigeration. The well-known "Maine Potato" cars were of this classification.
- XM Box car for general service equipped with side door or side and end doors.
- XMC Box car having individual compartments with a multiplicity of side doors and suitable for general commodity loading. In other words, an LCL car.

- XME Merchandise loading. Box car similar in design to "XM" with wooden lining and fitted with interior stowing fixtures, but which notwithstanding such stowing fixtures can be used for general service loading.
- XML Loader Equipped. Box car similar in design to "XM", with steel perforated side walls or equipped with interior side rails for securement of certain types of lading.
- XMP Box car similar in design to "XM" but specially equipped for specific commodity loading other than automobiles and parts and not suitable for miscellaneous commodity loading.
- XMR Automobile device car. Box car similar in design to "XM", fully lined with side or side and end doors, equipped with loading racks and/or floor tubes with tie-down chains for loading setup automobiles and trucks, and also suitable for general service loading of other miscellaneous commodities.
- XT Box car with or without doors, either metal lined or enclosing one or more tanks. With or without insulation.
- XU Box car with removable superstructure to be used for special loading.
- NOTE: When any of the forgoing Class "X" cars are insulated, the letter "I" should be added to the designation.

 1987 Version

Class "F" - Flat Car Type

- FA Flat car specifically equipped with superstructure or containers for transporting set-up vehicles, not suitable for miscellaneous commodities. In other words, an auto-rack car.
- FB Bulkhead Flat car. Equipped with fixed or permanently attached movable bulkheads or ends a minimum of three feet in height, and flat floor, for general commodity loading.
- FC Flat cars, specifically equipped to carry trailers, containers, chassis, or removable trailer bodies for the transportation of freight in TOFC/COFC service. In other words, a standard piggy-back flat.
- FCA Flat car, articulated multi-unit, specially equipped to carry trailers, containers, chassis or removable trailer bodies for the transportation of freight in TOFC/COFC service. In other words, a stack-pack type car.
- FD Depressed center flat car of special construction having the portion of floor between trucks depressed to provide necessary overhead clearance for lading.
- FL Flat logging car or logging truck. This is either an ordinary flat car, or car consisting of two trucks fitted with cross supports over truck bolsters; the trucks connected by a skeleton or flexible frame and logs loaded lengthwise on cross supports.
- FM Ordinary flat car for general service. This car has flooring laid over sills and without sides or ends.
- FW Flat car with hole to enable lading to be lowered due to clearance limits. In other words, a well-hole flat.
- NOTE 1: Where cars are specially modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters. For example, an FM flat with racks for handling steel rebars (a "finger" flat car) would be designated FMS.

Class "G" - Gondola Car Type

- GA Open top car, having fixed sides and ends and drop-bottom, consisting of doors hinged crosswise of car, to dump between rails.
- GB Open top car, having fixed sides, fixed or drop ends and solid bottom.
- GD Open top car, having fixed or drop ends, solid bottom, and sides equipped with doors for dumping.

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- GH Open top car, having fixed sides, drop ends, and drop bottom, consisting of doors hinged at center sills to dump outside of rails.
- GS Open top car, having fixed sides and ends and drop bottom, consisting of doors hinged at center sills or side sills to dump outside and/or inside of rails.
- GT Open top car, having high fixed sides and fixed or hinged ends and solid bottom, suitable for unloading on dumping machines only. For example, a unit-train "bathtub" gon.
- GW Open top well-hole car for transportation of special commodities. A solid bottom car with fixed sides and ends, having one or more openings or depressions provided in floor, permitting the lading to be lowered in order to obtain overhead clearance.
- NOTE 1: Where cars are specially modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters. For example, a GS gon with special extended sides for handling sugar beets would be designated as GSS.
- NOTE 2: If any of these gondola cars are equipped with a roof for protection of contents, the letter "R" must be affixed to the regular symbol to designate the special class of service. For example, GBR or even GBSR.

Class "H" - Hopper Car Type

- HFA Open top self-clearing car, having fixed sides and ends and bottom consisting of divided hoppers at center with doors hinged lengthwise, dumping outside and/or inside of rail; also one divided hopper each end, extending from end of car to bolster with doors hinged lengthwise of car and dumping outside of rails.
- HK Open top self-clearing car, having fixed sides and ends and bottom consisting of two or more divided hoppers dumping outside and/or inside of rails.
- HM Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged crosswise of car and dumping between rails. In other words, the "classic" twin hopper.
- HMA Open top self-clearing car, having fixed sides and ends and bottom consisting of two divided hoppers with doors hinged lengthwise of car and dumping between rails.
- HT Open top self-clearing car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged crosswise of car and dumping between rails.
- HTA Open top self-clearing car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged lengthwise of car and dumping between rails.
- NOTE 1: Where cars are specially modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters. For example, an HT hopper with special extended sides for handling wood chips would be designated as HTS.

NOTE 2: If any of these hopper cars are equipped with a roof for protection of contents, the letter "R" must be affixed to the regular symbol to designate the special class of service. For example, HMR.

Class "L" - Special Car Type

- LC Box car with side doors and roof hatches. May be equipped with end doors. Roof hatches may vary in number and location.
- LF Flat car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration. NOT applicable to flat cars designed to handle containers in TOFC/COFC service. For example, flat cars with bulk milk containers fall in this classification.
- LG Gondola car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration. An example would be the gons equipped to handle bulk cement containers.
- LM A car equipped with one or more permanently enclosed tanks or containers, provided with one or more openings for loading and equipped for pneumatic or gravity unloading. Car is suitable for handling certain dry powder or granular commodities, and also low viscosity, nondangerous liquid commodities. This is sort of a combination tank car and covered hopper; not in common use at this time.
- LO A permanently enclosed car, other than a box car, regardless of exterior or interior shape, for handling bulk commodities, with or without insulation and provided with openings for loading through top or sides with weather-tight covers or doors. Car may be provided with one or more bottom openings for unloading, with tight fitting covers, doors, valves, or tight fitting slide or gate to prevent leakage of lading. Car may be provided with facilities for discharge of lading through openings in top or sides, and may have one or more compartments. Mechanical or other means may be provided within car to expedite loading or unloading. This is the "catch-all" classification for ALL cars normally considered to be covered hoppers.
- LP Open top car having solid bottom and fixed ends equipped with sloping floor or longitudinal floor risers or sidestakes for the handling of pulpwood and not suitable for general commodity loading. In other words, a "pulpwood" flat.
- LS A car of special construction having two separable interlocking units which form a car body. Units may be separated and load interposed between and locked in place to form a complete transportation unit. The best example is the Schnabel car, designed to handle very large pieces of electrical generating equipment.
- LU An enclosed car with roof, having a special metal beam of heavy design at top of each side to support a series of retractable overhead side doors and their appurtenances, or other types of doors, running substantially the length of the car, which beams also support the roof of the

car. Car may be equipped with special loading devices or racks for handling various commodities. This classification covers the various types of "all-door" box cars.

Class "N"

NE All cabooses.

Class "R" - Refrigerator Car Type

- RB Bunkerless refrigerator car with or without ventilating devices and with or without device for attaching portable heaters. Constructed with insulation in side, ends, floor and roof.
- RBL Car similar in construction to an "RB" type car, but equipped in addition with adjustable loading or stowing device.
- RP Mechanical refrigerator car equipped with or without means of ventilation and provided with apparatus for furnishing protection against heat and/or cold. Apparatus powered by power other than from the car axle.
- RPB Mechanical refrigerator. Similar to "RP" type car but designed primarily for use in bulk potato or similar type loading, as cars are equipped with interior slope sheets and conveyors and/or equipment for mechanical loading and unloading.
- RPC Mechanical refrigerator car similar in design to an "RP" but equipped with permanently affixed containers.
- RPL Mechanical refrigerator. Similar to "RP" but equipped in addition with adjustable loading or stowing device.
- RS Bunker refrigerator car equipped with ice bunkers. Designed primarily for use of chunk ice and with or without means of ventilation.

Class "S" - Stock Car Type

- SC Car for transportation of livestock equipped with roof, slatted sides and side doors and double deck. With or without feed and water troughs.
- SM Car for transportation of livestock equipped with roof, slatted sides and side doors and single deck. With or without feed and water troughs.
- ST Car for transportation of livestock equipped with roof, slatted sides and side doors and fixed triple deck. With or without feed and water troughs.

Class "T" - Tank Car Type

T Tank Car. This type means any car which is used only for the transportation of liquids, liquefied gases, compressed gases, or solids that are liquefied prior to unloading. Car may be without underframe if container serving as superstructure is designed to serve as underframe. If car has underframe, it must be designed only for the carriage of one or more enclosed containers (with or without compartments) that form the superstructure and are integral parts of the car. All such containers must be securely attached to the underframe when offered for transportation, but may have demountable features.

Class "X" - Box Car Type

- XF Non-insulated box car similar in design to "XM", designed and specially prepared with a U.S.F.D.A. approved white epoxy or other comparable white coating to seal interior walls, doors and ends, and provide a smooth durable surface to prevent contamination. Intended for the loading of food and other high-class lading.
- XL Loader Equipped. Box car similar in design to "XM", with steel perforated side walls or equipped with interior side rails for securement of certain types of lading and/or permanently attached movable bulkheads.
- XM Box car for general service equipped with side door or side and end doors.
- XP Boxcar similar in design to "XM", but which is specially equipped, designed, and/or structurally suitable for a specific commodity loading. A common example is the so-called "auto parts" car.
- XT Box car with or without doors, either metal lined or enclosing one or more tanks.

NOTE: When any of the forgoing Class "X" cars are insulated, the letter "I" should be added to the designation.