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The
Official Register
of
Passenger Train Equipment

CONTAINING—

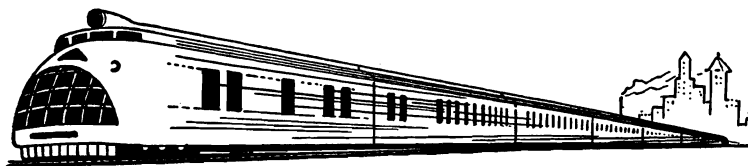
A LIST OF PASSENGER TRAIN CAR EQUIPMENT OF RAILROADS AND PRIVATE CAR LINES IN THE UNITED STATES AND CANADA, SHOWING BY CAR NUMBER, SERIAL NUMBERS OR NAMES, INFORMATION AS TO TYPE, LENGTH, SEATING CAPACITY AND SPECIAL FEATURES OF THE EQUIPMENT AND MILEAGE AND PER DIEM RATES APPLYING THERETO.

ALSO INFORMATION DESIGNATING THE NAME OF THE OFFICER TO WHOM CORRESPONDENCE PERTAINING TO PASSENGER TRAIN CARS INTERCHANGED SHOULD BE ADDRESSED AND TO WHOM PASSENGER TRAIN CAR MILEAGE OR PER DIEM STATEMENTS SHOULD BE SENT.

ISSUED SEMI-ANNUALLY

The Railway Equipment and Publication Co.

424 WEST 33rd ST., NEW YORK 1, N. Y.



The
Official Register
of
Passenger Train Equipment

Published at the request of the Association of American Railroads and by authority of member roads participating in the publication thru registration of their passenger train equipment.

Issued semi-annually in March and September. Contains list of passenger train car equipment of participating railroads and private car lines, setting forth by car numbers or serial numbers or names, information as to the type of car, measurements of lengths of car and compartments, seating capacity, mileage and per diem rates and any special features which the equipment may contain. Also information designating the name of the officer to whom correspondence pertaining to passenger train cars interchanged should be addressed and to whom passenger train car mileage and per diem statements should be sent.

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" 87	A. A. R. Codes of Car Service Rules, Mileage and Per Diem Rules, etc.
" ii	Index to Individual Registrations.
" 2	Individual Registrations of Railroad Passenger Equipment.
" 81	Individual Registrations of Private Car Lines' Passenger Equipment.

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424 WEST 33rd ST., NEW YORK 1, N. Y.

Explanation of indicating marks and standard notes appear in the individual registrations or at the foot of each page. Measurements of lengths are given, in the majority of instances, in feet and inches, fractions of inches omitted from inside measurements and increased to the next even inch in outside measurements. In those few registrations where this is not the case, following is an explanation of figures appearing under heading of "Length of Car", sub-column headed "Over Buffer":

- 60 ... indicates length—under 60 ft.
- 60-70 ... indicates length—60 ft. and under 70 ft.
- 70 ... indicates length—under 70 ft.
- 70+ ... indicates length—70 ft. and over.

Figures appearing under heading of "Length of Comp't", sub-columns headed "Bag. or Exp." and "Mail" are in even feet, the lower foot measurement being used where the excess is 6 inches or less and the higher foot length where the excess is more than 6 inches. Example—If actual measurement of compartment is 28 ft. 6 in., the length appears as 28 ft.; if actual measurement is 28 ft. 7 in., the length appears as 29 ft.

Head End Cars - References to "Head End" cars which appear in "Note X" in the individual registrations, signify cars of the so called head end type, A. A. R. Mechanical Designations BE, BH, BM, BX, MB, MBE, MP and MR, referred to in Rule 7, Section 2, Code of Mileage and Per Diem Rules Governing Settlement for the Use of Passenger Train Cars.

Send reports of passenger train cars interchanged and address correspondence regarding passenger train car mileage or per diem statements to W. P. Dolan, Superintendent of Car Service, Atchison, Topeka & Santa Fe Railway, Topeka, Kan.

The passenger train cars of this Company are numbered and classified as follows:

A.A.R. Mech. Design.												A.A.R. Mech. Design.													
MARKINGS AND KIND OF CARS		CAR NUMBERS OR NAMES	Length of Comp't			LENGTH OF CAR			RATE			No. of Cars	MARKINGS AND KIND OF CARS		CAR NUMBERS OR NAMES	Length of Comp't			LENGTH OF CAR			RATE			No. of Cars
			Seating Cap'y	Bag. or Exp.	Mail	Inside	Over Buffer	Mileage	Per Diem							Seating Cap'y	Bag. or Exp.	Mail	Inside	Over Buffer	Mileage	Per Diem			
			ft.	ft.		ft.	in.	ft.	in.							ft.	ft.		ft.	in.	ft.	in.			
Note X																									
PV..e	Business, Stl Underfr. See Exceptions	4 to 22										10	PB...e	Chair, Steel Underframe.	1222 to 1244	72			69	4	78	3	0.6%	\$13.50	19
PV..e	Business, All Steel, Exceptions	9, 10										2	PB...e	" All Steel....	1245 to 1295	72			69	4	78	3	0.6%	13.50	49
IA...e	Air-Brake Instruction, Steel Underframe....	27										1	PB...e	" " " "	1296 to 1298	63			75		88	5	0.6%	13.50	3
IA...e	Dynamometer, Steel Underframe....	29								\$25.00		1	CS...e	Club-Baggage, All Steel, Note AC①	1301, 1302	28	23		77	6	84	7	1.0	18.50	2
PV..e	Business, All Steel..	30 to 39										10	PL...e	Lounge-Dormitory, All Steel, Note AC①	1350 to 1355	37			77	6	84	7	1.0	18.50	6
PV..e	" " Note AC①	Santa Fe				74	1	83	8			1	PL...e	Lounge, Note AC①, All Steel	1358 1359	52			69	4	78	3	1.0	18.50	2
MA..e	Postal, All Steel..	57 to 79				60		64	3	0.7	11.50	23	PL...e	" " " " Note AC①	1360 to 1369	49			77	6	84		1.0	18.50	10
MA..e	" " Note A	80, 81				60		63	2	0.7	11.50	2	PL...e	Club-Lounge, All Steel, Notes A, AC①	1370 to 1376	27			73	2	79	10	1.0	18.50	7
MS...e	Mail-Smoker, All Steel.....	91, 92	65	15	69	4	76	2	0.6%	13.50	2	PL...e	" " Notes A, AC①	1377	29			73	2	79	10	1.0	18.50	1	
MB...e	Baggage-Mail, Trailer..	T100, T101		34	15	50	2	52	10			2	PL...e	" " Notes A, AC①	1378	27			73	7	79	10	1.0	18.50	1
MB...e	" " T102			38	16	54	4	56	11			1	CS...e	Club-Baggage, All Steel, Notes A, AC①	1380 to 1385	30	22		73	4	79	10	1.0	18.50	6
MB...e	Baggage-Mail (Trailer), Stl Underfr.	109, 110		39	30	69	2	73	4	0.6%	13.50	2	CS...e	Baggage-Lounge, All Steel, Notes A, AC①	1386, 1387	32	19		73	4	79	10	1.0	18.50	2
MB...e	Baggage-Mail, Steel Underframe.....	112, 113		39	30	69	2	73	4	0.6%	13.50	2	PL...e	Club-Lounge, Notes A, AC①, All Steel	1388, 1389	47			72	8	79	8	1.0	18.50	2
BE...e	Baggage-Express, Steel Center Sills....	202, 203				40		44	1	0.2%	5.00	2	PL...e	" " Notes A, AC①	1396, 1397	45			73	2	79	8	1.0	18.50	2
BE...e	" " " "	207 to 239				59	3	63	3	0.3	6.50	10	PL...e	Club-Chair, All Steel, Notes A, AC①	1398, 1399	56			73	2	79	10	1.0	18.50	2
BE...e	Baggage-Express, Steel Underframe....	257 to 319				69	3	73	1	0.4%	8.50	55	DA...e	Dining, All Steel, Note AC① (See Exceptions)	1400 to 1418	36			79	8	83	5	1.0	18.50	11
BE...e	" " " "	340 to 352				71	3	77	10	0.4%	8.50	12	DA...e	Dining, All Steel, Note AC①, Exceptions	1400, 1401, 1403, 1408, 1409, 1416, 1417, 1418	48			79	8	83	5	1.0	18.50	8
BH...e	Horse-Express, Steel Underframe....	372 to 376				69	3	73	1	0.4	8.00	5	DA...e	Dining, All Steel, Note AC①, Exceptions	1439	36			75	10	82	10	0.6%	13.50	1
BH...e	" " " "	377 to 381				69	3	73	1	0.4%	8.50	5	DA...e	Dining, Steel, Note AC②	1440, 1441	30			71	4	80	8	0.92	15.75	2
BE...e	Baggage-Express, Steel Underframe....	383 to 399				69	3	73	1	0.4%	8.50	17	DA...e	Dining, All Steel, Note AC①	1442	40			71	4	79	9	1.0	18.50	1
PV..e	Business, Stl Underfr.	400 to 403				51	4	60	4			4	DA...e	Dining, All Steel, Note AC① (See Exceptions)	1444 to 1455	30			71	4	79	9	1.0	18.50	8
PV..e	" " " "	404 to 409				51	4	61	6			6	DA...e	Dining, All Steel, Note AC①	1456 to 1473	40			71	4	79	9	1.0	18.50	2
PV..e	" " " "	422 to 425				51	4	60	4			4	DA...e	Dining, All Steel, Note AC①	1460, 1461, 1464, 1467, 1470	36			79	10	83	5	1.0	18.50	5
PV..e	" " " "	426 to 429				51	4	61	6			4	DA...e	Dining, All Steel, Note AC①	1474 to 1485	36			80		83	2	1.0	18.50	12
PV..e	Coach.....	435 to 449										15	DA...e	Dining, All Steel, Notes A, AC①	1486, 1487	48			80		83	2	1.0	18.50	2
PB...e	" All Wood....	648	64			69	4	73	7	0.6%	13.50	1	DA...e	Dining, All Steel, Notes A, AC①	1488	36			80	6	83	2	1.0	18.50	1
PB...e	" " " "	677	72			69	4	73	7	0.6%	13.50	1	DA...e	Dining, All Steel, Notes A, AC①	1489 to 1498	36			80		83		1.0	18.50	10
PB...e	" Steel Underframe	761	64			69	4	73	3	0.6%	13.50	1	DA...e	Lunch Counter Dining, All Steel, Notes A, AC①	1500 to 1502	37			80		83	2	1.0	18.50	3
PB...e	" " " "	780	72			69	4	73	3	0.6%	13.50	1	DA...e	Lunch Counter Dining, All Steel, Notes A, AC①	1503, 1504	38			80		83		1.0	18.50	2
PB...e	Smoker-Chair, All Steel...Note AC①	799 to 804	68			69	4	79	2	1.0	18.50	6	DA...e	Lunch Counter Dining, All Steel, Notes A, AC①	1505, 1506	38			80		83	2	1.0	18.50	2
PB...e	Coach (Partition), All Steel, Note AC①	805 to 816	76			69	4	79	2	1.0	18.50	10	DA...e	Lunch Counter Dining, All Steel, Notes A, AC①	1507	38			80	4	83	2	1.0	18.50	1
PB...e	Coach (Partition), All Steel.....	824 to 841	76			69	4	73	6	0.6%	13.50	16	DO...e	Cafe-Observation, All Steel, Note AC①	1508	42			74	2	84		0.6%	13.50	1
PB...e	Coach (Partition), Steel Underframe....	852 to 866	76			69	4	73	3	0.6%	13.50	3	DO...e	" " Note AC①	1509 to 1512	42			74	2	84		1.0	18.50	4
PB...e	Coach, Steel Underfr..	910	83			69	4	73	3	0.6%	13.50	1	DO...e	Cafe-Observation, All Steel, Note AC①	1513, 1514	33			76	2	86	1	1.0	18.50	2
PB...e	" " " "	917 to 961	80			69	4	73	3	0.6%	13.50	15	DO...e	Cafe-Lounge, All Steel, Note AC①	1515, 1516	36			76	2	86	1	1.0	18.50	2
PB...e	" All Steel.....	965 to 999	80			69	4	73	3	0.6%	13.50	33	DB...e	Buffet-Chair, Stl Underfr.	1521	59			69	4	73	3	0.6%	13.50	1
PB...e	Chair-Smoker (Part'n), Steel Underframe....	1000	64			69	4	73	3	0.6%	13.50	1	PL...e	Lounge, All Steel, Note AC①	1532 to 1537	58			69	4	73	3	1.0	18.50	6
PB...e	Chair-Smoker (Part'n), Steel Center Sills....	1001	56			69	4	73	3	0.6%	13.50	1	BE...e	Baggage-Express, Steel Underframe....	1585 to 1709				69	2	73	4	0.4%	8.50	102
PB...e	" " " "	1002	68			69	4	73	3	0.6%	13.50	1	BE...e	Baggage-Express, All Steel.....	1710 to 1839				69	3	73	6	0.4%	8.50	127
PB...e	Chair-Smoker (Part'n), Steel Underframe....	1010, 1012	72			69	4	73	3	0.6%	13.50	2	BE...e	" " " "	1840 to 1844				71	4	79	8	0.4%	8.50	5
PB...e	" " " "	1013	64			69	4	73	3	0.6%	13.50	1	BE...e	" " " "	1845 to 1849				77	6	87	4	0.4%	8.50	5
PB...e	" " " "	1014	68			69	4	73	3	0.6%	13.50	1	BE...e	" " " "	1850 to 1853				71	4	79	8	0.4%	8.50	4
PB...e	" " " "	1015	64			69	4	73	3	0.6%	13.50	1	BE...e	" " " "	1890 to 1899				69	3	73	7	0.4%	8.50	10
PB...e	" " " "	1016, 1017	76			69	4	73	3	0.6%	13.50	2	MR...e	Mail Storage, Steel Underframe.....	1900				69	2	73	4	0.4%	8.50	1
PB...e	" " " "	1018	72			69	4	73	3	0.6%	13.50	1	BE...e	Baggage-Express, Stl Underfr. (See Exceptions)	1901 to 1919				69	2	73	4	0.4%	8.50	13
PB...e	Chair-Smoker (Part'n), All Wood.....	1020	68			69	4	73	3	0.6%	13.50	1	MR...e	Mail Storage, Steel Underfr. (See Exceptions)	1903, 1908, 1915, 1917				69	2	73	4	0.4%	8.50	4
PB...e	" " " "	1021	64			69	4	73	3	0.6%	13.50	1	MR...e	Mail Storage, Steel Underframe.....	1920 to 1934				60		64	1	0.6%	7.00	14
PB...e	Chair, All Steel, Note AC①	1030 to 1037	72			69	4	73	6	1.0	18.50	8													
PB...e	Chair-Smoker, All Steel.....	1094 to 1099	72			69	4	79	2	0.6%	13.50	6													
PB...e	Chair, All Steel, Note AC①	1100	56			78	8	85		1.0	18.50	1													
PB...e	Chair, All Steel, Note AC①	1165 to 1167	58			75		83	10	1.0	18.50	3													
PB...e	" All Steel, Note AC①	1168 to 1170	63			75		83	10	1.0	18.50	3													
PB...e	" Stl Underframe.	1171	68			69	4	73	3	0.6%	13.50	1													
PB...e	" " " "	1172 to 1197	72			69	4	73	3	0.6%	13.50	25													
PB...e	Chair-Smoker, Steel Underfr. (See Exceptions)	1200 to 1221	76			69	4	73	3	0.6%	13.50	15													
PB...e	Chair-Smoker, Steel Underframe, Exceptions	1201, 1202, 1203, 1205, 1206, 1219	68			69	4	73	3	0.6%	13.50	6													

Types of Air Conditioning indicated by following notes: AC① — Electro-Mechanical or Steam; AC② — Ice System; AC③ — Waukesha.

THE ATCHISON, TOPEKA & SANTA FE RY. CO.—Continued.

A.A.R. Mach. Desig.	MARKINGS AND KIND OF CARS	CAR NUMBERS OR NAMES	Seating Cap. Bag. or Exp.	Length of Comp't	LENGTH OF CAR			RATE		No. of Cars		
					ft.	ft.	ft.	in.	ft.		in.	
												Inside	Over Buffer	Mile- age	Per Diem
Note X												
BE...e	Baggage-Express, Steel Underframe...	1935 to 1957	...	60	1	64	1	0.83%	7.00	23		
BE...e	" " " " " "	1958, 1959	...	60	1	63	11	0.83%	7.00	2		
BH...e	Horse Express, All Steel...	1990 to 1999	...	78	4	82	2	0.4%	8.50	10		
MB...e	Baggage-Mail, All Steel...	2000 to 2023	...	39	30	69	3	73	1.08%	13.50	24	
MB...e	" " " " " "	2024 to 2048	...	39	30	69	3	74	2.08%	13.50	25	
MB...e	" " " " " "	2049 to 2060	...	39	30	69	4	73	1.08%	13.50	12	
MB...e	" " " " " "Stl. Underfr.	2074 to 2087	...	44	16	60	1	63	11	0.7	11.50	12
MB...e	" " " " " "All Steel...	2100 to 2104	...	54	15	69	3	73	1.08%	13.50	5	
MB...e	" " " " " "All Steel...	2105 to 2125	...	54	15	69	4	73	1.08%	13.50	21	
CA...	Coach-Baggage-Caboose, Steel Underframe...	2300 to 2308	36	28	...	69	4	78	3	0.8	13.00	6
CA...	Coach-Baggage-Caboose, All Steel...	2310 to 2314	12	24	...	39	10	49	5	0.5	8.00	5
CA...	Coach-Baggage-Caboose, All Wood...	2315	40	15	...	53	11	67	10	0.6%	11.00	1
CA...	" " " " " "	2318	44	20	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2320	40	20	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2321	36	30	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2322	30	35	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2324	28	30	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2325	28	41	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2330 to 2381	36	30	...	69	4	78	3	0.8	13.00	30
CA...	Coach-Baggage-Caboose, Steel Underframe...	2383	34	30	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2384	28	41	...	69	4	78	3	0.8	13.00	1
CA...	Coach-Baggage-Caboose, Steel Center Sills...	2386	36	33	...	71	4	78	3	0.8	13.00	1
CA...	" " " " " "	2395	34	33	...	71	6	78	3	0.8	13.00	1
CA...	" " " " " "	2396	36	33	...	71	6	78	3	0.8	13.00	1
CA...	" " " " " "	2397	32	39	...	71	6	78	3	0.8	13.00	1
CA...	Coach-Baggage-Caboose, All Wood...	2401	30	35	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2402	28	30	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2404, 2406	36	30	...	69	4	78	3	0.8	13.00	2
CA...	Coach-Baggage-Caboose, Steel Underframe...	2407	34	28	...	69	8	78	3	0.8	13.00	1
CA...	" " " " " "	2408	34	28	...	69	4	78	3	0.8	13.00	1
CA...	Coach-Baggage-Caboose, All Wood...	2409	36	18	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2411	28	30	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2412	36	30	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2415	32	35	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2420	30	30	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2421	28	30	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2422	28	35	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2424	30	35	...	69	4	78	3	0.8	13.00	1
CA...	" " " " " "	2425	36	30	...	69	4	78	3	0.8	13.00	1
CA...e	Coach-Smoker-Baggage, Steel Center Sill	2535	36	33	...	71	6	78	3	0.8%	13.50	1
CA...e	Coach-Smoker-Baggage, Steel Underframe...	2538	32	40	...	71	4	78	3	0.8%	13.50	1
CA...e	" " " " " "	2540	46	51	...	71	4	78	3	0.8%	13.50	1
CA...e	" " " " " "	2541	32	40	...	69	4	78	3	0.8%	13.50	1
CA...e	Coach-Smoker-Baggage, All Steel...	2542	64	15	...	69	4	76	10	0.8%	13.50	1
CA...e	Coach-Smoker-Baggage, All Steel...	2543	37	33	...	69	4	76	10	0.8%	13.50	1
CA...e	Coach-Smoker-Baggage, Steel Underframe...	2544, 2545	42	27	...	69	4	76	10	0.8%	13.50	2
CA...e	Coach-Smoker-Baggage, All Steel...	2546	46	27	...	69	4	76	10	0.8%	13.50	1
CA...e	Chair-Smoker-Baggage, All Steel...	2548	28	39	...	71	4	78	3	0.8%	13.50	1
CA...e	Coach-Smoker-Baggage, All Wood...	2562	40	18	...	69	4	78	3	0.8%	13.50	1
.....	Rider, All Steel...	2593 to 2599	16	...	...	39	10	49	5	0.5	8.00	7
CA...e	Smoker-Baggage, Steel Underframe...	2601	40	30	...	69	4	76	10	0.8%	13.50	1
CA...e	Coach-Baggage, All Steel...	2602 to 2608	28	54	...	77	6	83	11	0.8%	13.50	7
CA...	Coach-Smoker-Baggage, All Wood...	2621	28	30	...	69	4	78	3	0.8	13.00	1
CA...e	Coach-Smoker-Baggage, Steel Underframe...	2644 to 2647	34	30	...	69	4	76	10	0.8%	13.50	3
CA...e	Coach-Baggage, All Wood	2650	20	47	...	69	4	78	3	0.8%	13.50	1
CA...e	Chair-Baggage, All Wood	2671	36	35	...	69	4	78	3	0.8%	13.50	1
CA...e	Chair-Smoker-Baggage, Steel Underframe...	2681	44	20	...	69	4	78	3	0.8%	13.50	1
CA...e	" " " " " "	2682	48	22	...	69	4	78	3	0.8%	13.50	1
CA...e	Coach-Smoker-Baggage, All Wood...	2698	32	35	...	69	4	78	3	0.8%	13.50	1
PN...e	Smoker, All Steel...	2964 to 2999	34	...	...	69	4	78	3	0.8%	13.50	35
PB...e	Chair, Note AC①	3000 to 3019	72	...	...	69	4	79	2	1.0	18.50	20
PB...e	" " " " " "Note AC①	3020 to 3029	57	...	...	69	4	79	2	1.0	18.50	10
PB...e	" " " " " "Note AC①	3030 to 3069	53	...	...	69	4	79	2	1.0	18.50	40
Total.....												1758
Note—All Air-conditioned cars are of the Steam Ejector Type.												
Note A—Cars in these series are lightweight equipment.												
Note B—When cars in series 4100 to 4399 are used in passenger service, capacity is 60,000 pounds.												
Note X All the head end passenger train cars of this Company are equipped with small door each end to permit passage from one car to another, except as follows:												
Horse Express cars in series 372 to 381, Baggage-Express cars in series 1890 to 1899 and Horse Express cars in series 1900 to 1999 are equipped with one small end door and one full end door.												
Baggage-Mail cars Nos. 2074, 2077, 2079, 2480, 2082, 2085 and 2087 are equipped with small end door, one end only.												
Express-Refrigerator cars in series 4000 to 4049 and Box-Express cars in series 4100 to 4399 are not equipped with end doors.												
All Baggage cars (A. A. R. Mech. Designation "BE") are equipped with electric lights and electric generators, except cars in series 202 to 229.												
All Coaches are equipped with vestibules, generators, two or more flush toilets and lavatories, except Smokers in series 2964 to 2999 are equipped with one flush toilet and one lavatory.												
Coaches in series 435 to 449 are not suitable for long haul business and are interchanged with Union Pacific R. R. only at Los Angeles, Cal. for handling military business, under special arrangement.												

Types of Air Conditioning indicated by following notes: AC①—Electro-Mechanical or Steam; AC②—Ice System. AC③—Waukesha.

Railway Express Agency, Incorporated.

(Mar., 1945)

[illegible]

(Mar., 1945)

[illegible]

(Sept., 1945)

A. A. R. Mach. Design.	MARKINGS AND KIND OF CARS	CAR NUMBERS OR NAMES	Seating Capacity, Bag- or Exp.	Length of Comp't Mail	LENGTH OF CAR		RATE		No. of Cars
					Inside	Over Buffer	Mile- age	Per Diam	
BR....	Express Refrigerator....	500 to 799	ft.	ft.	ft.	in.	ft.	in.	291
	Total.....								291

The passenger train cars of this Company are marked "R E X" unless otherwise indicated in column headed "Markings and Kind of Cars" and numbered and classified as follows:

(Sept., 1945)

A.A.R. Mech. Design.	MARKINGS AND KIND OF CARS	CAR NUMBERS OR NAMES	Seating Cap'y	Length of Comp't		LENGTH OF CAR				RATE		No. of Cars
				Reg. or Exp.	Mail	Inside	Over Buffer	Mile- age	Per Diam			
										ft.	ft.	
	" R E X "			ft.	ft.	ft.	in.	ft.	in.			
BR...	Refrigerator { Express. } (See Ex-ceptions.)	40 to 69				36	5	48	11	.02½	.....	19
BR...	" Exceptions.	40, 42, 46				36	4	48	11	.02½	.....	3
BR...	" Exception.	50				34	9	45	11	.02½	.....	1
BR...	"	75				84	10	45	11	.02½	.....	1
BR...	" (See Exceptions)	80 to 88				36	3	48	11	.02½	.....	5
BR...	" Exception.	84				34	10	45	11	.02½	.....	1
BR...	" Exceptions.	82, 87				36	5	48	11	.02½	.....	2
BR...	"	89 to 154				36	5	48	11	.02½	.....	60
BR...	" (See Exceptions)	155 to 189				41	9	53	2	.02½	.....	29
BR...	" Exceptions.	178, 179, 180				40	11	53	2	.02½	.....	3
BR...	"	190 to 224				40	5	53	2	.02½	.....	35
BR...	"	275 to 294				40	7	53	7	.02½	.....	18
BR...	" (See Exception)	300 to 474				40	7	53	7	.02½	.....	148
BR...	" Exception.	473				40	11	53	7	.02½	.....	1
BH...	Horse Express.....	801 to 806				69	2	73	4	.04	.....	7
BR...	Refrigerator { Express }	1101 to 1175				41	..	53	2	.02½	.....	67
BR...	"	1200 to 1230				40	7	53	6	.02½	.....	31
BR...	"	1237 to 1278				40	11	53	6	.02½	.....	22
BR...	"	1279 to 1651				40	10	53	6	.02½	.....	288
PV...	Business.....	Seminole						82	10	.....	.....	1
	Total.....											741
	"THE ATCHISON TO PEKA & SANTA FE RY. Co."											
BR...	Express Refrigerator, Steel Underframe.	4000 to 4049				44	2	56	1	.02½	.....	50
	"GREAT NORTHERN RY. Co."											
BR...	Express-Refrigerator, Steel Underframe.	1900 to 1932				42	7	52	10	.02½	.....	31
BR...	" " " ..	1950 to 1979				36	7	47	2	.02½	.....	27
BR...	" " " ..	2000 to 2089				42	7	52	10	.02½	.....	180
BR...	" " " ..	2090 to 2139				41	8	53	5	.02½	.....
	"MISSOURI PACIFIC R. R. Co."											
BR...	Refrigerator-Express....	3201 to 3225				41	6	50	..	.02½	.....	24
	"PACIFIC FRUIT EXPRESS Co."											
BR...	Express Refrigerator....	500 to 799				41	6	50	10	.....	.....	292
	"PENNSYLVANIA RAILROAD Co."											
BR...	Refrigerator Express....	2551 to 2750				42	2	54	7	.02½	.....	199
BR...	" " ..	2751 to 2911				42	5	54	7	.02½	.....	160
	"ST. LOUIS-SAN FRANCISCO RY. Co."											
BR...	Express Refrigerator, Steel Underframe.	475 to 499				41	8	54	..	.02½	.....	22
BS	" " " ..	5042 to 5075				40	7	53	..	.02½	.....	24
BS...	" " " ..	5101 to 5129				40	7	53	..	.02½	.....	23
	"SEABOARD AIR LINE RY. Co."											
BR...	Refrigerator Express....	3600 to 3641				48	6	50	1	.02½	.....	18
	"WABASH R. R. Co."											
BR...	Express-Refrigerator....	950 to 974				41	6	50	..	.02½	.....	26
	Total.....											1025
	Grand Total.....											1766

Sheffield Farms Company, Inc.

Report movements and mileage, send bills for repairs to cars and make remittances to Traffic Department, Sheffield Farms Co., Inc., owner (shipper), 524 West 57th St., New York 19, N. Y.

The passenger train cars of this Company are marked "Sheffield Farms Company, Inc." and "S F C X" and numbered and classified as follows:

A. A. R. Mech. Desig.	MARKINGS AND KIND OF CARS	CAR NUMBERS OR NAMES	Seating Cap'y	Length of Comp't		LENGTH OF CAR		RATE		No. of Cars
				Bag. or Exp.	Mall	Inside	Over Buffer	Mile- age	Per Diem	
BMT.	Insulated Milk Tank....Note A	995 to 1053		ft.	ft.	ft.	in.			59
	Total.....									59

Note A—Cars in series 995 to 1053 used for transportation of milk.

Supplee-Wills-Jones Milk Company.

Report movements and mileage, send bills for repairs to cars and make remittances to Supplee-Wills-Jones Milk Co., owner (shipper), 1523 No. 26th St., Philadelphia 21, Pa.

The passenger train cars of this Company are marked "Supplee-Wills-Jones Milk Co." and "S W J X" and numbered and classified as follows:

A. A. R. Mech. Desig.	MARKINGS AND KIND OF CARS	CAR NUMBERS OR NAMES	Seating Cap'y	Length of Comp't		LENGTH OF CAR		RATE		No. of Cars
				Bag. or Exp.	Mall	Inside	Over Buffer	Mile- age	Per Diem	
BMT.	Insulated Milk Tank....	1, 3 to 9		ft.	ft.	ft.	in.			8
BMT.	" " " "....	10 to 21								12
	Total.....									20

Western-United Dairy Co.

Report movements and mileage, send bills for repairs to cars and make remittances to Western-United Dairy Co., owner (shipper), care of General American Pfaunder Corporation, 135 So. La Salle St., P. O. Box 817, Chicago 90, Ill.

The passenger train cars of this Company are marked "Western-United Dairy Co." and "W U D X" and numbered and classified as follows:

A. A. R. Mech. Desig.	MARKINGS AND KIND OF CARS	CAR NUMBERS OR NAMES	Seating Cap'y	Length of Comp't		LENGTH OF CAR		RATE		No. of Cars
				Bag. or Exp.	Mall	Inside	Over Buffer	Mile- age	Per Diem	
BMT.	Insulated Milk Tank....	{703, 704, 705} 718, 719 }		ft.	ft.	ft.	in.			5
	Total.....									5

War Department, U. S. A.

Cars marked "United States Army" and "U. S. A." unless otherwise indicated in column headed "Markings and Kind of Cars."

Send reports of passenger train cars interchanged and address correspondence regarding passenger train car mileage and render repair bills in triplicate to Chief of Transportation, Attention Rail Division, War Department, owner (shipper), Washington, D. C.

The passenger train cars are numbered and classified as follows:

A. A. R. Mech. Desig.	MARKINGS AND KIND OF CARS	CAR NUMBERS OR NAMES	Seating Cap'y	Length of Comp't		LENGTH OF CAR		RATE		No. of Cars
				Bag. or Exp.	Mall	Inside	Over Buffer	Mile- age	Per Diem	
	Kitchen.....	8711 to 8770		ft.	ft.	ft.	in.			60
PS...	Ward...Notes A, AC②	8900 to 8951	A					84+		52
PS...	" " "Notes A, AC①	8952 to 8965	A					84+		14
PS...	" " "Notes A, AC②	8966 to 8969	A					84+		4
PS...	" " "Notes A, AC①	8970 to 8973	A					84+		4
PS...	" " "Notes A, AC②	8974 to 8979	A					84+		6
PS...	Dressing...Notes B, AC②	89000, 89001	B					84+		2
PS...	" " "Notes B, AC②	89002	B					84+		1
PS...	" " "Notes B, AC②	89003 to 89023	B					84+		21
PS...	" " "Notes B, AC①	89024 to 89032	B					84+		9
PS...	" " "Notes B, AC②	89033 to 89037	B					84+		5
PS...	Hospital Unit Notes B, AC②	89200, 89201	B					73 6		2
PS...	Hospital Unit, Notes C, AC②	89300 to 89499	38					84 6		200
	Total.....									380

Note AC—Cars in these series are air-conditioned.

Note A—Ward cars in series 8900 to 8979 have 28 beds.

Note B—Dressing cars in series 89000 to 89037 and Hospital Unit cars Nos. 89200 and 89201 have 26 beds.

Note C—Hospital Unit cars in series 89300 to 89499 have 36 Hospital Beds and 2 Roomettes.

Western Fruit Express Company.

Send junction cards, reports of movements and mileage and tracers for cars to F. E. Evans, Superintendent Car Service, 1101 Vermont Ave., N. W., Washington 5, D. C.

Balances for mileage due should be remitted to Western Fruit Express Company, owner (non-shipper), C. G. Romer, Treasurer, 1101 Vermont Ave., N. W., Washington 5, D. C., or authority to make draft forwarded to R. G. Shorter, Comptroller, 1101 Vermont Ave., N. W., Washington 5, D. C.

Send bills for repairs to cars and reports of light weights and destruction of cars to G. E. Davis, Auditor, 1101 Vermont Ave., N. W., Washington 5, D. C.

Requisitions for material for repairing cars should be made on E. A. Sweeley, Mechanical Superintendent, Alexandria, Va.

The passenger train cars of this Company are marked "Western Fruit Express" and "W F E X" and numbered and classified as follows:

A. A. R. Mech. Desig.	MARKINGS AND KIND OF CARS	CAR NUMBERS OR NAMES	Seating Cap'y	Length of Comp't		LENGTH OF CAR		RATE		No. of Cars
				Bag. or Exp.	Mall	Inside	Over Buffer	Mile- age	Per Diem	
BR...	Express Refrigerator, Note A	100 to 199		ft.	ft.	ft.	in.			50
BR...	Express Refrigerator, Note A	400 to 497								49
	Total.....									99

Note A—Cars in series 100 to 199 and 400 to 497 are home on Great Northern Railway, and when empty should be returned to that line on record rights.

ASSOCIATION OF AMERICAN RAILROADS.

OPERATIONS AND MAINTENANCE DEPARTMENT—MECHANICAL DIVISION.

CLASSIFICATION OF CARS, DEFINITIONS AND DESIGNATING LETTERS OF PASSENGER EQUIPMENT CARS.

Adopted, 1910; Revised, 1945.

A passenger train car is defined as a car of suitable construction, equipped to operate in passenger trains, its characteristics to include—

- (1) All steel, steel underframe or equivalent construction;
- (2) Passenger type air brake equipment, or of type to function with other passenger car brakes. This includes AB brake modified for passenger train operation or AB-1-B schedule, with or without quick service valve;
- (3) Trucks:
 - (a) Equalized (with or without pedestals) for distribution of loads to all journals on each side of truck;
 - (b) Suitable spring arrangement, such as combinations of helical and elliptic, or springs in combination with other means for control of vertical action;
 - (c) Provision for cushioning lateral shocks through the use of swing motion, friction or other means;
 - (d) Wrought-steel, cast-steel or steel tired (except plate) wheels;
 - (e) Suitable truck brake;
- (4) Steam and air signal lines;

and be in accordance with definitions and designating letters for general passenger equipment cars as follows:

[NOTE—If it is so desired a small letter "e" can be placed after the larger designating letters to indicate electric lighting, small letter "g" for gas lighting and small letter "o" for oil lighting, also figures showing approximate length of car or length of baggage or mail compartment.]

CLASS "B."

These designations also apply to cars having articulation at one or both ends.

- "BE"—Baggage Express. A car constructed and equipped to render it suitable for passenger train service, having side doors for the admittance of baggage or express, with or without windows or end doors.
- "BH"—Horse or Horse and Carriage Express. A car constructed and equipped to render it suitable for passenger train service for the transportation of fine stock, with or without stalls (movable or stationary) and with or without space left for carriage or horse equipment.
- "BLF"—Flat Car. A car constructed and equipped for passenger train service, especially to carry containers for the transportation of liquids or other commodities.
- "BM"—Milk Car. A car without means of refrigeration. Constructed and equipped for passenger train service and used primarily for the transportation of milk in cans or bottles.
- "BMR"—Milk Car. An insulated car having ice bunkers or ice boxes, constructed and equipped for passenger train service and used primarily for the transportation of milk in cans or bottles.
- "BMT"—Milk Car. A car constructed and equipped for passenger train service, used primarily for the transportation of precooled milk and equipped with one or more large insulated tanks and without means of refrigeration.
- "BP"—Refrigerator Express. An insulated car constructed and equipped for passenger train service. With or without means of ventilation and provided with refrigerating apparatus.
- "BR"—Refrigerator Express. An insulated car constructed and equipped for passenger train service, having ice bunkers or ice boxes. Designed primarily for use of chunk ice with means of ventilation and suitable to carry any perishable commodity requiring refrigeration or ventilation.
- "BS"—Refrigerator Express. An insulated car constructed and equipped for passenger train service, and having brine tanks. Designed primarily for the combined use of crushed ice and salt, and usually without ventilating devices. Used chiefly for meats and packing-house products.
- "BX"—Box Express. A box car constructed and equipped to render it suitable for passenger train service, having suitable side doors, with or without end doors or windows. (see Note 2.)

NOTE 1—Vacant.

NOTE 2—As an emergency provision for the duration, "BX" express cars constructed and equipped for passenger train service and published as passenger equipment in THE OFFICIAL REGISTER OF PASSENGER TRAIN EQUIPMENT issued March, 1944, will be classified as passenger train cars. "BX" express cars constructed subsequent to the above date must be equipped with trucks approved by the Committee on Car Construction of the A. A. R. Mechanical Division, per Operating-Transportation Division Circular No. T-155.

CLASS "C."

These designations also apply to cars having articulation at one or both ends.

- "CA"—Combined Car, Baggage and Passenger. A car having two compartments, one suitable for transporting baggage, the other fitted with seats for passengers, the two compartments separated by bulkheads.

"CAD"—Combined Car, Baggage and Passenger. A car having two compartments. One suitable for transporting baggage, the other fitted with seats for passengers and equipped for preparing and serving food or refreshments, the two compartments separated by bulkheads.

"CB"—Business Car. A special type of car for the convenience of business men, used as smoker and fitted with tables or desks, carrying stationery and fitted with typewriters and carrying regular stenographers.

"CO"—Combined car having three separate compartments, separated by bulkheads, one compartment suitable for transporting baggage, one for mail fitted with suitable apparatus for sorting and classifying mail, and the other fitted with seats for the transportation of passengers.

"CS"—Combined Smoking and Baggage Car (Club Car). A car having two compartments, separated by bulkheads, one compartment suitable for transporting baggage, the other fitted with seats or chairs and used as smoking car; at times equipped with buffet or bar.

"CSA"—Combined Baggage, Dormitory and Kitchen. A car having three compartments separated by bulkheads, one for baggage, one fitted with sleeping accommodations and one for kitchen.

"CSB"—Combined Sleeping and Baggage. A car having two compartments, separated by bulkheads, one for baggage, the other fitted with sleeping accommodations.

"CSP"—Combined Mail Storage or Baggage, Dormitory and Passenger. A car having three compartments, separated by bulkheads, one for mail storage or baggage, one fitted with sleeping accommodations for the crew and one fitted with seats for passengers.

CLASS "D."

These designations also apply to cars having articulation at one or both ends.

"DA"—Dining Car. Regular dining car, for the use of passengers in transit, fitted with regular kitchen, tables, chairs or seats, with or without bar, carrying cooks and waiters.

"DB"—Buffet Car. A coach or chair car provided with cooking facilities to prepare and serve meals.

"DC"—Cafe Car. A car fitted with kitchen, one compartment used as cafe where meals or beverages are served and smoking allowed, the other compartment of car fitted with either regular dining room, lunch counter or card room; carrying cooks and waiters.

"DCL"—Lunch Counter Lounge. A car fitted with a lunch counter and kitchen, the other portion equipped with seats or movable chairs. The latter end may be designed as a lounge, observation room or car may be equipped with an observation platform.

"DD"—Diner Dormitory. A car with the features of a regular diner and also fitted with sleeping accommodations. May be embodied in two cars operated as a unit.

"DE"—Dining car for use of patrons, fitted with tables and chairs or seats, but without a kitchen.

"DG"—Grill Room Car. Very similar to cafe car.

- "DK"—Dormitory Kitchen Car. One portion provided with a kitchen for preparing food for patrons, the other portion equipped as a dormitory for the use of the crew.
- "DKP"—Kitchen Car. A car provided with facilities for cooking and preparing food for passengers, the food to be served outside the car. The car may be one of a group operated articulatively with trucks common to the group.
- "DL"—Buffet-Lounge Car. Similar to "DB" class except car is provided with compartment to serve as smoking, reading or card room.
- "DLC"—Lunch Counter Car. One portion provided with a kitchen for preparing food for patrons, the other portion equipped with a lunch counter.
- "DO"—Cafe Observation Car. Car fitted with cafe at one end, kitchen in center or extreme end, having observation compartment fitted with stationary or movable tables and observation platform at rear.
- "DP"—Dining and Parlor Car. A car fitted with dining compartment, kitchen and compartment for passengers, fitted with chairs, stationary or otherwise, carrying regular cooks and waiters.
- "DPA"—Diner-Lounge. A compartment car in which the features of "DA" and "PL" are combined except with pantry instead of kitchen.

CLASS "E."

These designations also apply to cars having articulation at one or both ends.

- "EA"—Electric Street Railway Service Car, direct current, for transportation of passengers; without automatic couplings.
- "EB"—Electric Baggage Car, for long hauls or suburban service, multiple unit with automatic couplings and air brakes and suitable for the transportation of baggage. Third rail, trolley or pantograph contact.
- "EC"—Electric Combined—A car for long hauls or suburban service, multiple unit with automatic couplings and air brakes. This car is made up of two compartments, separated by bulkhead, one suitable for the transportation of baggage and the other fitted with seats or chairs for the use of passengers. Third rail, trolley or pantograph contact.
- "ED"—Rail Motor Car. Car propelled by internal combustion engines either directly or engines serving to run dynamo to furnish electricity for axle motors. With or without baggage or mail compartment or both.
- "EG"—Gasoline Motor Propelled Car, for inspection or private use, or use in suburban service, hauling one or more trailers.
- "EM"—Electric Mail Car, for use in United States Mail Service, fitted with side doors, with or without mail hook, and suitable apparatus for the sorting and classifying of mail enroute. With or without end doors or windows.
- "EP"—Electric Passenger Car, for long hauls or suburban service, multiple unit and fitted with automatic couplings and air brakes. Third rail, trolley or pantograph contact.
- "ES"—Electric Passenger Car, for long hauls or suburban service; multiple unit and fitted with automatic couplings and air brakes. Operating power, storage battery.
- "ET"—Electric Passenger Trailer, a non-powered unit fitted with automatic couplings and air brakes for use in multiple unit service in combination with electric powered motor cars.

CLASS "M."

These designations also apply to cars having articulation at one or both ends.

- "MA"—Postal Car. For use of United States Mail Service, fitted with side doors, with or without mail-bag hook, and having suitable apparatus for the sorting and classifying of mail in transit, with or without end doors or windows.
- "MB"—Baggage and Mail. A car having two compartments, one for baggage and one for mail, separated by bulkheads; the mail end fitted with suitable apparatus for sorting and classifying mail, and with or without mail-bag catchers, with or without end doors or windows, and having suitable side doors.
- "MBE"—Combination Baggage, Mail and Express Car. A car having three compartments, each entirely separate from the other, for handling its individual class of business.

- "MP"—Postal Car. Suitable for transporting newspapers or large mail packages for United States Mail Service, having side doors and fitted with stanchions, with or without end doors or windows.
- "MR"—Postal Storage Cars. For United States Mail Service, suitable to carry mail in bulk without appliances for sorting or classifying, fitted with side doors and stanchions and with or without end doors or windows.
- "MS"—Mail and Smoker. A combined car having two separate compartments, separated by bulkheads, one compartment suitable for the transportation, sorting and classifying of mail, the other fitted with seats or chairs to be used by passengers as smoking car.

CLASS "P."

These designations also apply to cars having articulation at one or both ends.

- "PA"—Passenger Car. A car for ordinary short haul suburban service, with seats and open platforms.
- "PAS"—Combined Sleeping and Passenger Car. A car having two compartments separated by bulkheads, one fitted with conventional seats or reclining seats, the other fitted with sleeping accommodations.
- "PB"—Coach or Chair. A car fitted with regular coach seats or reclining chairs and with toilet facilities. With or without smoking rooms.
- "PBA"—Coach or Chair. A car fitted with regular coach seats or reclining chairs, with toilet facilities, also with smoking and lounging facilities. May be embodied in two cars operated as a unit.
- "PBC"—Parlor Coach. A compartment car in which the features of both "PB" and "PC" cars are combined.
- "PC"—Passenger, Parlor or Chair Car. A car fitted with individual or movable chairs and having toilet and wash-room facilities. May be equipped with bar. Sometimes provided with barber shop and bath.
- "PD"—Tavern. A car fitted with bar and with tables and seats.
- "PDS"—A car, one end of which is similar to "PD", the other end being fitted up for sleeping accommodations.
- "PE"—Emigrant or Colonist Car. A second-class passenger car, with floors either bare or fitted with matting, used expressly for emigrant trade on trains where low rate of fare is charged.
- "PL"—Lounge Car. For first class passenger service and of a more luxurious character than a day coach with or without smoking compartment with upholstered movable chairs, settees, etc., and other facilities and conveniences to provide comfort for passengers.
- "PN"—Passenger car used exclusively as smoking car, with seats or chairs and fitted with cuspidors or having matting or bare floor.
- "PO"—Observation Car. A car having observation compartment at one end and fitted with either berth facilities, parlor chairs or compartments, usually run in first-class service.
- "PS"—Sleeping Car. A car for passenger service having seats that can be made up into berths, and usually having one or more separate stateroom compartments, also toilet and washroom facilities for men and women, and smoking compartments for men. Some cars of this class are all compartments, and some compartment and observation combined.
- "PSA"—Dormitory Car. A car for passenger train service equipped with sleeping and toilet facilities for train employees.
- "PT"—Tourist Car. A second-class sleeping car, fitted usually with cane seats convertible into berths and used mostly on transcontinental trains; cars fitted with smoking compartment, toilet and washroom.
- "PV"—Private car used as officers' or private individual's car and railroad pay car—usually composed of sleeping compartments, dining compartments, observation end and with kitchen, servant's quarters and toilet and bathroom.

CLASS "I."

These designations also apply to cars having articulation at one or both ends.

- "IA"—Instruction Cars for use of employees, usually run from one point to another in passenger trains.

[NOTE—If it is so desired a small letter "e" can be placed after the larger designating letters to indicate electric lighting, small letter "g" for gas lighting and small letter "o" for oil lighting, also figures showing approximate length of car or length of baggage or mail compartment.]

SECTION 1.

CODE OF PASSENGER TRAIN CAR SERVICE RULES

(These Rules expire six months after termination of the present war unless extended, modified or canceled.)

RULE 1

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

- (a) If empty at junction with the home road must be delivered empty to owner at that junction, unless handled as provided by paragraphs (b) to (g), inclusive of this Rule (See Note);
- (b) If held, or moved loaded or empty on orders issued by the Car Service Division.

When cars are loaded on orders of the Car Service Division, telegraphic advice indicating main or symbol number, terminating road and State, but not destination, must be given by the user to the owner and Car Service Division, Washington, D. C. (See Note);

- (c) If used for military movements in other than homeward direction, provided system or suitable foreign cars are not or cannot be made available and time does not permit advance consultation with Car Service Division.

When so used, telegraphic advice must be given owner and Car Service Division, Washington, D. C., indicating main or symbol number, terminating road and State but not destination, and necessity for use (See Note);

- (d) If used for loaded service not involving delay in loading or unloading, or in transit, and movement is to or in direction of home (may be moved locally in opposite direction from the home road if to be loaded without delay in through service to or in direction home). This exception does not permit use of foreign passenger cars in local or shuttle service (See Note);
- (e) If used by permission of the owner (See Note);
- (f) If service route is circuitous to the extent that delay or excessive mileage would occur, and car cannot be loaded as provided in paragraph (d), holding road shall report car to Car Service Division for disposition showing car number, kind of car, road and junction from which received and station at which held; with main or symbol number of inbound load if available (See Note);
- (g) If assigned to joint interline service, cars will be handled in accordance with understanding and agreement between owner and interested roads (See Note);
- (h) If railroad owned cars are in the express pool they will be handled as directed by the Railway Express Agency, Inc.

Note—Empty passenger train cars assigned, held, or moving on orders of the Car Service Division for specific service shall not under any circumstances be appropriated for other service without permission of the Car Service Division.

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

If a passenger train car, except as provided in Notes 1, 2 and 3 to this Rule, is appropriated or confiscated and misused, the road responsible for the misuse shall pay the owner the per diem rate specified in paragraph B of Mileage and Per Diem Rule 4, for each calendar day car is misused on its line. This per diem charge will be in addition to all other mileage or per diem charges accruing on the car on its line and shall be reported to the car owner in the passenger mileage and per diem report

and forwarded not later than the tenth day of the fourth month from last day of the month in which per diem accrued.

NOTE 1.—Cars of A. A. R. Mechanical Designations BMR or BMT are excluded from the provisions of this Rule.

NOTE 2.—Cars used in joint interline service are excluded from the provisions of this Rule when so agreed between car owner and interested parties.

NOTE 3. Cars of A. A. R. Mechanical Designations which are not listed in the Official Register of Passenger Train Equipment are excluded from the provisions of this Rule.

Misuse under Rule 4 is defined as follows:

- (a) Appropriation or confiscation of a foreign passenger train car that is assigned or moving for specific service on orders of the Car Service Division without their permission. (See Passenger Train Car Service Rule 1 and exceptions 1 (a) to 1 (g), inclusive.)
- (b) Use of foreign passenger train cars for loaded service when movement is not to or in direction of home. Does not apply to cars covered by orders of the Car Service Division as provided in Exceptions (b) and (c) of Rule 1. (See Passenger Train Car Service Rule 1 exception (d).)
- (c) Use of a foreign passenger train car in local or through shuttle service on holding line without permission of owner. (See Passenger Train Car Service Rule 1 exceptions (d) and (e).)
- (d) Appropriation of a foreign passenger train car for use in joint interline service without permission of the owner (See Passenger Train Car Service Rule 1 exceptions (a) and (g).)

RULE 5

Empty railroad owned passenger train cars will be moved by individual railroads without charge except—

- (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.
- (c) When moved empty by direction of the Car Service Division, settlement shall be made as indicated in Paragraphs 1 and 3, Section 3 of this Code of Rules.

RULE 6

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.

(These Rules expire six months after termination of the present war, unless extended, modified or canceled.)

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. Per diem rates as shown in Paragraph B of Rule 4 shall apply on all passenger train cars for calendar days on which cars do not accrue mileage or are not interchanged (See Note 3), except as provided in Notes 1 and 2 of this Rule and in Rules 2 and 3.

NOTE 1.—Cars of A. A. R. Mechanical Designations BMR or BMT are excluded from the provisions of Paragraph B of this Rule.

NOTE 2.—Cars used in joint interline service are excluded from the provisions of Paragraph B by agreement between car owner and interested parties.

NOTE 3.—Records of receipt and delivery under this Rule shall be those obtained from the reports provided for in Rule 5.

INTERPRETATION.

A car owner is entitled to all mileage made in accordance with this Rule; such mileage in intermediate switching movements will be paid by the road which assumes the intermediate switching charge.

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 BX.

- A. These cars should be confined to passenger service.
- B. Diversion of a 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 and/or per diem prescribed in paragraphs A and B of Rule 1 of Section 2, and, in addition, pay the per diem rate specified in paragraph B of Rule 4 of Section 2 for each calendar day car is on its line from date of receipt empty or from date of release from inbound load, except 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 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 paragraphs A and B, Rule 1 of Section 2 apply.
- D. (1) When a BX car is released from freight service, it should be immediately restored to passenger service as prescribed in Rule 1 of Section 1.
- (2) When a 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 BX car is returned loaded in passenger service, it will be subject to the passenger mileage or per diem rate prescribed in paragraphs A and B.

RULE 4

The following rates for the use of passenger train cars shall be in force 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 ^①	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"			
	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"			
4A	Lunch Counter Lounge Car.....	"DCL"			
	Parlor Coach.....	"PBC"			
	Passenger, Parlor or Chair Car.....	"PC"			
	Sleeping Car.....	"PS"			
	Tavern Car.....	"PD"			
	Tourist.....	"PT"			
	Combined Baggage and Passenger.....	"CA"			
	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"			
	Baggage.....	"BA"			
	Baggage Express.....	"BE"			
	Express.....	"BX"			
	Horse or Horse and Carriage Express.....	"BH"			
	Milk.....	"BM" "BMR" "BMT"			
	Postal.....	"MP"			
	Postal Storage.....	"MR"			
5A					

① Definition: "Length of Car" shall be the measurement over outside facing of buffer plates, with cars uncoupled.

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

RULE 4-Continued.

Paragraph B-Per Diem Rates

GROUP	TYPE OF CAR	BASIS OF RATE		PER DIEM RATE	
		Mechanical Designation	Length of Car ^①	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	11.50
	Dormitory Car.....	"PSA"		18.00	18.50
3B	Buffet.....	"DB"	All.....	18.00	18.50
	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"			
4B	Lunch Counter Lounge Car.....	"DCL"	Under 60 Ft.. 60 Ft. and under 70 Ft.. 70 Ft. and over.....	8.00 11.00 18.00	8.50 11.50 18.50
	Parlor Coach.....	"PBC"			
	Passenger, Parlor or Chair Car.....	"PC"			
	Sleeping Car.....	"PS"			
	Tavern Car.....	"PD"			
	Tourist.....	"PT"			
	Combined Baggage and Passenger.....	"CA"			
	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"			
5B	Baggage and Mail.....	"MB"	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
	Combination Baggage, Mail and Express.....	"MBE"			
	Baggage.....	"BA"			
	Baggage Express.....	"BE"			
	Express.....	"BX"			
	Horse or Horse and Carriage Express.....	"BH"			
	Milk.....	"BM" "BMR" "BMT"			
	Postal.....	"MP"			
	Postal Storage.....	"MR"			

^①Definition: "Length of Car" shall be the measurement over outside facing of buffer plates, with cars uncoupled.

Paragraph C.

A mileage allowance of two and one-half (2½) 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").

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.

Unless otherwise agreed, telegraphic report shall be made by all railroads to owners by noon of each day for all railroad owned passenger train cars delivered during previous calendar day, showing initial and number, name of road to which delivered, junction point and stating whether in service or deadhead movement. This report will not be required for delivery of loaded and empty cars to owning roads, and cars in interline service, when assigned by agreement between owners and interested parties.

RULE 6

A passenger car hire report on prescribed form (P-1), 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. Except on cars held on instruction of the Car Service Division an amount equal to actual per diem paid on head end cars (A. A. R. Mechanical Designations MB, MBE, BA, BE, BX, BH, BM, MP, MR) not to exceed one day on each car handled in terminal or intermediate switching service, may be reclaimed by the switching road from the road for which the service was performed.

This rule applies only when the head end cars of designations mentioned are in passenger service (loaded with baggage, express, milk, etc., and covered by billing which contemplates movement in passenger trains), or loaded with military impedimenta incident to military movement and handled in passenger or freight trains on freight billing.

Definitions

Terminal Switching Service

- (a) Handling of a car received loaded from a carrier road either direct or through an intermediate road which is unloaded;
(b) Handling of a car received empty, subsequently loaded and delivered to a carrier road, either direct or through an intermediate road;
(c) Handling of a car which is loaded and delivered to a carrier road either direct or through an intermediate road; and service performed as described in (a), (b) and (c) is at a switching charge.

Intermediate Switching Service

The service performed by a switching road in handling a car from one railroad, ferry or barge line to another railroad, ferry or barge line at a switching charge.

The principles of Freight Car Per Diem Rule 13 shall govern in the handling of reclaim statements.

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

RULE 7—Continued.

- B. Rule 5 of the Code of Freight Per Diem Rules will apply to head end cars (A. A. R. Mechanical Designations MB, MBE, BA, BE, BX, BH, BM, MP, MR) handled in terminal or intermediate switching service when the cars are loaded with freight shipments on freight billing, except as provided in Paragraph A of this Rule. 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.
- C. When a passenger train car is delivered empty to a switching road for loading and is returned empty by reason of shipper's cancellation of order, or because unsuitable

for loading as specified by the switching road, or because of passenger train car delivered for freight loading, the switching road may reclaim against the road which furnished the car for an amount at the established passenger train 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, except as to the application of Freight Car Per Diem Rule 8 when it is necessary to obtain repair material from car owner, the per diem shall cease from the date the necessary material is ordered from the owner until the date on which it is received at the station where car is being held for repairs.

SECTION 3.

PLAN FOR REIMBURSING RAILROADS AND THE ASSOCIATION OF AMERICAN RAILROADS FOR CHARGES IN CONNECTION WITH CODE OF PASSENGER TRAIN CAR SERVICE RULES AND CODE OF MILEAGE AND PER DIEM RULES.

1. Settlement for passenger train car mileage accruing because of moving empty railroad owned passenger train cars by direction of the Car Service Division shall be made as follows (See Paragraph (c) Passenger Train Car Service Rule 5):
 - (a) Each road will furnish the Chairman of the Car Service Division a monthly statement, not later than the tenth day of the month following that in which cars were handled, showing by individual cars, the car initial and number, kind of car, mileage, mileage rate, mileage paid and Car Service Division authority reference for all foreign railroad owned passenger train cars handled empty by direction of the Car Service Division, including empty cars handled as provided for in Passenger Train Car Service Rule 1, Paragraphs (b) and (f), but not including empty cars handled from or for movements in which handling road participates as a road haul carrier. From these statements and the statements provided in Paragraph (b) below the Car Service Division will compute each road's percentage of empty mileage to the total empty mileage for all railroads.
 - (b) When a car owner incurs empty mileage in moving its own cars to or from connecting line on orders from the Car Service Division to protect military movements in which it does not participate, it will furnish to the Chairman of the Car Service Division, not later than the tenth day of the month following that in which cars were handled, a statement covering such movement by individual car numbers, kind of car, mileage and Car Service Division authority reference, and such mileage will be added to the empty mileage accruing on foreign cars—see Paragraph 1-(a) above.
 - (c) Based on the mileage records maintained in the office of Manager, Military Transportation Section, A.A.R., Washington, D. C., the Car Service Division will compute monthly the per cent of railroad owned loaded passenger car miles in military service for each railroad to the grand total of such mileage.
 - (d) As of December 31, 1944, and as of June 30 and December 31 thereafter, if the percentage as determined by Paragraphs 1-(a) and 1-(b) above for an individual road exceeds the percentage as determined in accordance with Paragraph 1-(c) above, the excess per cent will be applied against the total empty mileage for all roads to determine the excess empty mileage. The handling road will be paid for the excess empty mileage so determined at ten cents per car mile plus the average rate per car mile paid on foreign cars (See Example).

Example: Total empty mileage per Paragraphs 1-(a) and 1-(b) above 30,000 miles, of which Road A's proportion is 10%.

Total loaded mileage per Paragraph 1-(c) above 100,000 miles, of which Road A's proportion was 7%, indicating Road A accrued empty mileage in handling military passenger cars to the extent of 3% in excess of its loaded percentage.

Apply the 3% to the total 30,000 empty miles, which equals 900 excess empty miles for which handling road will be paid by the A.A.R. at ten cents per car mile, plus the average rate per car mile paid on foreign cars for all such mileage by the handling road.

2. Railroads will be reimbursed by the A.A.R. for all per diem charges paid on railroad owned passenger cars for no mile days which accrued because of holding cars on instructions of the Car Service Division, and per diem paid from and including date short route is requested from the Car Service Division in accordance with Passenger Train Car Service Rule 1 (f) to and including the date disposition is received. Each road will furnish the Chairman of the Car Service Division a monthly statement not later than the tenth day of the second month following that in which cars were handled showing by individual cars the car initials, number, per diem paid, and Car Service Division authority reference.
3. Each railroad will be reimbursed by the A.A.R. for intermediate switching charges paid for the handling of empty railroad owned passenger cars moved by direction of the Car Service Division. Such charges shall be paid by the delivering road who will be reimbursed by the A.A.R. for such charges. Switching charges are defined as those assessed under applicable tariffs or per an agreed operating charge. Each road will furnish the Chairman of the Car Service Division a monthly statement not later than the tenth day of the second month following that in which cars were handled showing by individual cars, the car initial, number, switching charges paid, and Car Service Division authority reference.
4. The individual roads will be reimbursed semi-annually, beginning December 31, 1944, by the Association of American Railroads for handling charges, and for excess empty mileage, per diem and intermediate switching charges paid in accordance with Paragraphs 1, 2 and 3 above.
5. Total amounts paid all railroads by the A.A.R. for handling charges, excess empty mileage, per diem, and intermediate switching charges will be billed against each road on the basis of the percentage that its railroad owned loaded military passenger car mileage bears to the total of all such mileage. Such percentage will be determined from the mileage records maintained in the office of Manager, Military Transportation Section, A.A.R., Washington, D. C. The charges will be billed by the A. A. R. as of December 31, 1944, and as of June 30 and December 31 thereafter.

MEMORANDA