

L. S. Gardner

CIRCULAR NO. T-195

(Supersedes Circular No. T-188 and Supplements thereto.)

Association of American Railroads

OPERATIONS AND MAINTENANCE DEPARTMENT
OPERATING - TRANSPORTATION DIVISION

CODE OF CAR SERVICE RULES

CODE OF PER DIEM RULES

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ASSOCIATION OF AMERICAN RAILROADS

CAR SERVICE AND PER DIEM AGREEMENT

The subscribing railroad company promises and agrees with each railroad company severally which subscribes and files a counterpart hereof with the Secretary of the Operating—Transportation Division, Association of American Railroads, that the subscriber will abide by and enforce the rules prescribed for the handling of and settlement for freight cars and included in the Codes of Car Service and Per Diem Rules, promulgated by the Association.

Further, That the subscribing railroad company agrees to the creation of a Car Service Division with plenary powers, as provided in Per Diem Rule 19, and which Division shall be established and maintained at Washington, and shall co-operate with the Interstate Commerce Commission in all car service matters on and between all railroads; and generally to act for the subscriber as its Agent in all such car service matters as fully and as effectually as could the subscriber.

Further, That the said Car Service Division is hereby designated and appointed as the agent of the subscribing railroad company, upon which service of all orders and directions with respect to car service, in accordance with the provisions as to car service of the Act to Regulate Commerce in force at the time, may be made by the Interstate Commerce Commission for and in the subscriber's behalf; a duplicate original of this agreement being filed by the subscriber with the Interstate Commerce Commission to evidence such designation.

This agreement to continue until withdrawn by three months' previous notice in writing to the Secretary of the Operating—Transportation Division of the Association.

DEFINITIONS.

- Home Car.....**A car on the road to which it belongs.
Foreign Car.....A car on a road to which it does not belong.
Private Car.....A car having other than railroad ownership.
Home.....A location where a car is in the hands of its owner.
Home Road.....The road which owns a car, or upon which the home of a private car is located.
Home Junction...A junction with the home road.
Subscriber.....A road which is a subscriber to the Car Service and Per Diem Agreement.
Non-Subscriber...A road which is not a subscriber to the Car Service and Per Diem Agreement.

CODE OF CAR SERVICE RULES—FREIGHT

(In effect April 1, 1949.)

RULE 1

Home cars shall not be used for the movement of traffic beyond the limits of the home road when the use of other suitable cars under these rules is practicable.

RULE 2

Foreign cars on a direct connection must be forwarded to the home road loaded or empty in manner provided below:

If empty at junction with the home road and loading at that point via the home road is not available, they must, subject to Rule 6, be delivered to it at that junction, unless an exception to the requirement be agreed to by roads involved. When holding road has no physical connection with the home road and is obliged to use an intermediate road or roads, to place the car on home rails under the provisions of this paragraph and the car has record rights to such intermediate road or roads, it may be so delivered.

If empty at other than junction points with the home road, cars under this rule may be—

- (a) Loaded via any route so that the home road will participate in the freight rate, or
- (b) (1) Moved locally in the direction of the home road, or
- (b) (2) When located in other than a Home District or a District contiguous thereto, loaded via any route to a destination within or in the direction of a Home District or to a destination within a District contiguous thereto (See Note D).
- (c) Moved locally in an opposite direction from the home road, or delivered to a short line or a switching road, if to be loaded for delivery on or movement via the home road, or
- (d) Delivered empty to home road at any junction point, subject to Rule 6, or
- (e) Delivered empty to road from which originally received under load at the junction where received if such road is also a direct connection of the home road, or
- (f) Returned empty to the delivering road when handled in switching service.

INTERPRETATIONS.

Question:—Under Rule 2 can a car, empty at junction with home road, be loaded via the home road via any junction point?

Answer:—Yes. (April 30, 1924.)

Question:—Does the word "moved" as used in Rules 2 and 3 mean "loaded or empty"?

Answer:—Both. "Loaded or empty." (April 30, 1924.)

Question:—If a foreign car, home on a direct connection is loaded contrary to the provisions of Rule 2, what is the obligation of the road so loading the car as to its subsequent movement?

Answer:—When a road receives a foreign car home on a direct connection in road haul service from a road which does not have a direct connection with the owner, it becomes its obligation to place the car on owner's rails. If, instead of doing so, it disposes of the car to a road not having a direct connection with the owner, it must accept the car from such road in home route if offered. (December 5, 1940.)

Question:—Can a car received from a connection for delivery to an industry within switching limits, for which the handling road receives its revenue as a division of the freight rate, be returned to the connection received from under the provisions of Rule 2 (f)?

Answer:—Yes. (July 23, 1942.)

CODE OF CAR SERVICE RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 3

Foreign cars at home on other than direct connections must be forwarded to the home road loaded or empty. Under this rule cars may be—

- (a) Loaded via any route so that the home road will participate in the freight rate, or
- (b) Loaded in the direction of the home road, or
- (c) Moved locally in an opposite direction from the home road, or delivered to a short line or a switching road if to be loaded for delivery on or movement via the home road, or to a point in the direction of the home road, beyond the road on which the cars are located, or
- (d) Delivered empty to road from which originally received, at the junction where received, if impracticable to dispose of them under paragraph (a), (b) or (c) of this rule.

INTERPRETATION.

Question:—Does the word "moved" as used in Rules 2 and 3 mean "loaded or empty"?

Answer:—Both. "Loaded or empty." (April 30, 1924.)

NOTES TO CAR SERVICE RULES 1, 2 AND 3.

(A) Car Service Rules 1, 2 and 3 do not apply to cars reconsigned with original lading under duly filed and published tariffs.

(B) 1. All roads interchanging cars at a common point, or within switching limits over their own lines, or an intermediate line or lines, or a car ferry or float within such limits, shall be considered Direct Connections under Rule 2.

2. This information should be published in THE OFFICIAL RAILWAY EQUIPMENT REGISTER, and when the interchange is other than over their own rails, the channel through which the interchange is effected must be shown.

(C) The Board of Directors of the Association of American Railroads shall decide as to roads which may be classified as "short line" roads under these rules.

(D) 'Home District' and other Districts as used in Rule 2 (b) (2) are defined as those designated in Car Selection Chart, issued by the Car Service Division, as published in the current issue of the Official Railway Equipment Register. (Chart also shown on page 18 of Circular No. T-195.)

RULE 4

Cars of railroad ownership must not be delivered to a steamship, ferry or barge line for water transportation, without permission of the owners, filed with the Car Service Division.

RULE 5

Empty cars of indirect ownership (Rule 3) to the road requesting the service, may be short-routed at a reciprocal rate of five cents (5c) per mile, plus bridge and terminal arbitraries, with a minimum of one hundred (100) miles for each road handling the car, the road requesting the service to pay the charges.

NOTE A—Empty cars, other than those specified in the above rule, may be short-routed by mutual arrangement between the interested roads.

NOTE B—"Empty cars, when short-routed in accordance with car service rules, should be moved on empty car waybill, the road arranging for the service to pay the charges through bill and voucher plan. Under no circumstances, should revenue waybill be issued with charges for such movement." (A. A. R. Accounting Division Rule.)

INTERPRETATIONS.

Question:—Does Rule 5 contemplate that a road performing short haul service at the established per mile rate shall assume per diem while such cars are in its possession?

Answer:—Yes. (April 30, 1924.)

Question:—Does the loading or use of a car being handled under Rule 5 nullify the right of road performing the service to collect for all or any portion of the service rendered?

Answer:—Yes. (October 1, 1925.)

RULE 6

If a movement of traffic requires return of empty cars to home road via the junction at which cars were delivered in interchange under load, the home road may demand return of empty cars at such junction, except that cars offered a home road for repairs, in accordance with the Interchange Rules of the Mechanical Division, must be accepted by owners at any junction point.

NOTE TO RULE 6.—Notice of an intent on the part of any road to invoke the provisions of this rule should be issued by the designated transportation officer to the designated transportation officer of the road to which the notice is addressed, such notice to specify the type of cars and particular junction points involved.

Such notice may not limit acceptance to the individual cars previously delivered, but may require the return of an equivalent number of home cars of the type specified, at junction point where delivered loaded.

INTERPRETATIONS.

1. The words "Movement of Traffic" in Car Service Rule 6 mean the movement regularly through any junction point of any kind of traffic in (or on) the same class of car.

2. Car Service Rule 6 gives to a railroad which may deliver regularly, to a connection through any junction, traffic of any kind in (or on) its cars of the same class, the right to require connection participating in the handling of traffic from the junction point, to use that point of interchange for the return of the class of empty cars engaged in the service, instead of returning them at some other junction less favorable to the receiving (owning) railroad. (April 25, 1923.)

RULE 7

Cars shall be considered as having been delivered to a connecting railroad when placed upon the track agreed upon and designated as the interchange track for such deliveries, accompanied or preceded by proper data for forwarding and to insure delivery, and accepted by the car inspector of the receiving road.

Unless otherwise arranged between the roads concerned the receiving road shall be responsible for the cars, contents and per diem after receipt of the proper data^① for forwarding and to insure delivery, and until they have been accepted by its inspector or returned to the delivering road.

①NOTE.—The character of the necessary data will be determined by each receiving road in accordance with the conditions of its service.

INTERPRETATIONS.

Question:—After a car has been accepted by the inspector of the receiving road, is the delivering road relieved from responsibility for damage to car and contents?

Answer:—Yes. (June 20, 1924.)

Question:—Where a car has been accepted by the inspector of the receiving road, but is not accompanied or preceded by proper data for forwarding and to insure delivery, is the receiving road relieved from responsibility for damage to the car and contents?

Answer:—No; but the rule gives the right to receiving road to refuse to accept in interchange cars which are not accompanied or preceded by proper data for forwarding and to insure delivery, and when such cars are not accepted in interchange they are still in the possession of the delivering road. (June 20, 1924.)

②When a loaded freight car containing a shipment destined to a non-agency station (a station at which there is no freight agent), billed collect or insufficiently prepaid, is offered in interchange, it shall be accepted from the connecting carrier and forwarded to destination. (January 25, 1926.)

③NOTE.—Rules of the A. A. R. Accounting Division make provision for the adjustment of freight charges between the originating and the delivering carrier.

CODE OF CAR SERVICE RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 8—"Suspended"—See Code of Passenger Car Rules in this Issue.

RULE 9—"Suspended"—See Code of Passenger Car Rules in this Issue.

RULE 10
Each railroad shall adopt the "Demurrage Rules" as approved by the Association of American Railroads.

RULE 11

(A)—New Cars—Light-Weighing and Stenciling

- (1) All freight cars must be light-weighed and stenciled when new.
- (2) The following provisions must be incorporated in contract covering purchase of new equipment:
 - (a) The accuracy of scale must be certified by authorized scale inspector appointed by car owner.
 - (b) Each car must be weighed separately and stenciled at car works under the supervision of owner's inspector.

(B)—Periodic Light-Weighing

All freight cars, except as otherwise provided in Section (C), must be relightweighed and restenciled periodically as follows:

(1)

TYPE OF CAR	(a) First Reweighting at Expiration of	(b) Subsequent Reweighting at Expiration of
Composite wood and steel underframe.....	15 mo.	48 mo.
Steel underframe, with wood, steel or composite superstructure frame.....	15 mo.	48 mo.
All steel open-top cars, including all-steel flat cars, and type "LO" covered hopper cars.....	30 mo.	30 mo.
All steel house and all-steel stock cars.....	30 mo.	48 mo.
Refrigerator cars.....	30 mo.	48 mo.

- (2) Tank cars and live poultry cars must be re-weighed and re-stenciled only by owners or their authorized representatives:
 - (a) When car bears no light-weight markings.
 - (b) When weight is changed 300 lbs. or more by alterations or repairs.

(C)—Other Than Periodic Re-Weighing and Re-Stenciling

- (1) Freight cars (other than tank and live poultry cars), without light-weight markings should be immediately weighed and stenciled, or when materially changed by repairs or alterations, should be immediately re-weighed and re-stenciled.
- (2) When any freight car (except refrigerator, tank and live poultry cars), is re-weighed and found to vary 300 pounds or more from the stenciled light-weight, stenciling should be immediately corrected.
- (3) When any refrigerator car is re-weighed and found to vary 500 pounds or more from the stenciled light-weight, stenciling should be immediately corrected.
- (4) Tank cars and live poultry cars must be re-weighed and re-stenciled only as provided in Paragraph (2) of Section (B).

(D)—Preparation for Re-Weighing

- Before re-weighing:
- (1) The accuracy of scale must be certified by an authorized scale inspector.
 - (2) Cars must be dry and free from snow and ice.
 - (3) Floor and hoppers must be clean.

- (4) Brine tanks and ice bunkers of refrigerator cars must be empty.
- (5) Temporary fixtures, which affect the weight of car, must be removed.

(E)—Method of Light-Weighing

Cars *must* be uncoupled, free at both ends, and at rest on the track scale.

(F)—Stenciling

- (1) Should be in accordance with A. A. R. Standards for Marking and Lettering of Cars.
- (2) Station symbol and date (month and year), must be stenciled on cars when new and each time re-weighed and re-stenciled. On new cars the word "new" may be substituted for station symbol.
- (3) When cars are re-stenciled after re-weighing, all old stenciling to be renewed must be obliterated with quick-drying paint. It will be necessary only to renew all light-weight numerals, station symbol, date (month and year), and load limit numerals except as provided in Paragraph 6, Section (F). The capacity numerals and letters "CAPY", "LD LMT" and "LT WT," when indistinct, must be renewed. Light-weight stenciling on ends of cars is not permitted and when shown must be obliterated.
- (4) The light-weight stenciling shall be the multiple of 100 lbs. nearest the scale weight, except that when the scale weight indicates an even 50 lbs. the lower multiple shall be used.
- (5) The LOAD LIMIT, which is the difference between the light-weight and the maximum weight on rail, as shown in Column A of table in Mechanical Division Interchange Rule 86, shall be initially stenciled on all cars (except tank and live poultry cars), by car owner. The "load limit" is the permissible weight of lading, including weight of temporary fixtures, also brine and ice in refrigerator cars. Stenciled load limit must not be less than the nominal capacity.
- (6) When account structural limitations or other reasons, car owner has reduced the load limit of a car, a star symbol (*), the size of which shall conform to standard lettering for "LD LMT", shall be placed at immediate left of words "LD LMT," and when thus designated the load limit shall be changed only by car owner.
- (7) The NOMINAL CAPACITY in multiples of 1,000 pounds, shall be initially stenciled on car by car owner and must not exceed the stenciled load limit.
- (8) The CUBIC CAPACITY shall be initially stenciled on cars, by car owner, except that such markings are not required on flat, tank, and live poultry cars.

(G)—Reports ⑥

When a car is re-weighed and re-stenciled the owner must be promptly notified of the old and of the new light-weights and load limits, and the place and date re-weighing and re-stenciling was performed. The proper officer to whom these reports should be made will be designated in "THE OFFICIAL RAILWAY EQUIPMENT REGISTER."

⑥NOTE—A Form "A" is provided for general use and a Form "B" for use at points where so many cars are weighed that it is desirable to provide the weighmaster with an indexed report.

RULE 12

The placing of advertisements or banners of any kind upon any freight or passenger car or locomotive (including permanent stakes which are a part of open-top cars), is prohibited except:

(a) Advertisements or banners may be placed thereon for photographic purposes only, while such equipment is at rest on private tracks, or on service tracks of the railroad and when so placed must be removed prior to movement of the equipment, the placement and removal to be by and at the expense of the shipper or consignee;

(b) Advertisements may be painted upon passenger equipment used in special train movements, the expense of painting and removal to be borne by the user.

This does not prohibit the placing of advertisements or banners on the lading or attaching them to temporary stakes used to secure the lading on open-top cars.

NOTE.—See Mechanical Division Interchange Rule 86 for car cards.

CODE OF CAR SERVICE RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 13

When private tank cars are unloaded, the owner or lessee must issue instructions for the disposition of the empty car to the agent at point of unloading either direct or through consignee. If the owner or lessee fails to have instructions in the hands of the railroad agent having jurisdiction at point of unloading, prior to the time the car is made empty, to either hold or forward the car the agent is authorized to forward the empty car to the origin point via the reverse of the loaded route. Shipping instructions must show name of commodity last loaded in car. The agent will bill⁽⁶⁾ each car to final destination showing name of consignee and full route including junctions and name of commodity last loaded in car, using standard form of Revenue Waybill; the word "consignee" in this connection signifies the party to whom the empty tank car is forwarded.

⁽⁶⁾The word "bill" in this connection covers non-revenue billing which must be on the standard form of waybill.

RULE 14

⁽⁷⁾Unless otherwise agreed, the cost of transferring or rearranging the lading of freight cars shall be assumed as follows:

1. BY THE DELIVERING ROAD—When transfer or rearrangement of load at junction point is due to:

- (a) Defective equipment that is not safe to run according to the Interchange Rules of the Mechanical Division, except where the repairs can be made under load as per Mechanical Division Interchange Rule 2.
- (b) Contents improperly loaded (not complying with the Rules Governing the Loading of Commodities on Open Top Cars or General Rules 1 to 6, inclusive, governing the Loading, Bracing and Blocking Carload Shipments of Freight in Closed Cars, or the Interstate Commerce Commission regulations for the Transportation of Explosives and Other Dangerous Articles by Freight and by Express), even though the load may have originally conformed to such rules, except as provided in Paragraph 2 (a).

Note: It is not intended that closed cars be opened at junction point for interior inspection of loads unless the car shows exterior evidence of distress apparently due to lading conditions, or unless there is reason to believe that car had not been loaded in accordance with the above rules.

- (c) Delivering road not desiring its equipment to go beyond junction point.

2. BY THE ROAD ON WHICH CAR WAS LOADED (originating road haul carrier)—When transfer or rearrangement of load at junction or intermediate point is due to:

- (a) Load exceeding the stenciled load limit of car, or otherwise overloaded under the provisions of the A. A. R. Loading Rules, except when lading becomes a concentrated overload due to shifting of lading enroute.
- (b) Dimensions of load of open top cars being in excess of the published clearances of any of the roads indicated in the routing, as shown in the current issue of the publication RAILWAY LINE CLEARANCES.
- (c) Closed car having an inside length of over 50 ft. 6 in. which will not pass published clearances of any of the roads covered by the routing, as shown in the current issue of the publication RAILWAY LINE CLEARANCES.
- (d) Car which cannot pass the approved third rail clearances of the Association of American Railroads, as shown in the current issue of the publication RAILWAY LINE CLEARANCES.
- (e) Cars which cannot be handled to destination on account of exceeding the approved limited clearances of the Association of American Railroads shown in the current issue of the publication Railway Line Clearances—(Exhibiting outline added to Issue No. 158 Railway Line Clearances). See Page 17.

Note: Existing cars with door fixtures, handholds, etc., projecting beyond 10 feet 8 inches extreme width, but not beyond 10 feet 10 inches, will be considered as meeting the requirement of Paragraph (e).

Note: The term "originating road haul carrier" is interpreted as the road which originates the billing and participates in the road haul revenue.

3. BY THE RECEIVING ROAD—When transfer or rearrangement of load at junction or intermediate point is due to:

- (a) Cars which cannot pass clearances other than those specified in Paragraphs 2 (b), 2 (c), 2 (d) or 2 (e).

Note: Unless otherwise agreed, when receiving road refuses to accept car requiring transfer or adjustment of

load, the delivering road may effect transfer or adjustment of load and render bill against receiving road. Bills for transfer or adjustment under this item will include per diem incident to delay in acceptance and transfer.

- (b) Total weight of car and lading exceeding the limits shown in current issue of the publication RAILWAY LINE CLEARANCES.
 - (c) Cars which cannot be moved through on account of any other disability of receiving line.
 - (d) Receiving road desiring to transfer to save cost of mileage or per diem.
4. Per Diem for time cars are delayed for transfer or adjustments of load made under this rule will not be reclaimed or billed except as provided in Note to Paragraph 3 (a).

NOTE 1.—Charges for actual labor and material, also for use of wrecking outfit, hoist, derrick, traveling crane or similar facilities used in the transfer or adjustment of lading under this Rule, shall be as provided for in Mechanical Division Interchange Rule 2, and interpretations thereto.

NOTE 2.—Bills for work performed under this Rule may be declined if not rendered within one year from the date work is completed.

⁽⁶⁾See Mechanical Division Interchange Rule 2.

Note—Rule 15 does not apply to cars loaded with livestock, grain (Rule 33 of Consolidated Freight Classification No. 18 or reissues thereof), soy beans, multiple carloads, nor perishables under refrigeration.

RULE 15

- (A) Unless otherwise agreed, when carload freight is delivered in interchange without evidence of proper weight shown on billing, any participating road haul carrier may weigh the car, and the originating road haul carrier shall pay it \$5.00 per car weighed, except as provided in Paragraph (C).
- (B) The point at which loading is completed will be considered as the point of origin of a stop-off car. (Rule 51 of Consolidated Freight Classification No. 18 or reissues thereof).
- (C) The first road haul carrier is responsible for proper weighing of carload freight originating on railroads less than 100 miles in length without scale facilities, and for showing evidence of proper weight on the waybill. This Paragraph does not apply to railroads less than 100 miles in length which had track scale facilities as of April 1, 1946, unless otherwise agreed as provided in Paragraph (A).
- (D) As evidence of proper weight, notation shall be made on waybill (also on memo waybill if used) in accordance with the A. A. R. Accounting Division Freight Mandatory Rules No. 25, 26, 27 and 33, or as amended.
- (E) The charge prescribed in this rule is not intended to cover the cost of weighing, but is a penalty for failure to comply with applicable Mandatory Rules of the A. A. R. Accounting Division.
- (F) The following Definitions will govern in the application of this rule:—

1. Originating Road Haul Carrier—(a) A road other than terminal switching road on which a carload is loaded.

(b) "Carrier Road"

2. Terminal Switching Road—The same as published in the Code of Switching Reclaim Rules.
3. Switching Charge—A Switching Charge is a charge assessed on a ton or a car basis for handling a car in switching service. (This is in accord with Per Diem Rule 5, Interpretation (a).)
4. Grain—All commodities listed under the Caption GRAIN in Consolidated Freight Classification No. 18, Supplements thereto, or reissues thereof.

RULE 16

Empty cars containing refuse must not be offered in interchange.

RULE 17

When trains of one railroad use the tracks of another in avoiding washouts or other obstructions, unless other arrangements exist between the roads concerned, the detour shall be made under the terms of the Detour Agreement approved by the Association, which terms are made part of this rule. ⁽⁹⁾

The road for which the train is detoured shall pay the regular per diem (or mileage), to the owners of the cars in the train, including the road owning the track, if any of its cars shall be in the detoured train. All mileage charges shall be at actual distance over the route used.

⁽⁹⁾NOTE—When such an agreement is entered into it should be executed on behalf of each company party thereto by an executive officer thereof.

CODE OF PER DIEM RULES—FREIGHT*(In effect April 1, 1949.)***GOVERNING SETTLEMENT FOR THE USE OF RAILROAD OWNED FREIGHT CARS BETWEEN ALL COMMON CARRIER RAILROADS, EXCEPT AS PROVIDED FOR IN APPENDIX "B"****RULE 1**

(a) The rate for the use of freight cars shall be \$1.50 per car per day (See Note 1), which shall be paid for every calendar day and shall be known as the per diem rate; except that when per diem is not reported to car owner within four (4) months and ten (10) days from the last day of the month in which it is earned, the rate shall be increased fifteen (15) cents per car per day for each six months' period or fraction thereof that report of such per diem is thereafter withheld; provided that the aggregate increase in the rate shall not exceed 60 cents per car per day.

(b) Railroads may place refrigerator cars, Mechanical Designation "LRC" upon a mileage (instead of per diem) basis at the applicable rate of two cents per mile, or Mechanical Designations "RA", "RAM", "RS" or "RSM" upon a mileage (instead of per diem) basis at the applicable rate of two and one-half cents per mile upon notice to the Secretary, Operating-Transportation Division. The Secretary will advise all interested carriers accordingly, stating the effective date, which shall be the first day of the second month following the date of notice to the Secretary. Such arrangement must remain in effect at least one year and then may be canceled on thirty or more days' notice.

(See Note 2 for list of railroads which have placed refrigerator cars on a mileage basis under this Rule.)

(c) Railroads may place tank cars of their ownership, Mechanical Designation "TM", while in commercial service upon a mileage (instead of per diem) basis at the applicable rate of two cents per mile upon notice to the Secretary, Operating-Transportation Division. The Secretary will advise all interested carriers accordingly, stating the effective date which shall be not more than fifteen days after receipt of such notice by the Secretary and such basis of settlement shall remain in effect until fifteen days after owner's revocation is received by the Secretary.

(See Note 3 for list of railroads which have placed tank cars on a mileage basis under this Rule.)

Note 1:—Effective December 1, 1947, the rate for the use of freight cars owned by United States and Canadian roads, in the Republic of Mexico and for the use of freight cars owned by Mexican roads which are "Non-Resident Foreign Corporations" under the United States Revenue Laws, in the United States, shall be \$2.05 per car per day, the added 55 cents to cover taxes required to be paid to the Mexican and United States Governments, respectively, by or for account of the car owners.

In the application of this Note, Mexican roads are classified as follows:

(a) Domestic (U. S.) Corporations:

Southern Pacific R. R. Co. of Mexico
San Diego & Arizona Eastern Ry. Co.
Nacozari R. R.
Mexican Northern Ry. Co.

(b) Non-Resident Foreign Corporations

Kansas City, Mexico & Orient Ry. of Mexico
Lineas Ferreas de Mexico, S. A. de C. V.
(Tehuantepec National Ry.)
Mexican Railway
Mexican Pacific R. R. Co.
Mexico North-Western Ry.
National Rys. of Mexico

Note 2:—The following roads have placed their refrigerator cars on a mileage basis under the provisions of this rule:

Railroad	Date Effective
Aetehson, Topeka and Santa Fe.....	August 31, 1920
Boston and Maine	March 1, 1925
Canadian National	March 1, 1931
Canadian Pacific	March 1, 1931
Delaware, Lackawanna & Western	February 1, 1949
Denver and Rio Grande Western	June 1, 1928
Grand Trunk Western	January 1, 1942
Illinois Central	December 1, 1926
Louisiana and Arkansas	July 1, 1934
Northern Pacific	January 1, 1924

Note 3:—The following roads have placed tank cars of their ownership on a mileage basis under the provisions of this rule:

Railroad	Date Effective
Florida East Coast Ry.....	April 1, 1943
Minneapolis & St. Louis Ry.....	October 1, 1943
Texas & Pacific Ry.....	March 1, 1949

INTERPRETATIONS.

1 (c) Question:—Per diem is reported in error to the wrong road, and is not reported to the road owning the car in question within four (4) months and ten (10) days from the last day of the month in which the per diem is earned. Does the penalty rate apply in this case?

Answer:—Yes.

1 (d) Question:—Under Per Diem Rules 1 and 11 does the penalty rate apply in the case of per diem earned during the month of January which is reported in the Per Diem Report for April when the April report is dated to indicate it was rendered in accordance with Per Diem Rule 11, but which was actually mailed by the reporting road after the 10th day of the second month allowed by Per Diem Rule 11?

Answer:—Yes.

RULE 2

Days shall be reckoned by subtracting the date of receipt from the date of delivery. The day of receipt shall be disregarded, and payment made for day of delivery.

A road receiving and delivering a car on the same date shall not pay the per diem for that day.

Records of receipt and delivery under this rule shall be those obtained from the reports provided for in Rule 9.

RULE 3

Freight cars must be handled as prescribed by Rules 1 to 6, inclusive, of the Code of Car Service Rules of the Association of American Railroads.

RULE 4

Each railroad, including ferry lines, shall be responsible to the car owner for amounts accruing for the use of a car at the established per diem rate, whether such car is in road or switching service.

INTERPRETATIONS.

4 (a) Question:—Should new or newly acquired cars enroute to owner, empty, under revenue billing be exempt from per diem?
Answer:—Yes.

4 (b) Question:—Should new or newly acquired cars moving direct to owner, loaded, be exempt from per diem?
Answer:—No, except when moving under a tariff provision which covers a charge for the transportation of the car itself.

4 (c) Question:—Must per diem be paid by a road for the "use" of a car, when it is out of repair, unfit for service, or lying idle?
Answer:—Yes, except as provided in Rule 8.

4 (d) Question:—When foreign railroad owned freight cars are used in the service of circus or carnival companies, should the roads over which they moved make settlement with car owners in accordance with Per Diem Rules?

Answer:—Yes.

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 5 ^(a)

(a) An amount for each car in switching service, including a trap or ferry car, may be reclaimed by each individual switching road from the road for which the service was performed. This amount shall be based upon the average number of days, not to exceed five (5), for cars handled in Terminal Switching Service, including trap or ferry cars, except as otherwise provided in paragraph (b), actually required in such switching service to be determined annually, or at such other periods as may be agreed upon by the roads interested, by an examination of the records^(a) of each individual switching road, by the roads interested, for each local territory, except that roads in any local territory may agree to the settlement of terminal switching reclaims on the basis of actual time involved in handling the cars during the month for which the reclaim is made, subject to an agreed maximum number of days on any one car, the reclaim on pick-up and diverted cars shall be determined by a plan to be agreed upon by the interested roads, and the total reclaim for any month shall not exceed an average of five (5) days per car.

(b) An amount equal to the actual per diem accruing on each car loaded with live stock handled in switching service (but not including cars loaded with emigrant movables or exhibit on live stock, which are subject to Section (a) of this rule) may be reclaimed by each individual switching road from the road for which the service was performed, provided that such reclaim shall not exceed one (1) day on any one car.

(c) Except as provided in paragraph (d), an intermediate switching road may reclaim one (1) day's per diem only from the delivering road on any car on which per diem accrues while in intermediate switching service; however, a car handled in intermediate switching service which is delayed on the intermediate switching road over midnight of the date received on account of being held under Rule 15 is not subject to intermediate reclaim.

A terminal switching road delivering a car to an intermediate switching road for delivery to a carrier road shall pay the reclaim to the intermediate switching road and may reclaim such amount from the carrier road for which the service was performed.

(d) No reclaim shall be allowed for an inter-terminal switching movement.

(e) Unless otherwise unanimously agreed to by the interested roads, the Code of Switching Reclaim Rules of the Association of American Railroads shall govern in determining switching reclaim allowances.

^(a)NOTE.—When checks for the purpose of establishing or revising arbitraries under the provisions of Per Diem Rule 5 involve roads for which no switching is performed or when checks are made under the supervision of the Association of American Railroads, the cost will be prorated among the interested lines on the basis of the number of cars handled in terminal switching service for each line during the year covered by the check, unless otherwise unanimously agreed.

When checks are made to establish arbitraries on cars handled in intermediate switching service, the cost will be prorated among the interested lines on the basis of the number of cars handled in that service for each line.

When checks are made covering cars handled in both terminal and intermediate switching service to establish arbitraries, the expense will be separately prorated among the interested lines on the basis of the number of cars handled for each line in each class of service.

^(b)NOTE.—The examination of records, to determine switching reclaim allowances applicable between short line railroads less than one hundred miles in length, and connecting carriers, shall be supervised by the General Committee, Operating-Transportation Division, Association of American Railroads, and that Committee may initiate these examinations.

INTERPRETATIONS.

5 (a) Question:—Does Rule 5 apply when switching charge is assessed on a ton instead of a car basis?

Answer:—Yes.

5 (g) Question:—Carrier road "A" delivers a loaded car to road "B" to be switched by the latter to industry on its line for unloading. Before the car is unloaded and without changing the load in any manner, it is ordered to road "C" where it is unloaded at an industry located on road "C" within the same switching limits. Road "B" receives two switching charges for handling the car, and road "C" also receives a switching charge. Is road "B" entitled to a reclaim from road "A" in view of the fact that the car was not unloaded? If not, is road "C" entitled to reclaim from road "A"?

Answer:—Road "B" is entitled to reclaim from road "A." The movement from road "B" to road "C" comes within the definition of inter-terminal switching service and no reclaim should be allowed.

5 (h) Question:—Carrier road "A" delivers a loaded car to road "B" for switching movement to consignee. Consignee refuses car on account of quality and car is returned to road "A" to await disposition. Shipper orders car to an industry on road "C" within same switching limits, at which point it is unloaded. Is this an intermediate switch and reclaim due road "C," or should road "B" collect reclaim?

Answer:—Road "B" is entitled to reclaim from road "A" for the original inbound movement. The return movement from road "B" to "A" to "C" was inter-terminal switching and no reclaim should be allowed.

5 (i) Question:—Carrier road "A" delivers a loaded car to road "B" for switch movement to consignee. After car is placed for unloading, carrier road "A" instructs road "B" to re-card car to a point beyond the switching limits via road "C." Is road "B" entitled to a reclaim from road "A" on the inbound movement and another reclaim from road "C" for the outbound movement?

Answer:—Yes.

5 (j) Question 1:—If a check of the records to establish the reclaim allowance under Rule 5 has not been made within a period of one year and one of the interested roads makes a request for such check, is it the intention of the rule that the check shall be made?

Answer:—Unless there is an agreement to the contrary, a road may demand a check of the records to determine the arbitrary reclaim under Per Diem Rule 5 when such check has not been made within a period of one year, and the other roads interested at that point are obligated under the rule to participate in such check. The rules provide that the reclaim made by each switching road shall be based on the average time required by such switching road to switch cars for all roads considered as a whole.

Question 2:—If one or more of the roads involved does not agree to join in such check, what action is necessary to secure compliance with the rule?

Answer:—(a) If a road performing switching service does not agree to have its records checked, the road making the request may give notice that it will not pay reclaims accruing after the date of such notice. The switching road will have no right to present further reclaims until a check has been made in accordance with the Code of Switching Reclaim Rules and the revised reclaim allowance established, which shall then apply to reclaims presented in accordance with Rule 13 (a).

(b) If a carrier road does not agree to join in a check to establish a revised reclaim allowance, the switching road may give notice that it will check its records in accordance with the Code of Switching Reclaim Rules and thereby establish its revised reclaim allowance. After the date of such notice, the switching road will have the right to present reclaims in accordance with Rule 13 (a) at such established reclaim allowance.

5 (k) Question:—Is the intermediate switching road entitled to reclaim when the car is not handled on a switching charge?

Answer:—Reclaim may be made on any car, loaded or empty, on which per diem accrues while in intermediate switching service, except on cars handled under Car Service Rule 5, cars on which the intermediate switching road participates in the freight rate and cars in inter-terminal switching movement.

5 (l) Question:—When is an empty car, moving over an intermediate switching road considered as in inter-terminal switching service?

Answer:—An empty car is considered in inter-terminal switching service—

(a) When, after having been received loaded in inter-terminal switching service, and without having been diverted to other service, it is returned to intermediate road for movement to the originating road, to the owner, or to another road under proper authority.

(b) When furnished and used for loading in inter-terminal switching service.

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 5—Continued.

5 (m) Question:—A car moving into a junction point over Road "A" is delivered to Road "B" for handling in terminal switching service in connection with stop or milling-in-transit tariff authority, Road "B" not participating in the freight rate, and the shipment is subsequently delivered by Road "B" to Road "C" for outbound road movement. Should Road "A" pay to the terminal switching road the unloading reclaim and Road "C" pay to the terminal switching road the loading reclaim?

Answer:—Yes, regardless of subsequent adjustments of switching charges.

5 (n) Question:—When a car stopped in transit under tariff authority is delivered to a switching road to partly unload or to complete loading, the switching road being allowed two terminal switching charges, i. e., one for the inbound and one for the outbound movement, is the terminal switching road entitled to two terminal switch reclaims?

Answer:—Yes.

5 (o) Question:—When a road, which participates in the freight rate, is allowed under tariff authority a terminal switching charge on a car handled in connection with stop or milling-in-transit service, is such road entitled to terminal switching reclaim?

Answer:—Yes, regardless of subsequent adjustments of switching charges.

RULE 6

NOTE.—Rule 6 applies only to cars interchanged within Canada, Cuba or Mexico.

In case a subscriber to the Car Service and Per Diem Agreement delivers a railroad owned freight car to a non-subscriber, it shall be responsible to the owner for the per diem accruing on the car while on such non-subscriber road. The owner will accept settlement for the use of the car only from the delivering subscriber.

INTERPRETATION.

6 (a) Question:—If a road is suspended or withdraws from the Car Service and Per Diem Agreement effective December 1st, is it responsible to the car owner for per diem accruing on and after December 1st on cars delivered to such road prior to December 1st?

Answer:—Yes, the delivering subscriber road is responsible only for per diem on cars delivered on and after the effective date of withdrawal or suspension.

RULE 7

1. When a car has been destroyed and reported under Mechanical Division Interchange Rules, the per diem shall cease from the date of notice to owner.

2. If, on receipt from owner of valuation statement provided for by Mechanical Division Interchange Rule 112 showing settlement value of destroyed car, the holding road decides to repair the car or send it home for repairs on authority of defect card, per diem on such car shall cease from date of notice to owner of its destruction to date valuation statement is mailed by the owner.

3. (a) If the car is settled for at its depreciated value because the cost of the repairs equals or exceeds the depreciated value less salvage, or if the car owner desires to have the car repaired, per diem shall cease from the date of original notice to owner.

(b) If the handling road, at owner's request, restores the car to service, per diem will begin on the day following the date on which the car is released to service but not later than sixty days from date the handling road agrees to restore the car to service.

(c) If the handling road, at owner's request, sends the car home for repairs, per diem shall cease from date of original notice to owner until date car leaves holding road, but not later

than sixty days from date car owner requested car sent home, whether on own wheels or loaded on another car.

4. If the handling road orders material from the car owner under Mechanical Division Interchange Rules, the provisions of Per Diem Rule 8 will apply.

INTERPRETATIONS.

7 (a) Question:—Should per diem be allowed on freight cars in July that were totally destroyed in June but not reported to car owners until after July 1?

Answer:—Yes.

7 (b) Question:—Should per diem be paid for the date on which notice is given and begin again on the day following the date on which valuation statement is mailed by the owning line?

Answer:—Yes.

7 (c) Question:—Must notice to owner, of destruction of car, be made by the Mechanical Department?

Answer:—No. Notice by Transportation Department is also valid.

7 (d) Question:—Does Section 2 of this rule apply to any car reported under Mechanical Division Interchange Rule 112 for which settlement value of car has been requested of owner and the car is repaired and restored to service by the holding road after settlement value is received?

Answer:—Yes.

RULE 8

(a) When a car is detained awaiting the receipt of repair material, which under Mechanical Division Interchange Rules must be obtained from the owner, the per diem shall cease from the date the necessary material is ordered from the owner until the date on which it is shipped in the manner prescribed by Mechanical Division Interchange Rule 122, as evidenced by express shipping receipt or carrier's waybill.

(b) When a car is reported to its owner under Mechanical Division Interchange Rule 120, per diem shall cease from date of such report.

If owner authorizes the repair of such car, and no repair material is required from owner, per diem shall begin after repairs are completed, but in no case to exceed 60 days from the date such authority is given. If repair material must be obtained from the owner under Mechanical Division Interchange Rules, per diem shall begin after repairs are completed, but in no case to exceed 60 days from date such authority is given, plus the number of days intervening between the date necessary material is ordered and the date on which material is shipped in the manner provided by Mechanical Division Interchange Rule 122, as evidenced by express shipping receipt or carrier's waybill.

(c) If the handling road, at owner's request, sends the car home for repairs, per diem shall cease from date of original notice to owner until date car leaves holding road, but not later than sixty days from date car owner requested car sent home, whether on own wheels or loaded on another car.

(d) Under paragraphs (a) and (b), if more than one order for material is made, the first order only shall stop the per diem.

In case all or any part of the material is duplicated by car owner on account of the original shipment becoming lost before delivery to the road holding the car, or while in the possession of the express company, per diem shall cease from the date of the original order until the date on which the duplicate shipment is made as evidenced by express shipping receipt or carrier's waybill.

INTERPRETATIONS.

8 (a) Question:—When repair material is ordered, should the car number be sent to owner of the car if per diem is to be waived?

Answer:—Yes.

8 (b) Question:—Should per diem be paid for the day on which material is ordered and begin again on the day following the date on which material is shipped?

Answer:—Yes.

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 8—Continued.

8 (c) Question:—Material is ordered from owner under Mechanical Division Interchange Rules, but instead of shipping the material requested the owner authorizes the holding road to substitute other material or to weld old parts. Should per diem cease from the date material was ordered until the date on which authority was given to substitute other material or to weld old parts?

Answer:—Yes.

RULE 9

(a) The Interchange reports shall be made for each calendar day on the prescribed form (B-1)Ⓢ. Columns 2, 3, 4, 5 and 9 shall be filled. They shall close as of midnight and shall include all cars delivered on the date for which made. For days on which no cars are interchanged the reports shall read "No cars interchanged."

(b) Corrections to Interchange Reports shall be made on the prescribed form (Q) immediately upon the discovery of errors in reports which have already been forwarded to Car Service Officers; otherwise corrections to be made on all copies of Interchange Reports before forwarding.

(c) Both Interchange and Correction Reports shall be made in quadruplicate by the use of carbon paper, two copies for each road involved, and shall be numbered consecutively for each connecting line, commencing with the first of each month; a separate series of numbers to be used for each form of report.

(d) The report shall be signed by the proper representative of the delivering road and certified to by the proper representative of the receiving road after checking. The original with one copy shall be returned to the road making the report.

(e) Car Service Rule 7 governs the delivery of cars. The date and time of delivery of cars upon interchange tracks of connecting line shall, prima facie, be the date and time given by the delivering road. In cases where there are different standards of time at a junction, the time of the more easterly reckoning shall govern.

ⓈResolution adopted May 20, 1914; amended April 8, 1925:

RESOLVED, That two weights of paper be used for the Interchange Report, Form No. B-1, as follows:

FIRST.—That the main report, which is filed intact, be printed on a good quality of bond paper of the basis of 16½ lbs. to the ream of 500 sheets of the size, 17 by 28 in.

SECOND.—That the sheets which are to be cut up, be printed on a good quality of bond paper of the basis of 25½ lbs. to the ream of 500 sheets of the size, 17 by 28 in.

ⓈRecommendation approved February 15, 1932:

"With a view to economy, it is recommended by the Committee on Records, and approved by the General Committee, Operating-Transportation Division, that a form (B-1) providing spaces for eight (8) cars be adopted for use at interchange stations where but few cars are interchanged, retaining the present form (B-1) which provides spaces for twenty-two (22) cars for use at the large interchange points."

RULE 10

The Junction Report for each day shall be made to car owners on the prescribed form (D) or on the cut-up interchange slips, as promptly as possible after the receipt of the Interchange Report for that day, but not later than the close of the second working day following the receipt of the Interchange Report.

INTERPRETATION.

10 (a) Question:—Must junction reports be made to car owners daily?

Answer:—Yes.

RULE 11**SECTION 1. INSTRUCTIONS FOR MAKING AND HANDLING REPORTS.**

(a) Per Diem reports shall be forwarded to car owners not later than the 10th day of the second month following that in which per diem accrued.

(b) A per diem report shall be made on form (G) and shall show the car number in full and number of days each per diem car has been in possession of the road making the report. A prefix shall not be considered a part of a car number. A car earning 0 days need not be reported.

(c) A summary report shall be made on form (H) showing the per diem, reclaims and the total mileage earnings accruing on railroad owned freight cars operated on a mileage basis and the total passenger equipment car earnings.

(d) Only one report shall be furnished for each month.

(e) Errors and omissions must be adjusted in the report for a subsequent month.

(f) The use of alternate numbers in reporting per diem does not constitute an error or omission providing one of the car numbers shown is the correct number, but each car that has earned per diem must be reported separately, either with or without an alternate number.

(g) Per diem allowed in error may be deducted in per diem reports forwarded within four (4) months and ten (10) days from the last day of the month for which the per diem was reported as having been earned, without requesting authority from car owner, but such deduction shall not be made after that period except by authority from the road to which the per diem is reported and claim therefor is presented in accordance with the provisions of this rule.

(h) Per diem reported and subsequently deducted in accordance with this rule, cancels such per diem and leaves the owner road in the same position as if the per diem had never been reported.

SECTION 2. INSTRUCTIONS FOR MAKING AND HANDLING CLAIMS.

(a) Claims covering errors or omissions in per diem reports shall be presented after five (5) months and within eight (8) months from the last day of the month in which the per diem was earned, in compliance with the following:

(b) Claims shall not be presented until all amounts previously reported have been properly credited.

(c) All records shown in a claim for per diem shortage must be verified by claimant before presentation, and when claim is made against a direct connection, point of interchange must be shown.

(d) If complete junction reports have not been received, claim should be filed against the road having apparently failed to furnish a report, and claimant should indicate that such information has not been received by inserting subsequent junction record.

(e) If complete junction reports have been received, claim should be filed against the road which apparently owes the per diem, as indicated by the claimant's record.

(f) A claim covering car ON HAND at beginning of month should show date of preceding junction or interchange movement instead of "OH". A claim covering car ON HAND at end of month shall show date of succeeding junction or interchange movement, and in the absence of latter, on line movement instead of "OH".

(g) A claim presented in accordance with this rule, including a claim presented to wrong road, may be continued after the period named even though the claim should eventually rest upon some road other than the one originally addressed, except that the privilege of continuance shall cease when claimant fails to return claim or present it to another road within a period of two (2) months from the last day of the month in which such claim is last received by claimant. The amount shown on original claim can be increased by the car owner if investigation develops that the per diem is due from a road other than the road to which the claim was originally addressed.

(h) Claims covering errors or omissions in reports of total mileage earnings of railroad owned freight cars shall be presented within two (2) years from the last day of the month in which the mileage was earned.

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 11—Continued.**SECTION 3. INSTRUCTIONS TO ROAD RECEIVING CLAIMS.**

(a) The road receiving a claim shall promptly adjust or handle as follows:

(b) Claims shall not be transmitted by the road which delivered the car to connecting road until the interchange record has been established and point of interchange shown.

(c) A road receiving a claim indicating a difference between its records and that quoted by claimant, or road from which claim is received, should verify its records by reference to interchange reports.

(d) If a comparison of the records shown in a claim with the verified records of the road receiving same indicates a difference between its record and the record of the road with which the car was interchanged, the claim should be handled to a conclusion by such roads and a copy of each Transmittal Form N-1 forwarded to the claimant. In case of dispute in date of interchange, the receiving road will accept the delivering road's date or furnish proof to the contrary.

(e) If a comparison of the records shown in a claim with the verified record of the road receiving same indicates that it owes a part of the per diem and it is necessary to forward the claim to connecting line for further handling, the acknowledgment of the indebtedness and the month in which allowance will be made should be shown on the Transmittal Form N-1, and copy sent to claimant.

(f) When a road claims no record of the car the responsibility for establishing the fact of delivery shall rest upon the delivering road.

SECTION 4. ADJUSTMENT OF ERRORS DEVELOPED IN THE HANDLING OF CLAIMS.

(a) When per diem has been reported to other than car owner under incorrect initials or number or for the wrong month, which fact is developed in the investigation of a claim, the reporting road shall be responsible to car owner for per diem earned at the increased per diem rate in accordance with Rule 1, and shall have the privilege of continuing such claim for refund of per diem incorrectly paid irrespective of the amount shown on original claim, from the road to which it was incorrectly reported.

(b) When per diem has been reported to car owner on a car under incorrect initials or number, or for the wrong month, which fact is developed in the investigation of a claim, the reporting road shall have the right to transfer such allowance from the incorrect initials or number to the correct initials or number, or from the wrong month to the correct month, as an offset to the claim, with consequent adjustment of any over or under allowance, but will allow to the car owner the penalty rate accruing in accordance with Rule 1. Transfer of over allowance as an offset to a claim for under allowance shall not be made from or to more than one car. If in investigation of a claim for alleged shortage in per diem an over allowance is detected, the reporting road shall have the right to claim refund from car owner of per diem overpaid.

SECTION 5. ADJUSTMENT OF ACCOUNTING ERRORS.

(a) Per diem deducted in error on a car on which per diem has not been earned or reported as having been earned can be restored without penalty. Penalty will not accrue on adjustments for correction of errors in addition of per diem on form (G) or in transcription of per diem to form (H).

RULE 12

The settlement of amounts accruing for the use of cars shall be made monthly without regard to reclaims pending.

RULE 13

(a) Terminal and Intermediate Switching Reclaim Statements under Rule 5 shall be prepared separately and presented within three (3) months from the last day of the month in which the per diem accrued, except that supplementary reclaim statements covering errors and/or omissions shall be presented within six (6) months from the last day of the month in which the per diem accrued. Original and supplementary switching reclaim statements shall be allowed as presented within thirty (30) days after receipt.

The road paying a terminal or an intermediate switching reclaim may present a counter reclaim to cover errors or adjustments therein, provided it is presented within three (3) months from the last day of the month in which the reclaim on which counter reclaim is in order, was received. However, counter and supplementary reclaims in connection with adjustment of revenue affecting switching charges may be presented within three (3) months from the last day of the month in which final adjustment of charges is made, except counter reclaims will not be allowed in connection with adjustment of charges on stop or milling-in-transit service.

The privilege of continuance of the counter reclaim shall cease when either road interested fails to return it to the other road within two months from the last day of the month in which it was last received, the delinquent road to be responsible for the unadjusted amount.

NOTE.—Under this rule an intermediate reclaim shall not be supplementary to an original terminal reclaim, nor a terminal reclaim supplementary to an original intermediate reclaim.

(b) Reclaim under Rule 14 shall be presented within six months from the last day of the month in which disposition of car is received by the holding road, except where demurrage adjustment is involved, in which case reclaim shall be presented within six (6) months from the last day of the month in which the demurrage is cancelled or refunded. The road receiving reclaim shall present exceptions to the claimant within four months from the last day of the month in which reclaim was received or allow the amount claimed in the next open Per Diem Report.

The privilege of continuance of reclaim thereafter shall cease when either road interested fails to return it to the other within two months from the last day of the month in which it was last received, the delinquent road to be responsible for the unadjusted amount.

(c) Reclaim under Rule 15 shall be presented within six months from the last day of the month in which cars were delivered by the holding road. The road receiving reclaim shall check and present exceptions to the claimant within four months from the last day of the month in which the reclaim was received and shall allow in the next open Per Diem Report the amount not covered by exceptions.

The privilege of continuance of reclaim thereafter shall cease when either road interested fails to return it to the other within two months from the last day of the month in which it was last received, the delinquent road to be responsible for the unadjusted amount.

(d) The provisions of paragraphs (a), (b), or (c) will not prevent the continuance of any reclaim after the period named if it has been previously opened when the reclaim eventually rests upon some road other than the one originally addressed, except that the reclaim shall be presented to such other road within two months from the last day of the month in which it was last received by claimant. Further handling shall be subject to the provisions of paragraphs (a), (b) and (c).

(e) Reclaims shall be made by the designated officer of the road which pays the per diem to the designated officer of the road from which the allowance is reclaimed, unless specifically agreed by the interested roads to permit the presentation and acceptance of such reclaims by local representatives.

INTERPRETATION.

13 (a) Question:—Does a blank or "nil" reclaim statement filed by a road with its connection constitute an original switching reclaim?

Answer:—No.

RULE 14

Unless otherwise agreed, reclaim for per diem on a car held by reason of a railroad error or shipper's cancellation of order shall be settled as follows:

Section 1. On a car held at any point enroute to a billed destination, or customs port. (Billed destination or customs port, means any point within the switching limits thereof.)

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 14—Continued.

(a) When a freight car is held at any point enroute to billed destination or customs port by reason of a railroad error which prevents proper forwarding or proper tender or delivery, notice to secure disposition of car (See Section 9), shall be sent or given by the holding road prior to midnight of the second day after receipt of or arrival of car. Upon doing this, the holding road may reclaim against the erring road for an amount at the established per diem rate from receipt of car to and including receipt of proper data. The return of the car to the delivering road prior to midnight of the second day after receipt, instead of holding car and notifying the delivering road, constitutes notice under this rule. If holding road neglects to send or give notice prior to midnight of the second day after receipt of or arrival of car, it will be entitled to reclaim only from the date such notice is sent or given.

(b) If the holding road receives necessary data to enable it to dispose of the car before taking action prescribed in paragraph (a), it is entitled to the same reclaim as though such action had been taken on the date the necessary data is received.

(c) When a loaded car is held enroute on order received from another railroad, and such detention is due to railroad error, the holding road will be entitled to reclaim against the erring road, an amount equal to the established per diem rate from the date such car was received at the station where held to and including the date on which disposition is received by the holding road.

NOTE—Cars moving contrary to existing embargoes are subject to reclaim against the road which made the initial error, whether billing, rebilling or reconsigning carrier, regardless of wherever held provided proper notice is given.

Section 2. On a loaded car held at any point within the switching limits of billed destination or customs port.

(a) When a loaded freight car is held at any point within the switching limits of billed destination or customs port by reason of a railroad error which prevents proper tender or delivery, notice to secure disposition of car (See Section 9), must be sent or given by the holding road prior to midnight of the fifth day after receipt of or arrival of car. Upon doing this, the holding road may reclaim against the erring road for an amount at the established per diem rate from date such car was received at the station where held to and including the date on which disposition is received by the holding road.

(b) If holding road neglects to send or give notice as outlined in paragraph (a), but does send or give notice subsequent to midnight of the fifth day after receipt of or arrival of car, it will be allowed per diem for the first five (5) days, and in addition thereto, per diem for each day from date notice is sent or given to and including the date on which disposition is received.

(c) If the holding road receives necessary data for tender or delivery of car before taking action prescribed in paragraph (a) or (b), it is entitled to the same reclaim as though such action had been taken on the date the necessary data is received.

Section 3. Errors involving empty cars and cars containing load or part load which are delivered as empty with no destination specified.

Empty cars delivered for home route in error, empty cars delivered for return loading in error and cars delivered as empty with no destination specified which contain load or part load are subject to reclaim against the delivering carrier, but only when held within the switching limits of station where received.

NOTE—Under this section the procedure covering notification, etc., prescribed in Sections 1 and 9 shall govern.

Section 4. Errors involving non-subscriber railroads in Canada, Cuba and Mexico.

(a) When detention is caused by error of a non-subscriber, responsibility for per diem involved shall be assumed by the subscriber accepting the car from the non-subscriber.

The non-subscriber road shall be responsible to its subscriber connection for the per diem involved.

(b) When a car is held on non-subscriber railroad because of railroad error on the part of a subscriber the delivering subscriber shall relieve the non-subscriber of the per diem involved and may reclaim under this rule from the erring road.

NOTE—Under this section the procedure covering notification, etc., prescribed in Sections 1, 2 and 9 shall govern.

Section 5. Errors involving railroads subject to per diem settlement as prescribed in Appendix "B."

(a) When detention is caused by error of such railroad, per diem involved shall be paid by the carrier responsible for the settlement of per diem with the car owner and billed against the erring road.

(b) When a car is held on such railroad because of an error not its own, the carrier responsible for the settlement of per diem with the car owner shall relieve such railroad of the per diem involved and may reclaim under these rules against the railroad responsible for the per diem.

NOTE—Under this section the procedure covering notification, etc., prescribed in Sections 1, 2 and 9 shall govern.

Section 6. Empty cars rejected by shipper:

When a car is delivered empty to a switching road for return loading and is returned empty by reason of shipper's cancellation of order or rejection by shipper because unsuitable for loading as specified by the switching road, the switching road may reclaim against the road which furnished the car, for an amount at the established per diem rate accruing from receipt of car to its return, but not to exceed three (3) days.

Section 7. On a car handled in terminal switching service:

The reclaim accruing under this rule on a car handled in terminal switching service, can only be made for the detention in excess of the reclaim allowable under Per Diem Rule 5.

Section 8. On a car held by reason of an improper or improperly applied permit to an embargo:

(a) When a road laying an embargo refuses to accept a car account improper or improperly applied permit to its embargo, it shall notify holding road, stating its exception to the permit, prior to midnight of the second day from date the car is delivered or tendered with necessary data for forwarding. If it neglects to give such notice, it shall be responsible for per diem for the number of days the car is held.

(b) When such notice of exception is sent or given to the holding road, it shall be sent or given by the holding road to the road on which the shipment originated, or was reconsigned or rebilled, prior to midnight of the second day after notice of exception is received. Upon doing this the holding road may reclaim against the road responsible for detention to the car, account improper or improperly applied permit, an amount at the established per diem rate, from date car is originally tendered, under paragraph (a) of this rule or under Per Diem Rule 15, to and including the date authority for delivery or disposal order is received.

(c) If the road holding car receives notice of exception from the road laying an embargo and neglects to send or give notice of exception to the road on which the shipment originated, or was reconsigned or rebilled, prior to midnight of the second day after notice of exception is received, it will only be entitled to reclaim from the date on which the notice of exception is sent or given to the road on which the shipment originated, or was reconsigned or rebilled.

Section 9. Notices:

(a) Under Section 1, 2, 4 or 5 when a notice is sent or given to other than the erring road, or under Section 8 when notice of exception to permit is sent or given by the holding road to other than the road responsible for detention to the car, and it is necessary for the road receiving the notice to transmit it to the erring road or the road from which the car was received, such notice must be sent or given not later than the next calendar day following its receipt. This procedure must be followed by each road involved until the erring road has been notified. When part of the detention to the car is chargeable to the neglect of a road to so transmit notice, the erring road may reclaim from such road for the number of days in excess of one (1) that the car was delayed due to such negligence.

(b) The notice under Section 1, 2, 4, 5 or 9 (a) of this rule shall be sent or given either by telegraph, by messenger in writing, or by telephone confirmed in writing, the same or following day, either to the agent or proper officer of the delivering or erring road, or may be sent to the agent at station where last

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 14—Continued.

reconsigned or rebilled, or if not reconsigned or rebilled, then to the agent at point of origin as indicated by the billing. Such notice must contain sufficient information to enable the erring road or the road to which notice is sent or given to identify the car and furnish disposition.

(c) The notice under Section 8 (a) of this rule shall be sent or given either to the agent or proper officer of the delivering road. The notice under Section 8 (b) shall be sent or given either to the agent of the road at the point where the shipment originated or was reconsigned or rebilled, or to the proper officer of such road. Notices shall be sent or given either by telegraph, by messenger in writing, or by telephone confirmed in writing, the same or following day.

Section 10. General:

Rule 14 applies only to cars of railroad ownership handled on per diem basis including owner's cars on owner's tracks, but it does not apply to cars bunched in transit, cars detained on account of weather interference or cars refused by consignee due to delay or damage in transit.

RULE 15

(a) A road failing to receive promptly from a connection cars on which it has laid no embargo, shall be responsible to the connection for the per diem on cars so held for delivery, including the home cars of such connection.

A road failing to receive promptly from a connection empty cars at home on its road, moving home under Car Service Rules, shall be responsible to the connection for double the per diem on such cars held for delivery after the first day for which reclaim is made.

(b) If such failure to receive shall continue for more than three days, the delinquent line shall thereafter in addition be responsible for the per diem on all cars wherever in transit which are thus held back for delivery.

(c) It shall be the duty of the connection intending to reclaim to notify the delinquent line daily, prior to midnight, through the designated representative at the point where cars are offered, of the total number of cars so held for it, and within 48 hours from midnight of the day cars are offered furnish the initials and numbers of the cars.

(d) The reclaim accruing under this rule on a car handled in terminal switching service can only be made for the detention in excess of the reclaim allowable under Per Diem Rule 5.

(e) When the hour at which the receiving road clears the interchange track is so late that the delivering road cannot place on interchange track before midnight, cars which it is holding for delivery, the receiving road shall be responsible for the Per Diem on such cars for the following day, subject to local agreement as to time required to make delivery.

INTERPRETATIONS.

15 (a) Question:—In case a car held for a certain road is not delivered to that road, can reclaim be made against such road?

Answer:—No.

15 (b) Question:—Is it necessary to furnish initials and numbers of cars held which have previously been reported by initials and numbers?

Answer:—No.

15 (c) Question:—When a road cannot accept cars from a connection, is it necessary for the connection to notify the delinquent line before midnight each day of the total number of cars held for which reclaim is to be made?

Answer:—Yes.

15 (d) Question:—When a road has invoked the provisions of Car Service Rule 6 and cars are offered to that road at another junction point, is the holding road entitled to reclaim under Per Diem Rule 16?

Answer:—No.

RULE 16

(a) When a road gives notice that for any reason it cannot accept cars in any specified traffic, thereby laying an embargo, it should receive cars already loaded (See Note 1) with such traffic on the date such notice is issued, and cars loaded (See Note 1) within forty-eight (48) hours thereafter. If it does not receive such cars the road holding them may reclaim per diem under Rule 15 from the road laying the embargo for the number of days such cars are held, not exceeding the duration of the embargo. (See Note 2.)

(b) Embargoes must be issued by the embargoing road in accordance with the provisions of the Embargo Regulations as approved by the Association of American Railroads and issued by the Car Service Division.

(c) Forty-eight (48) hours after 11:59 p. m. of the date of the embargo a road must not load, or permit to be loaded, cars in such traffic; nor accept orders to divert or reassign cars already loaded.

(d) An embargo may not be laid on empty cars returning home in accordance with the Car Service Rules

NOTE 1.—The date of loading, diversion or reconsignment to be determined from the data accompanying the car.

NOTE 2.—For per diem reclaim regulations applying to cars refused account improper or improperly applied permits to embargoes—see Rule 14, Section 8.

RULE 17

To interpret these rules and to settle disputes arising under them an Arbitration Committee of five members shall be appointed by the General Committee, Operating-Transportation Division. Three members of the Arbitration Committee shall be a quorum.

In case any question or dispute arises under these rules it may be submitted to the Arbitration Committee through the Secretary of the Operating-Transportation Division in abstract. The abstracts shall briefly set forth the points at issue and each party's interpretation of the rules upon which its claim is based. The Arbitration Committee shall base its decisions upon the rules and the abstract submitted, and its decisions shall be final. Should one of the parties refuse to furnish the necessary information, the Arbitration Committee shall use its judgment as to whether it can properly decide. All decisions shall be reported to the Association through the General Committee, Operating-Transportation Division.

In case a question shall arise not covered by the rules the roads disagreeing may by mutual consent submit such questions to the Arbitration Committee.

The General Committee, Operating-Transportation Division, may appoint a Secretary for the Arbitration Committee, who shall be paid by the Association. The other expenses of the Arbitration Committee shall be divided equally between each of the parties to the dispute and the Association. The minimum charge to each road shall be \$10, payable in advance. The expenses shall be first paid by the Association, and then billed to the parties concerned by the Treasurer of the Association.

CODE OF PER DIEM RULES AND INTERPRETATIONS-FREIGHT—CONTINUED.

RULE 18

Private freight cars owned by shippers will be handled in accordance with the provisions of the Association of American Railroads' Mileage Tariff, Series 7. As to private cars of other ownerships (including those of railroad ownership or control) Rules, Regulations and Provisions the same as those set forth in that Tariff are hereby adopted. The rates to be paid for the use of such cars will be as follows:

MILEAGE RATE ALLOWANCES
Kind of Car and Mileage Rate Allowance

Type of Car	Designating Symbols	Per Mile
	(For explanation of Symbols, see Manual of the Mechanical Division AAR (reproduced in Editorial Section, Official Railway Equipment Register))	
Gondola.....	GA; GD; GE; GH; GRA; GS; GT; GW. (See Note 1)	1½ cents
Gondola.....	GB. (See Note 1).....	6 mills
Hopper.....	HD; HE; HF; HFA; HFB; HK; HM; HMA; HT; HTA. (See Note 1).....	1½ cents
Milk.....	BM; BMR; BMT.....	2½ cents
Refrigerator.....	BP; BR; BS.....	3 cents
Refrigerator.....	RB.....	2.2 cents
Refrigerator.....	RA; RAM; RP; RS; RSM; RCD.....	2½ cents
Refrigerator.....	LRC.....	2 cents
Refrigerator.....	RPA.....	13½ mills
Refrigerator.....	RPB.....	16 mills
Live Poultry.....	SP.....	2½ cents
Stock-Refrigerator..	SPR.....	1½ cents
Horse.....	BH; SH.....	1 cent
Stock.....	SM; SD; SC; SF.....	1¼ cents
Special.....	BLF.....	2½ cents
Special.....	LO (Note 2).....	*2¼ cents
Special.....	LF; LFA; LP; LT; LTA.....	1½ cents
Tank.....	TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPI; TR; TRI; TW; TWI; XT.....	2 cents
All other freight cars		6 mills

Note 1.—Mileage allowance named will also apply on cars carrying letters "C", "I" or "R" affixed to the designating symbols.

Note 2.—*Effective May 1, 1949.

RULE 19

The Board of Directors of the Association of American Railroads shall appoint a Car Service Division composed of a Chairman and the requisite number of members, territorially representative, invested with plenary power to—

(a) Supervise the application of Car Service and Per Diem Rules.

(b) Suspend or permit departures from Car Service Rules 1 to 6, inclusive, except as provided in Rule 20.

(c) Exempt when necessary, cars of any type, from the provisions of Car Service Rules 1 to 6, inclusive, and provide other regulations under which such cars shall be handled.

(d) Transfer cars from one railroad or territory to another when necessary to meet traffic conditions, with due regard to car ownership and requirements. (See Note).

(e) Conduct investigations, including examination of car records as may be necessary to insure the observance of Car Service and Per Diem Rules and of any orders issued by the Car Service Division, and in the event that they are unable to adjust such matters with the individual railroads, report all the facts with a recommendation to the Board of Directors.

(f) Obtain car location statements and other car performance statistics as deemed necessary.

(g) Take necessary action to bring about uniformity of practice among railroads by the standardization of car distribution rules, including record and report forms.

(h) Make recommendation to the Board of Directors when in their opinion a change in the per diem rate is necessary or desirable.

(i) To perform such other duties as may be assigned by the Board of Directors.

The headquarters of the Car Service Division provided for by this rule shall be Washington, D. C.

NOTE TO PARAGRAPH (d), RULE 19.—This provides an adjustment of surpluses and shortages, and is intended to suggest an equalization of service so far as practicable and consistent with car ownerships. By the latter is meant that if one railroad has, in its good judgment, provided amply for its coal-loading patrons, for example, while another has not, and the demand is generally equal to supply, the mines of the first will not necessarily be depleted in order that the mines on the improvident road may be the better served. Generally, as between the provident and improvident roads, it must be recognized that if in time of great car demand, the latter has to be assisted for the benefit of its patrons and its territory at the expense of the former, there must necessarily be set up some method of compensation for the former, and this of necessity, may go beyond mere car hire. In treatment of short "Feeder" railroads, without any appreciable car ownership, such railroads must be given a measure of car supply from "Trunk Lines" consistent with current distribution percentages on such trunk lines; in other words, they must be treated as industries on the trunk line connection.

RULE 20

Departure from Car Service Rules 1 to 6, inclusive, affecting Canadian Railway cars on United States Railroads, or United States Railroad cars on Canadian Railways, shall be only by agreement as between the Association of American Railroads and the Railway Association of Canada.

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

APPENDIX A
CODE OF SWITCHING RECLAIM RULES—FREIGHT**Definitions**

Switching Roads, Carrier Roads, Switching Service, and Trap or Ferry Cars are defined as follows:

Terminal Switching Road

A terminal switching road is a road on whose rails, or on private tracks connecting therewith:

(a) A car, including a trap or ferry car, received from a carrier road, either direct or through an intermediate road, is unloaded, reconsigned or reshipped.

(b) A car, including a trap or ferry car, is loaded, reconsigned or reshipped, and delivered to a carrier road, either direct or through an intermediate road.

The service performed being within the designated switching limits and at a switching charge.

Intermediate Switching Road

An intermediate switching road is a road handling a car, including a trap or ferry car, from one railroad, steamship, ferry or barge line, to another railroad, steamship, ferry or barge line within designated switching limits (the car not being loaded or unloaded on the intermediate switching road), such road performing the service not participating in the freight rate.

Carrier Road**A carrier road is:**

(a) A road which, participating in the freight rate, or which handles its own company material in road haul, on the inbound shipment, delivers a car, including a trap or ferry car, to a terminal switching road, either direct or through an intermediate switching road, for unloading, reconsigning or reshipping.

(b) A road which, participating in the freight rate, or which handles its own company material in road haul, on the outbound shipment, receives a car, including a trap or ferry car, from a terminal switching road, either direct or through an intermediate switching road, that has been loaded, reconsigned or reshipped by the terminal switching road.

Terminal Switching Service

The service performed by a terminal switching road, as defined in these rules.

Intermediate Switching Service

The service performed by an intermediate switching road, as defined in these rules.

NOTE.—An empty car returned in home route to a switching road, previously loaded, reconsigned or reshipped in terminal switching service by such road, which is then delivered empty to another road within the same switching district, will not be considered as handled in intermediate switching service.

Inter-terminal Switching Service

The service performed in handling a car, except a trap or ferry car, which has been loaded or reshipped within the switching limits on one road for unloading or reshipping within the same switching limits on another road and at a switching charge.

Trap or Ferry Car

A car, containing less than carload freight (including cotton), destined or originating beyond the switching limits of station at which loaded or unloaded on a switching road, the contents of which may or may not have been rehandled wholly or in part at freight house or platform located on carrier road within the switching limits of the station at which car is received from or delivered to the switching road.

RULES

(Subject to such changes as may be required to meet local conditions.)

RULE 1

The carrier road will allow the switching road a reclaim in accordance with Per Diem Rule 5 at the current per diem rate.

RULE 2

No reclaim shall be allowed for an inter-terminal switching movement.

RULE 3

Rule 1 of this Code will not apply to cars which are delivered empty to switching road for loading, and are returned empty to carrier road by reason of shippers' cancellation of order, or error on the part of carrier road, and to cars which are rejected by shippers account of being unsuitable for specified loading when received from the carrier road. (See Per Diem Rule 14.)

RULE 4

The right of reclaim is not affected by the fact that in switching service the switching road may collect its charges from the shipper or consignee.

RULE 5

These rules apply only to cars subject to per diem basis of settlement, including cars owned by the switching road, except they shall not apply to cars loaded with company material (including company coal) for the use of the switching road.

RULE 6

Section 1. When the average number of days is used as the basis for settlement of terminal switching reclaims, the arbitrary to be allowed shall be based on the average time required by the switching road to switch cars for all the roads, considered as a whole, in the switching district involved. Such arbitrary shall be obtained from the records of the switching road as follows:

(a) A check covering twelve consecutive months shall be made under the direction of the Association of American Railroads, or otherwise as may be agreed upon between the roads interested.

(b) The check shall cover the loaded cars interchanged, that are included in terminal and trap or ferry car switching reclaim statements for the months to be checked, except that, by unanimous agreement, the check may be confined to any ten-day period, which must be the same for each month checked.

The check shall not include:

(1) Cars loaded with live stock, but not excepting cars loaded with emigrant movables or exhibition live stock;

(2) Cars delivered loaded on or after the first day of the ten-day period, which were received loaded prior to that date, when a ten-day period is agreed upon;

(3) Cars used in local, inter or intra plant and/or inter-terminal switching services;

(4) Cars on which the required records are incomplete.

NOTE.—The exception applicable to cars loaded with live stock and cars used in local, inter or intra plant, and/or inter-terminal switching services, means that the car and detention thereto in such services, as well as while in terminal switching service, shall be excluded, except cars owned by or which are at home on the switching road, which will be checked in accordance with Section 2, paragraphs (g) and (h) of this rule.

Section 2. In figuring detention, the days shall be computed as follows:

(a) Cars received loaded and returned empty to the road from which received or delivered empty to another road within the same switching district, and cars received empty and returned loaded to the road from which received or delivered loaded to another road within the same switching district, count from date received to date of delivery (See Note).

(b) Cars received loaded and returned loaded to the road from which received or delivered loaded to another road within the same switching district, count from date received to date of delivery (See Note).

(c) Cars picked up from road haul service and placed in terminal switching service, count from date placed for loading as evidenced by the demurrage records to date delivered to outbound carrier as evidenced by the interchange reports, except when cars are shown placed between midnight and following 7 A. M., inclusive, count from next preceding date.

(d) Cars diverted from terminal switching service to road haul service, count from date of receipt as evidenced by the interchange reports to date released from inbound load as evidenced by the demurrage records. When 7 A. M. release date is shown, count car released as of 6 P. M. next preceding date (See Note).

(e) On cars handled in terminal switching service and subsequently reconsigned or reshipped in road haul service, count from date of receipt, as evidenced by the interchange reports, to date released, as evidenced by the demurrage records (See Note).

(f) On cars received in road haul service and subsequently reconsigned or reshipped in terminal switching service, count from date of release as evidenced by the demurrage records, to date delivered to outbound carrier, as evidenced by the interchange reports.

(g) Cars owned by, or which are at home on, the switching road, which are loaded in terminal switching service, count from date placed for loading as evidenced by the demurrage records to date delivered to outbound carrier as evidenced by the interchange reports, except when cars are shown placed between midnight and following 7 A. M., inclusive, count from next preceding date.

(h) Cars owned by, or which are at home on, the switching road, which are unloaded in terminal switching service, count from date of receipt as evidenced by the interchange reports, to date released from inbound load, as evidenced by the demurrage records. When 7 A. M. release date is shown count car released as of 6 P. M. next preceding date (See Note).

CODE OF PER DIEM RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

APPENDIX A—CONTINUED

RULE 6—Continued.

(i) Where an intermediate switching road is involved in the terminal switching movement, the receipt from or delivery to the intermediate road shall be considered as receipt from or delivery to the carrier road.

NOTE:—Cars held under Per Diem Rule 15: Compute detention from date offered as evidenced by Rule 15 reclaim statements.

Section 3. In computing detention in accordance with this rule, the detention of any car beyond eight (8) days shall be eliminated, except if a car received loaded is made empty, reloaded and returned to the road from which received or delivered to another road, the detention beyond sixteen (16) days shall be eliminated.

Section 4. The terminal switching reclaim allowance shall be determined by dividing the total detention, computed in accordance with this rule, by the total number of cars included in the check, cars received loaded which are made empty, reloaded and returned to the road from which received, or delivered to

another road, to be counted as two (2) cars. The quotient to be expressed in two decimals, the second decimal to be increased by one (1) when the third (3rd) decimal is five (5) or more.

RULE 7

An arbitration Committee may be appointed by interested roads in any local territory. All questions arising under these rules shall be submitted to such committee through its secretary, who shall briefly set forth the points at issue and each party's interpretation of the rule on which the claim is based. Should one of the parties to the dispute refuse to furnish information, such Arbitration Committee shall use its judgement as to whether or not it can properly decide the question at issue, and shall base its decision upon these rules or as modified under agreement between the roads interested and the abstract submitted, and its decision shall govern, except that either party to the dispute may appeal to the Per Diem Rules Arbitration Committee of the Association of American Railroads.

APPENDIX B

Rules Governing Settlement For the Use of Foreign Railroad-Owned Freight Cars by Short Line Railroads, Which Are Less Than 100 Miles in Length, Located Within the United States.

RULE 1

The Code of Per Diem Rules shall apply, except as hereinafter modified or amended.

RULE 2

(a) Short lines having but one connecting railroad will settle with that road for the use of foreign freight equipment.

(b) Short lines having connection with more than one railroad will settle with the car owner for the use of foreign freight equipment except when authorized to settle with connecting railroads under the provisions of Rule 6.

RULE 3

Settlements under Rule 2 shall be made promptly after the close of each calendar month and shall include all per diem accruing during that month.

RULE 4

The connecting carrier with which settlements are made under Rule 2 shall report all per diem accruing on such cars to the car owner, in accordance with the Code of Per Diem Rules.

RULE 5

Junction reports prescribed by Per Diem Rule 10 need not be made for cars subject to Rule 2 (a).

RULE 6

A short line which is subject to Appendix "B" of the Code of Per Diem Rules may appeal to the Car Service Division for partial relief from its per diem costs providing such costs are considered excessive compared to remuneration received for service rendered, and also providing that its efficiency of operation, as measured by the usual standards, is satisfactory. The

Car Service Division may, upon presentation by a short line of data supporting claims for relief and following an analysis of conditions on such short line, authorize and arrange such per diem relief, and in such manner and to such extent, as it may deem proper, subject to the approval of the General Committee of the Operating—Transportation Division. Any arrangements for per diem relief must date from the period for which such plans are made, and not retroactively.

A short line having connection with more than one railroad and which ordinarily (a) returns railroad equipment to the road from which received or (b) delivers it to or loads it via the home road, may, subject to the approval of the General Committee, Operating—Transportation Division, be given authority to settle for the use of foreign freight equipment with its connecting roads by the Car Service Division. When such authority is given, owners will be notified accordingly.

Departures from Rule 1 of the Per Diem Code, which requires the payment of the per diem rate for every calendar day, shall only be made on recommendation of the Car Service Division to the General Committee of the Operating—Transportation Division.

INTERPRETATION.

Question:—*I, a railroad-owned refrigerator car, which under the provisions of Per Diem Rule 1, is operated on a mileage instead of per diem basis, is delivered a short line, is such car to be compensated on a per diem basis while in the possession of the short line?*

Answer:—*No. Mileage rate will apply.*

APPENDIX C

Supplement to the Code of Car Service Rules—Freight.

I. Each railroad will undertake to:

- (a) Place or constructively place all inbound loaded cars within twenty-four hours after the first 7:00 a.m. following arrival at destination station or yard, Sundays and holidays excepted.
- (b) Remove empty cars after release from load, within twenty-four hours after the first 7:00 a.m. following release, Sundays and holidays excepted, unless such cars are required by the shipper for reloading; and
- (c) Remove all outbound loaded freight cars within twenty-four hours after the first 7:00 a.m. following tender and acceptance by carrier of the shipping order or bill of lading covering the cars, and forward within twenty-four hours after the first 7:00 a.m., following receipt in terminal, Sundays and holidays excepted.

EXCEPTIONS:

Non revenue cars in company material service;

Railroad fuel;

Company material, the unloading of which must await preparation of track or bridge structures, requiring special work train service;

Cars released on lines where less than daily service is provided, and efficient transportation would not warrant operation of a train for a few cars only;

Cars released at outlying stations where switching is not performed on Saturdays due to the majority of industries not working, and efficient transportation

would not warrant operation of a train for a few cars only;

Privately owned or leased cars held or stored on private tracks when the ownership of the car and the track is the same;

Cars held for export, coastwise or intercoastal shipment;

Cars held for reconsignment;

Cars held for Customs inspection;

Cars held for order notify bill of lading.

Causes beyond the control of each railroad.

2. Each railroad will, with due regard for efficient railroad operating practices, hold no more cars for prospective loading at any time for any industry which it serves than those needed to protect current outbound loading, and where one or more other railroads also serve an industry each railroad will arrange to prevent the aggregate holding of empty cars in excess of the industry's current needs.

EXCEPTION:

Cars assembled for peak or seasonal movements and special types of cars for specific types of loading.

3. Weather conditions permitting, each railroad will repair any car taken out of service for repairs, or carded for repairs, at the earliest time consistent with efficient railroad operating practices.

4. Each railroad will maintain sufficient supervision and records to effectuate this supplement.

HOME ROADS.

ANY PART OF THE FOLLOWING NAMED ROADS WILL BE CONSIDERED "HOME" FOR CARS BEARING MARKS OF ANY OF THE ROADS NAMED AS COMPONENT PART OF SUCH SYSTEM. IN SOME INSTANCES "OLD NAMES" ARE INCLUDED ON ACCOUNT OF CARS BEARING THESE MARKS STILL BEING IN SERVICE.

Atchison, Topeka & Santa Fe System.
 Atchison, Topeka & Santa Fe.
 Gulf, Colorado & Santa Fe.
 Panhandle & Santa Fe.

Atlanta & West Point.
 (See W. of A.)

Atlantic Coast Line.
 Atlanta, Birmingham & Coast.
 Bessemer & Lake Erie.
 Union R. R.

Boston & Maine.
 Mystic Terminal.

Central Railroad of New Jersey.
 Central Railroad of Pennsylvania.

Chesapeake and Ohio Railway.
 Pere Marquette District.

Chicago & North Western.
 Chicago, St. Paul, Minneapolis & Omaha.

Chicago, Milwaukee, St. Paul and Pacific
 Railroad.
 Chicago, Terre Haute and Southeastern
 Railway.

Chicago, St. Paul, Minneapolis & Omaha.
 Chicago & North Western.

Denver & Rio Grande Western Railroad.
 Denver & Salt Lake Railway.

Duluth, Missabe & Iron Range Railway.
 Duluth & Iron Range Railroad.
 Duluth, Missabe and Northern Railway.

Green Bay and Western Railroad.
 Kewaunee, Green Bay & Western
 Railroad.

Gulf Coast Lines.
 Beaumont, Sour Lake & Western.
 New Orleans, Texas & Mexico.
 Orange & Northwestern.
 St. Louis, Brownsville & Mexico.

Gulf, Colorado & Santa Fe.
 (See A. T. & S. F. System.)

Midland Valley Railroad.
 Kansas, Oklahoma & Gulf Railway.

New York Central System.
 Boston & Albany.
 Cincinnati Northern.
 Cleveland, Cincinnati, Chicago &
 St. Louis.

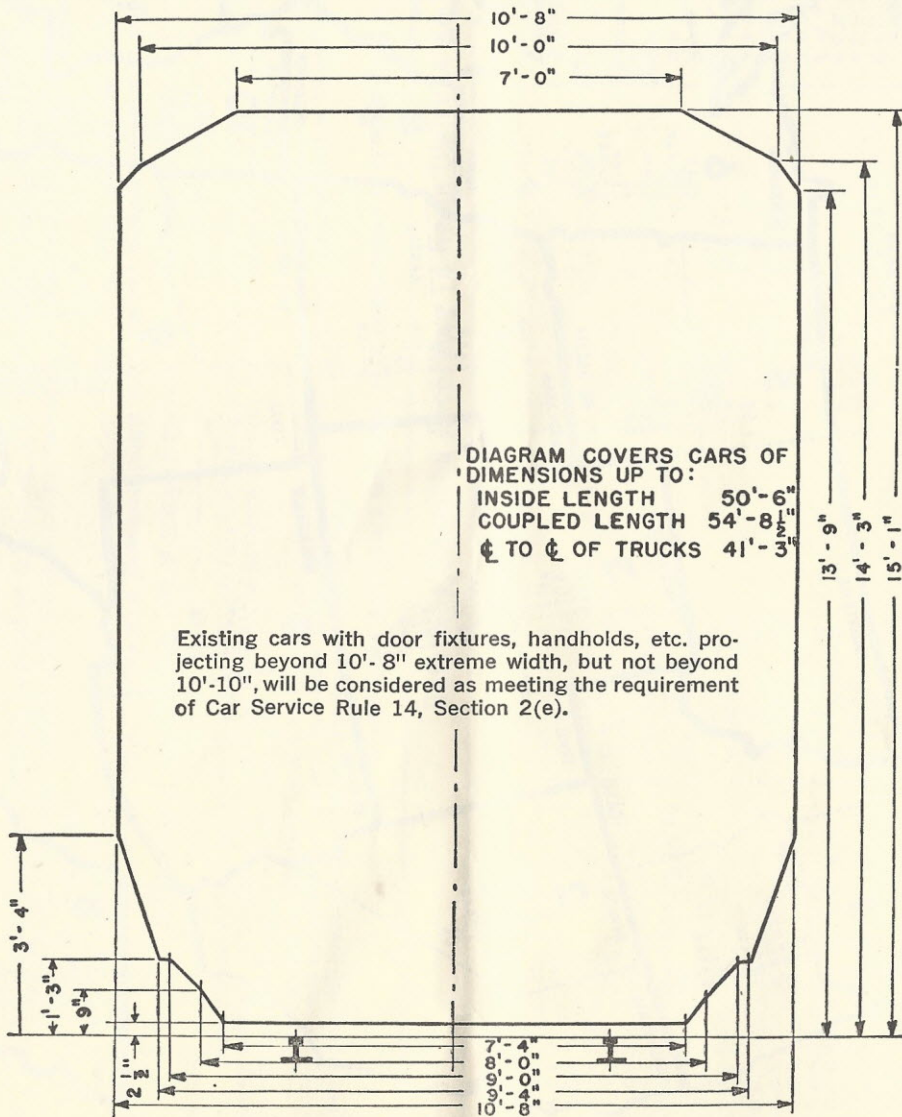
Michigan Central.
 New York Central.
 Peoria & Eastern.

Panhandle & Santa Fe.
 (See A. T. & S. F. System.)

Pittsburgh & Lake Erie.
 Pitts., McKeesport & Youghiogheny.

Southern.
 Alabama Great Southern.
 Blue Ridge.
 Carolina & Northwestern.
 Cincinnati, New Orleans & Texas Pacific.
 Danville & Western.
 Georgia Southern & Florida.
 Harriman & Northeastern.
 High Point, Randleman, Asheboro &
 Southern.
 New Orleans & Northeastern.
 Yadkin.

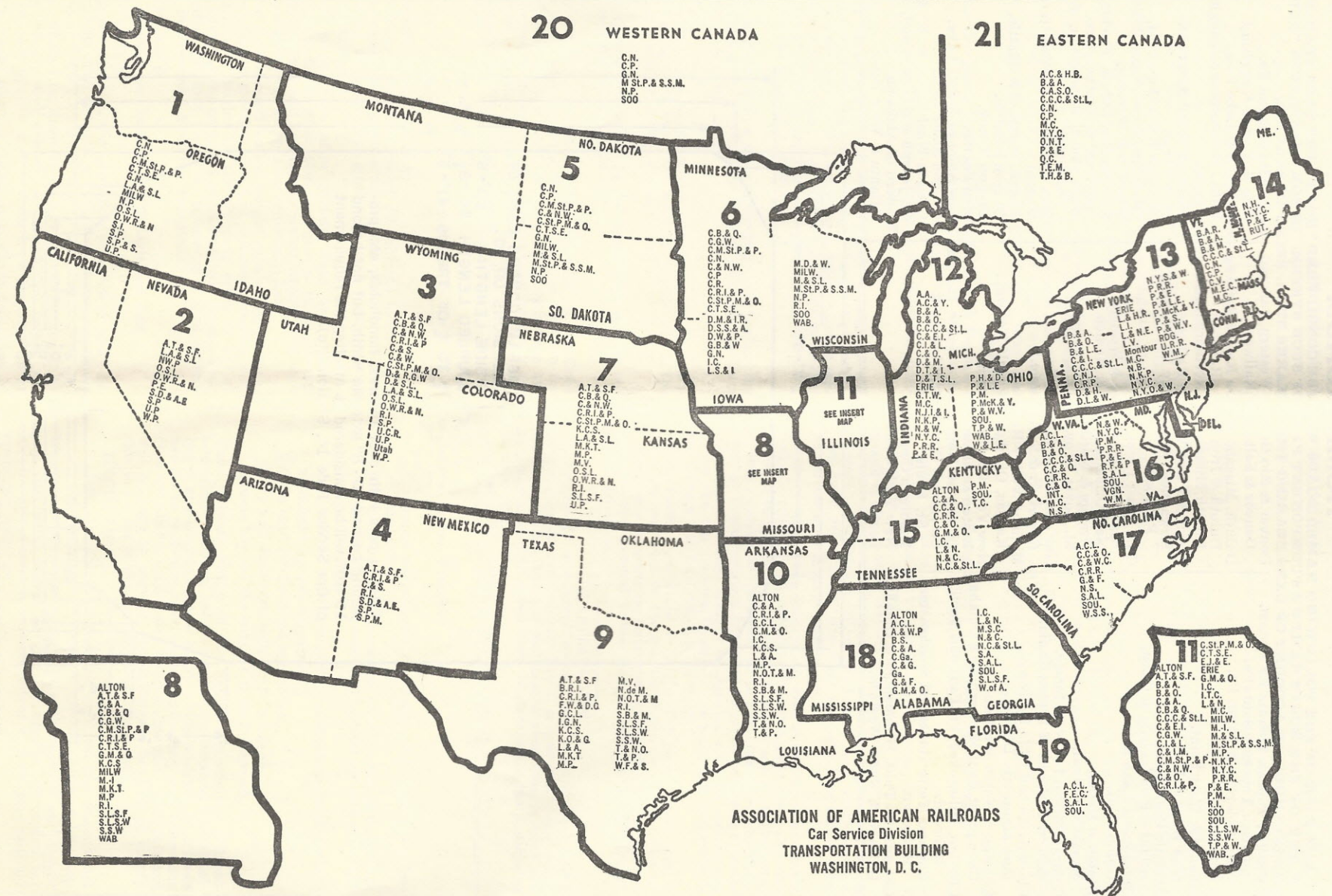
Spokane, Portland & Seattle.
 Oregon Electric.
 Oregon Trunk.
 Union Pacific.
 Los Angeles & Salt Lake.
 Oregon Short Line.
 Oregon-Washington R. R. & Nav. Co.
 St. Joseph & Grand Island.
 Western of Alabama.
 Atlanta & West Point.



THE 2 1/2 INCHES ABOVE TOP OF RAIL IS ABSOLUTE MINIMUM UNDER ANY AND ALL CONDITIONS OF LADING, OPERATION, AND MAINTENANCE.

ASSOCIATION OF AMERICAN RAILROADS

Car Selection Chart Showing Home Districts For All Principal Freight Car Ownerships



ASSOCIATION OF AMERICAN RAILROADS
Car Service Division
TRANSPORTATION BUILDING
WASHINGTON, D. C.

PRINCIPLES TO GOVERN CAR SELECTION (In order of preference)

- 1— Load cars via owner roads, whenever possible, including points reached by owner and points beyond; or
- 2— Load cars to a Home District (as defined herein) even when not possible to route via owning line; or
- 3— Load cars to a District intermediate between loading point and a Home District so that cars will be advanced as directly as possible toward the owning roads; or
- 4— Load cars to a District beyond or adjoining a Home District; but, generally, this should not be farther than a District next adjacent thereto, except that when routing provides for a movement of a car over owners' rails there would be no restriction as to destination.
- 5— As between available cars suitable to use under these rules, give preference to the car that, at the loading point, is farthest from the owner road. **Cars at a junction point with owner should be loaded via owners' rails.**

NEVER LOAD A CAR OFF HOME LINE IF SUITABLE FOREIGN CAR OF PROPER OWNERSHIP IS AVAILABLE OR CAN REASONABLY BE OBTAINED.

Observance of these principles in selecting empty cars for loading will greatly contribute to more efficient car utilization and better car supply by preventing unnecessary empty mileage. The use of a foreign car for loading to home territory instead of loading a local car away from home is most important, since this will often prevent the movement of cars empty in both directions.

Prompt and satisfactory service to the shipper, including routing desired, is of first importance and this principle is the primary consideration in selecting cars for loading; always endeavoring, however, to utilize proper ownerships. Fullest possible advance notice by shippers in the form of written car orders specifying routing and destination, will greatly aid the railroads to accomplish this result.

DO NOT LOAD HIGH CLASS BOX CARS WITH COMMODITIES THAT WILL DAMAGE OR TAINT THE INTERIOR.

Railroads Classified According To Home Districts As Shown On Map

Railroad	District No.	Railroad	District No.	Railroad	District No.	Railroad	District No.
ALTON.....	8, 10, 11, 15, 18	C.P.....	1, 5, 6, 14, 20, 21	G.M.&O.....	8, 10, 11, 15, 18	N.C.&St.L....	15, 18
A.A.....	12	C.R.....	6	G.N.....	1, 5, 6, 20	N.H.....	14
A.C.L.....	16, 17, 18, 19	C.R.P.....	13	G.T.W.....	12	N.J.I.&I.....	12
A.C.&Y.....	12	C.R.I.&P.....	3, 4, 6, 7, 8, 9, 10, 11	I.C.....	6, 10, 11, 15, 18	N.O.T.&M.....	9, 10
A.C.&H.B.....	21	C.R.R.....	15, 16, 17	I.G.N.....	9	N.deM.....	9
A.T.&S.F.....	2, 3, 4, 7, 8, 9, 11	C.&S.....	3, 4	INT.....	16	N.B.....	13
A.&W.P.....	18	C.St.P.M.&O...	3, 5, 6, 7, 11	I.T.C.....	11	N.K.P.....	11, 12, 13
B.A.R.....	14	C.T.S.E.....	1, 5, 6, 8, 11	K.C.S.....	7, 8, 9, 10	N.P.....	1, 5, 6, 20
B.&A.....	11, 12, 13, 14, 16, 21	C.V.....	14	K.O.&G.....	9	N.S.....	16, 17
B.&M.....	14	C.&W.....	3	L.&A.....	9, 10	N.&W.....	12, 16
B.&O.....	11, 12, 13, 16	C.&W.C.....	17	L.A.&S.L....	1, 2, 3, 7	N.W.P.....	2
B.&L.E.....	13	D.&H.....	13	L.&H.R.....	13	N.Y.C.....	11, 12, 13, 14, 16, 21
B.R.I.....	9	D.L.&W.....	13	L.I.....	13	N.Y.O.&W....	13
B.S.....	18	D.&M.....	12	L.&N.....	11, 15, 18	N.Y.S.&W....	13
C.&A.....	8, 10, 11, 15, 18	D.M.&I.R.....	6	L.&N.E.....	13	O.N.T.....	21
C.A.S.O.....	21	D.&R.G.W....	3	L.S.&I.....	6	O.S.L.....	1, 2, 3, 7
C.B.&Q.....	3, 6, 7, 8, 11	D.S.S.&A.....	6	L.V.....	13	O.W.R.&N....	1, 2, 3, 7
C.C.C.&St.L.	11, 12, 13, 14, 16, 21	D.&S.L.....	3	M.E.C.....	14	P.R.R.....	11, 12, 13, 16
C.C.&O.....	15, 16, 17	D.T.&I.....	12	M.C.....	11, 12, 13, 14, 16, 21	P.E.....	2
C.&E.I.....	11, 12	D.&T.S.L....	12	M.-I.....	8, 11	P.&E.....	11, 12, 13, 14, 16, 21
C.Ga.....	18	D.W.&P.....	6	MILW.....	1, 5, 6, 8, 11	P.H.&D.....	12
C.&G.....	18	E.J.&E.....	11	M.D.&W....	6	P.&L.E.....	12, 13
C.G.W.....	6, 8, 11	ERIE.....	11, 12, 13	M.&S.L....	5, 6, 11	P.M.....	11, 12, 15, 16
C.I.&L.....	11, 12	F.E.C.....	19	M.St.P.&S.S.M.	5, 6, 11, 20	P.McK.&Y....	12, 13
C.&I.....	13	F.W.&D.C....	9	M.K.T.....	7, 8, 9	P.&S.....	13
C.&I.M.....	11	Ga.....	18	M.P.....	7, 8, 9, 10, 11	P.&W.V.....	12, 13
C.M.St.P.&P.	1, 5, 6, 8, 11	G.B.&W.....	6	M.S.C.....	18	Q.C.....	21
C.N.....	1, 5, 6, 14, 20, 21	G.C.L.....	9, 10	M.V.....	7, 9	RUT.....	14
C.N.J.....	13	G.&F.....	17, 18	Montour.....	13	RDG.....	13
C.&N.W.....	3, 5, 6, 7, 11			N.&C.....	15, 18	R.F.&P.....	16
C.&O.....	11, 12, 15, 18					R.I.....	3, 4, 6, 7, 8, 9, 10, 11
						S.A.....	18
						S.A.L.....	16, 17, 18, 19
						S.D.&A.E....	2, 4
						S.I.....	1
						S.B.&M.....	9, 10
						S.L.S.F.....	7, 8, 9, 10, 18
						S.L.S.W.....	8, 9, 10, 11
						S.S.W.....	8, 9, 10, 11
						SOO.....	5, 6, 11, 20
						SOU.....	11, 12, 15, 16, 17, 18, 19
						S.P.....	1, 2, 3, 4,
						S.P.M.....	4
						S.P.&S.....	1
						T.C.....	15
						T.E.M.....	21
						T.H.B.....	21
						T.&N.O.....	9, 10
						T.&P.....	9, 10
						T.P.&W.....	11, 12
						U.C.R.....	3
						U.P.....	1, 2, 3, 7
						U.R.R.....	13
						UTAH.....	3
						VGN.....	16
						WAB.....	6, 8, 11, 12
						W.of A.....	18
						W.F.&S.....	9
						W.&L.E.....	12
						W.M.....	13, 16
						W.P.....	2, 3
						W.S.S.....	17

SECTION 1.

CODE OF PASSENGER TRAIN CAR SERVICE RULES

(In effect April 1, 1949.)

RULE 1

Foreign railroad owned passenger train cars unloaded on line or received empty from connections must be forwarded without delay to home road loaded; or empty in service route, except—

- (a) By agreement may be delivered empty to home road at any junction point;
- (b) If used by permission of the owner;
- (c) If assigned to joint interline service, cars will be handled in accordance with understanding and agreement between owner and interested roads;
- (d) If railroad owned cars are in the express pool they will be handled as directed by the Railway Express Agency, Inc.

RULE 2

Passenger train cars of other than railroad ownership will be handled as directed by the owners.

RULE 3

Foreign passenger train cars, including Pullman cars, must not be unduly delayed in deadhead movement, and shall not be handled in freight service, unless such handling will accomplish delivery to destination station or road as expeditiously as movement in passenger trains and, furthermore, provided such handling involves no risk or hazard of freezing.

RULE 4

- (a) When arrangements are made between railroads to short route empty cars, a reciprocal rate of ten cents per mile, plus mileage paid owner, plus bridge and terminal arbitraries, will be paid the handling road, the road requesting the service to pay the charges unless otherwise agreed (Such charges shall be paid through bill and voucher plan. Under no circumstances should revenue waybill be issued with charges for such movement. See A. A. R. Accounting Division Rule No. 322). The loading or use of such cars nullifies the right of road performing the service to collect for all or any portion of the service rendered.
- (b) When necessary to haul an empty passenger train car over the owning road or intermediate roads for delivery to a borrowing road, unless otherwise arranged between the roads concerned, the borrowing road shall pay a reciprocal rate of ten cents per mile for hauling the car, plus bridge and terminal arbitraries, to the point of connection with the borrowing road and return; the charge for the empty haul to be named to the borrowing road at the time the agreement to loan the car is made. The intermediate road shall not be required to pay car hire charges under this Rule.

RULE 5

The principles of Freight Car Service Rules 7, 12, 16 and 17, and Per Diem Rule 19, shall govern the interchange and use of passenger train cars.

SECTION 2.

CODE OF MILEAGE AND PER DIEM RULES GOVERNING SETTLEMENT FOR THE USE OF PASSENGER TRAIN CARS.

(In effect April 1, 1949.)

RULE 1

- A. Mileage rates as shown in Paragraphs A and C of Rule 4 shall apply to mileage accrued on all passenger train cars except as provided in Rules 2 and 3.
- B. A car owner is entitled to payment for all mileage accrued, both road haul and intermediate switching. Mileage accrued in intermediate switching movements will be paid by the road which assumes the intermediate switching charge, either directly or through reclaims as may be agreed upon.

RULE 2

Per diem rates as shown in Paragraph B of Rule 4 shall apply when cars are hired at other than mileage rates; but are subject, however, to agreement between interested parties. The total number of hours of all hired cars of the same class and rate group shall be calculated on a basis of 24 hours for each day and the charge made accordingly; any fraction of a day over the aggregate number of days of 24 hours each to be counted as one day, it being understood that the minimum charge shall be one day for each car.

INTERPRETATIONS

Question:—In paying per diem should the aggregate number of hours of all cars hired to another line from time to time during a current month or any other period for which bill is rendered, be taken and divided by the aggregate number of hours by 24 to find the number of days and fractions thereof for a basis of settlement, or should settlement be made on a basis of each individual car?

Answer:—It is not the intention to have charges and settlement made on basis of each individual car. This Rule contemplates an agreement between the parties interested for each transaction, and settlement should be made for each transaction in accordance with Rule 2 unless there is an agreement to the contrary.

Question:—If out of a lot of passenger equipment loaned, one or more cars are returned in less than 24 hours, should a full day be specially allowed for each car so returned?

Answer:—Yes.

RULE 3

Applies only to cars of A. A. R. Mechanical Designation BE, BH or BX.

- A. These cars should be confined to passenger service.
- B. (1) Diversion of a BE, BH or BX car from passenger to freight service, or reloading such car in freight service following its receipt and unloading in that service, constitutes misuse and the road responsible will pay the car owner the mileage prescribed in Rule 1 of Section 2, and, in addition, pay the per diem rate specified in Freight Per Diem Rule 1, for each calendar day car is on its line from date of receipt empty or from date of release from inbound load, except the reloading of such cars with exhibition livestock or other exhibition shipments or movements in connection therewith will not constitute misuse.
- (2) When a switching road receives an empty car in freight service on a specific order and loads it in such service, it will pay the car owner the current freight car per diem rate while in such service on its line.
- C. When a railroad receives a BE, BH or BX car on freight billing, it shall pay the car owner the current freight car per diem rate while in such service on its line, except when such car is loaded with military impedimenta incident to military movement and handled in a passenger or freight train on freight billing, the passenger car rates prescribed in Rule 1 of Section 2 apply.
- D. (1) When a BE, BH or BX car is released from freight service, it should be immediately restored to passenger service and handled as prescribed in Rule 1 of Section 1. See exception, Paragraph B (1) of this Rule applying to exhibition shipments.
- (2) When a BE, BH or BX car is released from freight service, and is handled empty in service route as prescribed in Rule 1 of Section 1 either in passenger or freight trains, the current freight per diem rate will apply to such movement, except if car has been misused as described in paragraph B of this Rule, then the rates named therein will apply.
- (3) When a BE, BH or BX car is returned loaded in passenger service, it will be subject to the passenger mileage rate prescribed in Rule 1 of Section 2.

CODE OF MILEAGE AND PER DIEM RULES—PASSENGER—CONTINUED.

RULE 4

The following rates for the use of railroad owned passenger train cars shall apply unless otherwise arranged between the roads concerned:

Paragraph A—Mileage Rates

GROUP	TYPE OF CAR	BASIS OF RATE		RATE PER MILE OF ACTUAL DISTANCE	
		Mechanical Designation	Length of Car [ⓐ]	Other than Electric	Electric Lighted
1A	Colonist or Emigrant...	"PE"	All.....	\$0.05	\$0.05½
2A	Passenger.....	"PA" "PB" "PN" "PBA"	Under 70 Ft... 70 Ft. and over.....	.06½ .08	.07 .08½
	Dormitory Car.....	"PSA"			
3A	Buffet.....	"DB"	All.....	.08	.05½
	Buffet-Lounge.....	"DL"			
	Cafe.....	"DC"			
	Cafe Observation.....	"DO"			
	Combined Baggage and Buffet.....	"CAD"			
	Combined Baggage Dormitory and Kitchen...	"CSA"			
	Combined Observation and Parlor or Sleeping.	"PO"			
	Combined Sleeping and Passenger.....	"PAS"			
	Combined Sleeping and Tavern.....	"PDS"			
	Combined Smoking and Baggage (Club).....	"CS"			
	Dining.....	"DA"			
	Diner Dormitory.....	"DD"			
	Diner without Kitchen..	"DE"			
	Diner Lounge.....	"DPA"			
Dining and Parlor.....	"DP"				
Dormitory, Kitchen Car.	"DK"				
Grill Room.....	"DG"				
Kitchen Car.....	"DKP"				
Lounge.....	"PL"				
Lunch Counter Car.....	"DLC"				
Lunch Counter Lounge Car.....	"DCL"				
Parlor Coach.....	"PBC"				
Parlor Coach Observation.	"PBO"				
Passenger, Parlor or Chair Car.....	"PC"				
Sleeping Car.....	"PS"				
Tavern Car.....	"PD"				
Tourist.....	"PT"				
4A	Combined Baggage and Passenger.....	"CA"	Under 60 Ft.. 60 Ft. and under 70 Ft.. 70 Ft. and over.....	.05 .06½ .08	.05½ .07 .08½
	Combined Baggage, Mail and Passenger.....	"CO"			
	Combined Sleeping and Baggage.....	"CSB"			
	Combined Mail Storage or Baggage, Dormitory and Passenger.....	"CSP"			
	Mail and Smoker.....	"MS"			
	Postal.....	"MA"			
	Baggage and Mail.....	"MB"			
Combination Baggage, Mail and Express.....	"MBE"				
5A	Baggage Express.....	"BE"	Under 60 Ft.. 60 Ft. and under 70 Ft.. 70 Ft. and over.....	.02½ .08	.08
	Express.....	"BX"			
	Horse or Horse and Carriage Express.....	"BH"			
	Milk.....	"BM" "BMR" "BMT"			
	Postal.....	"MP"			
	Postal Storage.....	"MR"			

[ⓐ]Definition: "Length of Car" shall be the measurement over outside facing of buffer plates, with cars uncoupled.

Paragraph B—Per Diem Rates

GROUP	TYPE OF CAR	BASIS OF RATE		PER DIEM RATE	
		Mechanical Designation	Length of Car [ⓐ]	Other than Electric	Electric Lighted
1B	Colonist or Emigrant...	"PE"	All.....	\$ 8.00	\$ 8.50
2B	Passenger.....	"PA" "PB" "PN" "PBA"	Under 70 Ft... 70 Ft. and over.....	11.00 13.00	11.50 13.50
	Dormitory Car.....	"PSA"			
3B	Buffet.....	"DB"	All.....	13.00	13.50
	Buffet Lounge.....	"DL"			
	Cafe.....	"DC"			
	Cafe Observation.....	"DO"			
	Combined Baggage and Buffet.....	"CAD"			
	Combined Baggage Dormitory and Kitchen..	"CSA"			
	Combined Observation and Parlor or Sleeping.	"PO"			
	Combined Sleeping and Passenger.....	"PAS"			
	Combined Sleeping and Tavern.....	"PDS"			
	Combined Smoking and Baggage (Club).....	"CS"			
	Dining.....	"DA"			
	Diner Dormitory.....	"DD"			
	Diner without Kitchen..	"DE"			
	Diner Lounge.....	"DPA"			
	Dining and Parlor.....	"DP"			
	Dormitory, Kitchen Car.	"DK"			
	Grill Room.....	"DG"			
	Kitchen Car.....	"DKP"			
Lounge.....	"PL"				
Lunch Counter Car.....	"DLC"				
Lunch Counter Lounge Car.....	"DCL"				
Parlor Coach.....	"PBC"				
Parlor Coach Observation.	"PBO"				
Passenger, Parlor or Chair Car.....	"PC"				
Sleeping Car.....	"PS"				
Tavern Car.....	"PD"				
Tourist.....	"PT"				
4B	Combined Baggage and Passenger.....	"CA"	Under 60 Ft.. 60 Ft. and under 70 Ft.. 70 Ft. and over.....	8.00 11.00 13.00	8.50 11.50 13.50
	Combined Baggage, Mail and Passenger.....	"CO"			
	Combined Sleeping and Baggage.....	"CSB"			
	Combined Mail Storage or Baggage, Dormitory and Passenger.....	"CSP"			
	Mail and Smoker.....	"MS"			
	Postal.....	"MA"			
	Baggage and Mail.....	"MB"			
Combination Baggage, Mail and Express.....	"MBE"				
5B	Baggage Express.....	"BE"	Under 60 Ft.. 60 Ft. and under 70 Ft.. 70 Ft. and over.....	5.00 6.50 8.00	5.50 7.00 8.50
	Express.....	"BX"			
	Horse or Horse and Carriage Express.....	"BH"			
	Milk.....	"BM" "BMR" "BMT"			
	Postal.....	"MP"			
	Postal Storage.....	"MR"			

[ⓐ]Definition: "Length of Car" shall be the measurement over outside facing of buffer plates, with cars uncoupled.

Paragraph C.

A mileage allowance of three (3) cents per mile will govern in the settlement as between railroads, and also as between the railroads and the Railway Express Agency, Inc., for the use of Passenger Express Refrigerator cars (A.A.R. Mechanical designations "BP," "BR" and "BS").

CODE OF MILEAGE AND PER DIEM RULES—PASSENGER—CONTINUED.

RULE 4—Continued.

Paragraph D.

The following amounts will be added to the rates named in Paragraphs A and B for the use of Passenger Cars when provided with Air Conditioning Apparatus:

- To rates per mile named in paragraph A—
 - (a) Ice System.....\$.007
 - (b) Electro-Mechanical or Steam..... .015
 - (c) Waukesha..... .015
- To per diem charges named in paragraph B—
 - (a) Ice System.....\$2.25
 - (b) Electro-Mechanical or Steam..... 5.00
 - (c) Waukesha..... 5.00

RULE 5

Separate interchange reports shall be made for passenger train cars, interchanged through freight connections, but no interchange reports need be issued on days when no cars are interchanged. Passenger interchange reports need not be certified by a representative of the receiving road. Mail daily to car owners junction reports of passenger train cars except Pullman cars delivered to connections on the day reports are received in the car record office, in a separate pouch envelope marked "passenger". Continue to report freight cars interchanged in passenger trains on freight car interchange reports. Otherwise passenger interchange and junction reports shall be handled in accordance with the principles of freight Per Diem Rules 9 and 10.

RULE 6

A passenger car hire report on prescribed form (P-1 revised), showing for each car the car number, mileage rate, mileage, per diem rate and per diem days shall be forwarded to car owner, not later than the tenth day of the second month following that in which mileage or per diem accrued.

The principles of freight Per Diem Rule 11 shall apply except that claims covering errors or omissions in the mileage or per diem report must be presented within eight months from the last day of the month in which the mileage or per diem was earned.

RULE 7

- A. Rule 5 of the Code of Freight Per Diem Rules will apply to BE, BH or BX cars handled in terminal or intermediate switching service when the cars are loaded with freight shipments on freight billing. The amount reclaimed by each individual switching road from the road for which the service was performed will be the same as if the freight shipments had been handled in freight cars.
- B. When a BE, BH or BX car is delivered empty to a switching road for freight loading and is returned empty by reason of shipper's cancellation of order, or because unsuitable for loading as specified by the switching road, the switching road may reclaim against the road which furnished the car for an amount at the established freight car per diem rate accruing from receipt of car to its return, but not to exceed three (3) days.

RULE 8

The principles of Freight Car Per Diem Rules 6, 7, 8, 12, 14, 15, 16 and 17 shall govern car hire accounting for passenger train cars.



