AAR PUBLICATIONS/TARIFFS

Change

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

Note 2:— The following roads have placed tank cars of their ownership on a mileage basis under the provisions of this rule at rates prescribed by Per Diem Rule 18.

Railroads electing to place their tank cars on a mileage basis must submit valuation information to the Operating-Transportation Division, A.A.R., for assignment of mileage rate groups and publication of cars in the "Tank Car Master List."

Railroad	Date Effective
Atlanta and West Point R.R.	November 1, 1964
Atlantic Coast Line	August 1, 1952
Georgia R.R.	November 1, 1964
Georgia & Florida R.R.	January 1, 1951
Laurinburg and Southern R.R.	August 1, 1962
Roscoe, Snyder & Pacific Ry.	September 1, 1959
St. Louis-San Francisco Ry.	September 1, 1963
Seaboard Air Line R.R.	January 1, 1951
Texas & Northern Ry.	October 1, 1963

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 applicable per diem rate as prescribed by Rule 1, 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 (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 Rules 7 and 8.

4 (d) Question:—When foreign railroad 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.

RULE 5 ⑦

(a) An amount⑥ 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. In determining the amount, an average number of days shall be used, 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 ⑧ of each individual switching road, by the roads interested, for each local territory, except that roads in any local territory shall agree, on the request of the majority of the interested roads to the settlement of terminal switching reclaims on the basis of actual time involved in handling of cars during the month for which the reclaim is made, subject to a maximum of (8) 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.

(a) (1) When switching reclaims are based on actual time, the maximum on any one car and the maximum average of five (5) days per car shall be calculated separately for each level of per diem rate group.

(a) (2) When the mandatory provision for actual time reclaim calculation is exercised, it must remain in effect for a minimum of one year.

(b) An amount⑥ 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 exhibition 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.

⑥Note.—The word "amount" as used in this rule shall be the product of (1) average time established as an arbitrary, or actual time, subject to maximums provided in this Rule, and (2) the average of the Per Diem rates determined from cars actually handled in switching service during a previous period, to be determined by interested roads, except that by mutual agreement, the actual per diem rate on each car handled in switching service may be used.

⑦Note.—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

When checks for the purpose of establishing or revising arbitraries under the provision of Per Diem Rule 5 are requested, the arbitrary so established or revised shall become effective on the first day of the month following such request. When a check is initiated by the Association of American Railroads, the arbitrary so established or revised shall become effective on the first day of the month following completion of the check.

⑧Note.—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.

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

RULE 5—*Continued.*

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.

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.

5 (p) In considering the application of Rule 22 on cars that are handled by a switching carrier in a situation where the switching carrier is holding cars in a pool and under conditions outlined in Rule 22, the reclaims under Rule 22 will include time from receipt by the switching carrier from a connecting line to date of placement minus one (1) day.

This time has no relation to the time included in the arbitrary reclaim presented under Rule 5 and will not be included in the detention time used in arriving at the Rule 5 arbitrary days.

When a check is made of a switching line for the purpose of establishing an arbitrary under Rule 5, time to be included in the check shall be all time minus the time that has been subject to reclaim under Rule 22 or special agreement reclaim.

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

(a) When a car has been reported to the owner as destroyed, or badly damaged, the per diem shall cease from the date of such report, provided depreciated valuation statement is requested under provisions of Mechanical Division Interchange Rules.

(b) If, on receipt from owner of depreciated valuation statement provided by Mechanical Division Interchange Rules, road reporting the car decides to repair or send it home for repairs, per diem shall be reinstated from date of original report.

(c) 1. If the car is settled for at its depreciated value, or if the car owner desires to have it repaired by the road reporting it, per diem shall cease from the date of original report to owner.

2. If the road reporting car, restores it to service at owner's request, per diem will begin on the day following date on which car is released to service, but not later than sixty (60) days from date road reporting car agrees to restore it to service.

3. If the road reporting car, sends it home for repairs at owner's request, per diem shall cease from date of original report to owner until car leaves road on which damaged, whether on own wheels or loaded on another car, but not later than sixty (60) days from date owner requested car sent home.

4. Per diem shall not be paid by an intermediate road on a car moving home loaded on another car or cars.

(d) If the road reporting car orders material from owner under Mechanical Division Interchange Rules, the provisions of Per Diem Rule 8 shall apply.

INTERPRETATIONS.

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

Answer:—Yes, except as provided in Section (b).

7 (b) Question:—Must report to owner, of damage to car, be made by the Mechanical Department?

Answer:—No, such reports may be made by any officer on behalf of the road on which the car was damaged, but same must be addressed to the party named in the car owner's instructions published in The Official Railway Equipment Register. Where the owner does not designate such a party the report should be addressed to the party in charge of the owner's car records.

RULE 8

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

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 Agent H. R. Hinsch's Mileage Tariff No. 7 Series. 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])	Cents
Flat	BLF	4.0
Flat	FD; FG; FW	4.0
Flat	FM of 151,000 pounds and over nominal capacity	4.0
Gondola	GA;GD;GE;GH;GRA;GS;GT;GW. (See Note 1)	1.5
Gondola	GB. (See Note 1)	0.6
Hopper	HD; HE; HF; HFA; HFB; HK; HM; HMA; HT; HTA. (See Note 1)	3.75
Horse	BH; SH	1.0
House	BMT	5.5
Milk	BM; BMR	2.5
Refrigerator Express	BP; BR; BS	6.0
Refrigerator	RA; RCD; RP; RPL; RS; RSTC	4.35
Refrigerator	RAM; RPM; RSM; RSTM	5.0
Refrigerator	RB; RBL	4.35
Special	LFA; LP	1.5
Special	LF; LG; LM; LO; LU	5.5
Special	LRC	4.35
Special	LS	4.0
Stock	SC; SD; SF; SM	2.25
Stock	SP	2.5
Tank	TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT	

MILEAGE rate allowance for tank cars of the foregoing mechanical designation should be: (SEE EXCEPTIONS OF INDIVIDUAL RAILROADS)

NOTE: Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division, A.A.R., in the "Tank Car Master List."

VALUE PER CAR DEPRECIATED

	Mileage rate group	
Effective October 1, 1964		
Under $2,001	1	5.5
2,001 to 16,000	2	5.5
Over 16,000	3	9.0
Effective January 1, 1965		
Under $2,001	1	4.8
2,001 to 16,000	2	6.0
Over 16,000	3	9.0
Effective January 1, 1966		
Under $2,001	1	4.1
2,001 to 16,000	2	6.5
Over 16,000	3	9.0

Type of Car	Designating Symbols	Per Mile
All other freight cars		0.6

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

EXCEPTIONS:

EXCEPTION No. 1 to Application and Rules (Applies Only on Tank Cars)

Effective August 24, 1964, the carriers named in Note (a) of this exception will pay a mileage allowance of eighteen cents (18¢) per loaded car mile on all tank cars with an original cost to the owner of $16,001, or more, when such cost is certified and registered with the Manager, Car Accounting, Southern Railway Company, Atlanta, Georgia. Mileage will be computed on basis of the shortest distance over the routes of the lines shown in Note (a) of this exception, based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.

Tank cars covered by this exception will be moved empty without charge between stations or junction points on the lines named in Note (a) of this exception, except that when any part of the mileage allowance for the immediately preceeding loaded movement of cars covered by this Exception or Exception No. 2, is paid at a rate of more than 18 cents per mile, and the carriers named in Note (a) do not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car having an original cost of $16,001, or more, certified to any carrier.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, I.C.C. H-16, will not apply to these cars.

Except as provided in this exception to this Rule, the companies listed in Note (a) hereto will continue to be subject to the provisions of Mileage Tariff 7-S, H. R. Hinsch, Agent, I.C.C. H-16, and Rule 18 of this Code.

NOTE (a) (Exception No. 1 to Application and Rules)
- Alabama Great Southern Railroad Company (The)
- Albany and Northern Railway Company
- Atlantic and East Carolina Railway Company
- Camp Lejeune Railroad Company
- Carolina and Northwestern Railway Company
- Central of Georgia Railway Company
- Chattanooga Traction Company
- Cincinnati, New Orleans and Texas Pacific Railway Company (The)
- Georgia & Florida Railway Company
- Georgia Southern and Florida Railway Company
- Harriman and Northeastern Railroad Company
- Interstate Railroad Company
- Live Oak, Perry & Gulf Railroad Company
- Louisiana Southern Railway Company
- New Orleans and Northeastern Railroad Company
- New Orleans Terminal Company
- Savannah & Atlanta Railway Company
- South Georgia Railway Company (The)
- Southern Railway Company
- State University Railroad Company
- Wrightsville & Tennille Railroad Company

EXCEPTION No. 2 to Application and Rules (Applies Only on Tank Cars)

Effective August 24, 1964, the carriers named in Note A of this exception will pay a mileage allowance of 22 cents per loaded car mile on all tank cars with an original cost to the owner of $16,001 or more, when such cost is certified and registered with the car accounting official named in Column 2 of Note A below.

Tank cars covered by this exception will be moved empty at charge of 4 cents per mile which will be debited against car owner in monthly mileage settlements.

Mileage will be computed on basis of the shortest distance over the routes of the lines shown in Note A (individually, but not collectively) based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination or to station at which delivered to connecting line. Mileage made incident to terminal switching movements at origin or destination of tank cars covered by this item will be disregarded in computing mileage on which allowances are paid or on which charges are assessed.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, I.C.C. H-16, will not apply to these cars.

(Per Diem Rule 18 is continued on Page 139900-12 1/2 A)

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

Rule 18 - Continued

NOTE A

Column 1 Name of Railroad	Column 2 Car Accounting Officer
Seaboard Air Line Railroad Company	General Superintendent Transportation, 3600 W. Broad St., Richmond, Va.
Gainesville Midland Railroad Company	Trainmaster, Gainesville, Ga.
Tavares & Gulf Railroad Company	Superintendent, Tavares, Fla.
Richmond, Fredericksburg & Potomac Railroad Company	Car Accountant, Broad Street Station, Richmond, Va.
Atlantic Coast Line Railroad Company Columbia, Newberry and Laurens Railroad Company East Carolina Railway Rockingham Railroad Company Tampa Southern Railroad Company Virginia and Carolina Southern Railroad Company	Auditor Car Service Accounts 500 Water Street Jacksonville 2, Florida
Clinchfield Railroad Company	Car Accountant Nolichucky Avenue Erwin, Tennessee

EXCEPTION No. 3 to Application and Rules (Applies Only on Tank Cars)

Effective September 21, 1964, The Louisville & Nashville Railroad Company will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars with an original cost to the owner of $16,001, or more, when such cost is certified and registered with the Manager, Car Accounting, Louisville and Nashville Railroad Company, Louisville, Ky. Mileage will be computed on basis of the shortest distance over the route of The Louisville and Nashville Railroad Company based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.

CHANGE

Tank cars covered by this exception will be moved empty without charge between stations or junction points on The Louisville and Nashville Railroad Company, except that when any part of the mileage allowance for the immediately preceding loaded movement of cars covered by this exception is paid at a rate of more than 18 cents (18¢) per mile, and The Louisville and Nashville Railroad Company does not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car having an original cost of $16,001, or more, certified to any carrier.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, I.C.C. H-16, will not apply to these cars.

Except as provided in this exception The Louisville and Nashville Railroad Company will continue to be subject to the provisions of Mileage Tariff 7-S, H.R. Hinsch, Agent, I.C.C. H-16.

EXCEPTION No. 4 to Application and Rules (Applies Only on Tank Cars)

Applicable only between stations or junction points on Gulf, Mobile and Ohio Railroad, St. Louis, Mo., East St. Louis, Ill., and south.

Effective August 24, 1964, the Gulf, Mobile and Ohio Railroad will pay a mileage allowance of eighteen cents (18¢) per loaded car mile on all tank cars with an original cost to the owner of $16,001, or more, when such cost is certified and registered with the Superintendent of Transportation, Gulf, Mobile and Ohio Railroad, Mobile, Ala. Mileage will be computed on basis of the shortest distance over the routes of the lines of the Gulf, Mobile and Ohio Railroad, based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

Tank cars covered by this exception will be moved empty without charge between stations or junction points on the Gulf, Mobile and Ohio Railroad. No allowance will be made for mileage of such cars during empty movements.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, I.C.C. H-16, will not apply to these cars.

EXCEPTION No. 5 to Application and Rules (Applies Only on Tank Cars)

Effective August 24, 1964, The Atlanta and West Point Rail Road Company, The Western Railway of Alabama and the Georgia Railroad will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars with an original cost to the owner of $16,001, or more, when such cost is certified and registered with the Car Accountant, Atlanta, Georgia. Mileage will be computed on basis of the shortest distance over the route of such railroads based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line.

Tank cars covered by this exception will be moved empty without charge between stations or junction points on the railroads shown. No allowance will be made for mileage of such cars during empty movement. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, I.C.C. H-16, will not apply to these cars.

EXCEPTION NO. 6 to Application and Rules (Applies Only on Tank Cars)

Subject to the provisions of Note 1

Effective August 24, 1964, The Illinois Central Railroad Company will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars with an original cost to the owner of $16,001, or more, when such cost is certified and registered with Car Accountant, Illinois Central Railroad Company, Chicago, Illinois. Mileage will be computed on basis of the shortest distance over that portion of the Illinois Central described in Note 1, based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or station at which delivered to connecting line.

Tank cars covered by this exception will be moved empty without charge between stations or junction points over that portion of the Illinois Central Railroad described in Note 1. No allowance will be made for mileage of such cars during empty movement. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars Mileage Tariff 7-S, H. R. Hinsch, Agent, I.C.C. H-16, will not apply to these cars.

Note 1:
Applies only over that portion of the Illinois Central Railroad lying east of the Mississippi River and on and south of East St. Louis, Centralia and Browns, Illinois and Louisville, Kentucky.

EXCEPTION NO. 7 to Application and Rules (Applies Only on Tank Cars)

Subject to the provisions of Note 1

Effective September 14, 1964, The Louisiana & Arkansas Railway Company will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars with an original cost to the owner of $16,001.00, or more, when such cost is certified and registered with Car Accountant, Louisiana & Arkansas Railway Company, Kansas City, Missouri. Mileage will be computed on basis of the shortest distance over that portion of the Louisiana & Arkansas Railway Company described in Note 1, based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or station at which delivered to connecting line.

Tank cars covered by this exception will be moved empty without charge between stations or junction points over that portion of the Louisiana & Arkansas Railway described in Note 1. No allowance will be made for mileage of such cars during empty movement. Mileage between industries or public track and freight station at station of origin or destination will not be allowed.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars Mileage Tariff 7-S, H. R. Hinsch, Agent, I.C.C. H-16, will not apply to these cars.

Note 1:
Applies only over that portion of the Louisiana & Arkansas Railway lying east of the Mississippi River.

FOR RULE 19 SEE 139900-13

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

FOR RULE 18, SEE PAGE 139900-12 1/2

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 surplusages 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.

RULE 21

In addition to other charges for the use of railroad owned freight cars, a loading charge shall be paid to railroad owners of cars of Mechanical Designation "FD", "FG", "FW" and "FM" for the use of such cars in each loaded movement, such charge to be prorated between the roads enjoying the loaded haul on the same percentage basis as the freight revenue applicable to the load, all charges to be reported in the regular per diem report.

The loading charge to be paid for the use of such cars is as follows:

Mechanical Designation	Capacity	Loading Charge each loaded move
"FD"	Any Capacity	$300.00
"FG"	Any Capacity	$100.00
"FW"	Any Capacity	$100.00
"FM"	200,000 pounds and over nominal capacity	$100.00

Change

Note—See AAR Car Service Division Circular CSD No. 439, supplements thereto or reissues thereof, for applicable regulations.

RULE 22

(a) When owner or lessee orders cars (1) to a road for loading (2) to be held empty at unloading point (3) to another point for loading, without the concurrence of the Transportation Officer of that road, per diem reclaim will be allowed by the car owner of all detention time, minus one day, from time of arrival at loading or holding point, until placed for loading, excluding time of movement from point to point, except if cars are not loaded reclaim will be allowed for all days paid to the owner.

(b) When cars are ordered by the owner or lessee to move over a road not participating in the immediate prior or subsequent loaded road haul movement without the concurrence of the Transportation Officer of that road and in violation of Car Service rules, the owner will accept charges under Car Service Rule 5.

(c) Roads may negotiate mutual agreements with car owners on the terms of special per diem reclaims on assigned or unassigned cars moved empty to loading point and designated for the handling of specific commodities from a designated point.

(d) Reclaim under this rule must be made and handled within the time limits imposed by Rule 13(d).

(e) Railroad owned or leased cars on a mileage basis handled as outlined in paragraphs (a) and (b) will be subject to mileage reclaims on excess empty miles. Cars handled under paragraph (b) will also be subject to charges under Car Service Rule 5.

NOTE—This rule covers reclaim on all cars including those covered by Circular CSD-145 series.

INTERPRETATION.

22 (a)—See Interpretation 5 (p) under Rule 5.

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.

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 CAR SERVICE RULES AND INTERPRETATIONS—FREIGHT—CONTINUED.

RULE 14—*Continued.*

3. BY THE RECEIVING ROAD—When transfer or rearrangement of load at junction or intermediate point is due to:
   (a) Cars which are properly loaded in accordance with provisions of Section 2.
   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.
   (b) Cars which cannot be moved through on account of any other disability of receiving line
   (c) Receiving road desiring to transfer to save cost of mileage or per diem.

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 Rules 107-A and 107-B.

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

ⓢSee Mechanical Division Interchange Rules 2, 107-A and 107-B.

Note—Rule 15 does not apply to cars loaded with livestock, grain, 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 $10.00 per car weighed, except as provided in Paragraph (C), and except that bills under this Rule must be presented within three years from the date of waybill originating movement of car weighed.

(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. 19, vacated September 22, 1950, after which the provision of individual tariffs apply.)

(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 non-revenue car movement waybill if used) in accordance with the A.A.R. Accounting Division Freight Mandatory Rules No. 25, 26, 27 and 33, or as amended; except the penalty charge provided for in Car Service Rule 15 will not be applicable to shipments moving on waybills carrying in "Weighed" block (or on non-revenue car movement waybill if used) endorsement—"Do Not Weigh-Destination Agreement Weights" or "Do Not Weigh-Destination Weights Apply."

(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" as defined in the Code of Switching Reclaim Rules.
   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. 20 or in Uniform Freight Classification No. 2, 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. ⓢ

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.

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

RULE 18

(A) Box cars classed as suitable for grain loading or better, or refrigerator cars, must not be loaded with any of the contaminating commodities listed below. If so loaded and it becomes necessary to renew floors, lining, or sheathing (including associated parts), or portions thereof, in order to restore car to previous loading classification because of contamination due to such loading, the cost of the repairs shall be assumed by the road (either switching or road-haul) responsible for furnishing the car for such loading.

1. Animal products:
   (a) Hides, Pelts, or Skins.
   (b) Glue Stock.
   (c) Manure, or Fertilizing Compounds with Contaminating Odor.
   (d) Meat Refuse, Offal, Tankage, or Waste from Slaughtered Animals.
   (e) Bones, or Horns with Contaminating Odor.
   (f) Dried blood.
   (g) Tallow.
2. Copra.
3. Fish Scrap or Fish Meal.
4. Shell Fish in Bulk.
5. Shells (clam, mussel, or oyster) in raw state with contaminating odor.
6. Asphalt (asphaltum) Natural, or Asphalt Compounds, by-product or petroleum.
7. Creosote, or Creosoted Materials.
8. Lamp Black, Carbon Black (all types), Graphite (Black Lead), or Plumbago.
9. Poisonous Chemicals or Compounds in containers or bulk.

(B) The following commodities must not be loaded in foreign box cars classed as suitable for grain loading or better, or refrigerator cars, except that such cars of any road participating in the haul may be used when such usage is authorized by the owner.

1. Battery parts such as cylinders, frames, or plates, burned out or scrap.
2. Charcoal, in bulk or cloth bags.
3. Coal, coke, lignite or briquettes.
4. Containers, empty, such as barrels, cans, drums or pails when previous use was for acids, asphalt, chemicals, creosote, grease, oils, tar, tankage and similar contaminating commodities, unless properly cleaned inside and outside to prevent contamination.
5. Cotton or other seeds, hulls, fibre or shavings, when oily or dyed, in bulk or in containers which would result in contamination.
6. Glass, crushed, ground or powdered, in containers or in bulk.
7. Graphite in containers, which would result in contamination.
8. Greasy or oily products in bulk or in containers which would result in contamination, such as:
   (a) Metal borings and turnings.
   (b) Bearings.
   (c) Chains.
   (d) Electrical apparatus.
   (e) Iron or steel bars, plates or shapes.
   (f) Machine parts.
   (g) Machinery.
   (h) Pipe and pipe fittings.
   (i) Scrap.
   (j) Tin plate (oiled).
   (k) Vehicle parts, including farm implements and tractors.
9. **Insecticides, fungicides, insect repellents, vermin exterminators, poisonous, in containers or bulk.**
10. **Peat, or peat moss in bulk.**
11. **Tar and tar products in barrels, and tar refuse.**
12. **Acids.**
13. **Grease.**
14. **Molasses.**
15. **Oils.**
16. **Petroleum or petroleum products, including compounded oils or greases having a petroleum base.**

CODE OF PER DIEM RULES–FREIGHT

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 rates for use of freight cars, except as provided in paragraph (b) of this rule, shall be:

Original Cost Per Car Depreciated	Per Diem Group	Per Diem Rate
$ 1,000 and less	1	$ 2.16 per car per day
1,000.01 to $ 5,000.00	2	2.79 " " " "
5,000.01 to 10,000.00	3	3.58 " " " "
10,000.01 to 15,000.00	4	4.50 " " " "
15,000.01 to 20,000.00	5	6.15 " " " "
20,000.01 and Over	6	7.74 " " " "

which shall be paid for every calendar day and shall be known as the per diem rates; except that when per diem is not reported to car owner and at the correct rate within four (4) months and ten (10) days from the last day of the month in which it is earned, the rates shall be increased twenty-five (25) cents (**) per car per day for each six month period or fraction thereof that report of such per diem at the correct rate is thereafter withheld; provided that the aggregate increase in the rates shall not exceed $1.00 per car per day.

**The twenty-five (25) cents penalty is effective for per diem earned beginning with the month December, 1958; fifteen (15) cents applied to per diem earned November, 1958 and previous months.

(b)(1) Effective January 1, 1964, the rates for the use in the Republic of Mexico of freight cars owned by United States and Canadian railroads shall be as shown below, United States currency, the amount added to the rates provided in Rule 1 (a) are to cover taxes on such per diem earnings payable to the Mexican Government, by or for account of the respective car owners.

Original Cost Per Car Depreciated	Per Diem Group	Per Diem Rates for Use in Republic of Mexico of Freight Cars Owned by U. S. and Canadian Railroads
$ 1,000 and less	1	$ 2.48 per car per day
1,000.01 to $ 5,000.00	2	3.21 " " " "
5,000.01 to 10,000.00	3	4.11 " " " "
10,000.01 to 15,000.00	4	5.17 " " " "
15,000.01 to 20,000.00	5	7.07 " " " "
20,000.01 and Over	6	8.90 " " " "

(b)(2) Effective January 1, 1964, the rates for the use in the United States of freight cars owned by Mexican railroads which are "Non-Resident Foreign Corporations" under the United States revenue laws, shall be as shown below, United States currency:

Orignal Cost Per Car Depreciated	Per Diem Group	Per Diem Rates for Use in the United States of Freight Cars Owned by Mexican railroads which are "Non-Resident Foreign Corporations"
$ 1,000 and less	1	$ 3.09 per car per day
1,000.01 to $ 5,000.00	2	3.99 " " " "
5,000.01 to 10,000.00	3	5.11 " " " "
10,000.01 to 15,000.00	4	6.43 " " " "
15,000.01 to 20,000.00	5	8.79 " " " "
20,000.01 and Over	6	11.06 " " " "

The amounts added to rates shown in Rule 1 (a) are to cover income taxes on such per diem earnings payable to the United States Government by or for account of the respective car owners.

Effective January 1, 1964, the rate for the use in the United States of freight cars that are not shown in the Master List and supplements thereto, owned by Mexican railroads which are "Non-Resident Foreign Corporations" under the United States revenue laws, shall be $4.11 per car per day, $1.23 of which will cover income taxes on such per diem earnings payable to the United States Government, by or for account of the respective car owners.

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

(a) Domestic (U. S.) Corporations:
- Inter-California Ry.
- Nacozari R. R.
- San Diego & Arizona Eastern Ry. Co.

(b) Non-Resident Foreign Corporations:
- F. C. de Chihuahua al Pacifico, S. A. (Chihuahua Pacific Ry.)
- F. C. Mexicano del Pacifico, S. A. (Mexican Pacific Railroad Co., Inc.)
- F. C. Nacionales de Mexico, including
  - Interoceanic Rys. of Mexico
  - F. C. Mexicano (Mexican Railway)
  - F. C. Nacional de Tehuantepec (Tehuantepec National Ry.)
  - Mexican Southern
- F. C. Occidental de Mexico, S. A. (Western Railways of Mexico)
- F. C. del Pacifico, S. A. de C. V. (Pacific Railroad)
- F. C. Sonora Baja California (Sonora Baja California)
- F. C. del Sureste (Sureste Railway)

(c) Individual per diem cars shall be assigned to their appropriate per diem groups shown in paragraphs (a) and (b) (1) and (2) by means of a Master List of such cars and supplements thereto issued as circulars in the "ML" series by the Operating-Transportation Division, such assignment to be effective during the month in which per diem is earned. A railroad listing its per diem cars in the Master List and supplements thereto must list all of its per diem cars used in interchange or commercial service. The per diem rates shown in paragraphs (a) and (b) (1) and (2) will apply only to such cars as are so assigned by the Master List and supplements thereto. Errors, omissions and incorrect listing shall be corrected by advice to the Operating-Transportation Division. Corrections that result in a retroactive change in the per diem value rate grouping of a car shall be adjusted to the effective date of change by car owner without penalty.

(d) A railroad may place its refrigerator cars of class "R" Mechanical Designations, LRC cars and tank cars upon a mileage (instead of per diem) basis at the rates provided in Per Diem Rule 18 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. When a railroad exercises the above option, it must place all of its refrigerator, or LRC or tank cars on a mileage basis, and such arrangement must remain in effect at least one year and thereafter may be cancelled on the first day of the second month following the date of notice to the Secretary.

(See Note 1 and Note 2 for the list of railroads which have placed cars on mileage basis under this Rule.)

RULE 1A

The per diem rates applicable to railroad freight cars interchanged by a subscriber with a common carrier by water for the days such cars are in possession of the water carrier and until such cars are again interchanged to a subscriber shall be the rate prescribed by RULE 1, subject to the free and unrestrained right of independent action accorded subscribers by Section XII of the Modified Section 5a Agreement dated February 1, 1958, or such rate as may from time to time be lawfully prescribed by the Interstate Commerce Commission.

RULE 1B

A subscriber interchanging railroad freight cars with a common carrier by water shall pay the per diem for the days such cars are in the possession of the water carrier and until such cars are again interchanged to a subscriber.

Note: 1 — The following roads have placed their refrigerator cars on a mileage basis under the provisions of this rule at rates prescribed by Per Diem Rule 18:

Railroad	Date Effective
Atchison, Topeka and Santa Fe	August 31, 1920
Bangor and Aroostook	September 1, 1950
*Colorado & Southern	December 1, 1960
Grand Trunk Western	January 1, 1942
Northern Pacific	January 1, 1924
Sacramento Northern	December 1, 1961
Tidewater Southern	December 1, 1957
Western Pacific	July 1, 1956

*Cancel - Effective January 1, 1965.

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 Agent H. R. Hinsch's Mileage Tariff No. 7 Series. 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])	Cents
Flat	BLF	4.0
Flat	FD; FG; FW	4.0
Flat	FM of 151,000 pounds and over nominal capacity	4.0
Gondola	GA;GD;GE;GH;GRA;GS;GT;GW. (See Note 1)	1.5
Gondola	GB. (See Note 1)	0.6
Hopper	HD; HE; HF; HFA; HFB; HK; HM; HMA; HT; HTA. (See Note 1)	3.75
Horse	BH; SH	1.0
House	BMT	5.5
Milk	BM; BMR	2.5
Refrigerator Express	BP; BR; BS	6.0
Refrigerator	RA; RCD; RP; RPL; RS; RSTC	4.85
Refrigerator	RAM; RPM; RSM; RSTM	5.0
Refrigerator	RB; RBL	4.85
Special	LFA; LP	1.5
Special	LF; LG; LM; LO; LU	5.5
Special	LRC	4.35
Special	LS	4.0
Stock	SC; SD; SF; SM	2.95
Stock	SP	2.5
Tank	TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT	

MILEAGE rate allowance for tank cars of the foregoing mechanical designation should be: (SEE EXCEPTIONS OF INDIVIDUAL RAILROADS)

NOTE: Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division, A.A.R., in the "Tank Car Master List."

VALUE PER CAR DEPRECIATED

Effective October 1, 1964	Mileage rate group	
Under $2,001	1	5.5
2,001 to 16,000	2	5.5
Over 16,000	3	9.0
Effective January 1, 1965		
Under $2,001	1	4.8
2,001 to 16,000	2	6.0
Over 16,000	3	9.0
Effective January 1, 1966		
Under $2,001	1	4.1
2,001 to 16,000	2	6.5
Over 16,000	3	9.0

All other freight cars		0.6

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

EXCEPTIONS TO RULE 18:

EXCEPTION No. 1 to Application and Rules (Applies Only on Tank Cars)

(a) Effective November 10, 1964, the carriers named in Note A of this exception will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars thirty years or less of age (See Note 1) with an original cost to the owner of $16,001 or more, except on cars manufactured by the owner, the allowance of 18 cents (18¢) per loaded car mile will apply on cars having an original fair market value of $16,001 or more. Such cost or value must be certified and registered with the Manager, Car Accounting, Southern Railway Company, Atlanta, Ga., subject to verification by the carriers.

Note 1 - When tank and underframe were manufactured in different years, the year of the manufacture of the underframe will determine the age of the car.

(b) Effective November 10, 1964, except as provided for in Paragraph (a), carriers named in Note A of this exception will pay mileage allowance per loaded car mile on tank cars as provided below:

TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT...
MILEAGE rate allowance for tank cars of the foregoing mechanical designations should be:

Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division, A.A.R., in the "Tank Car Master List."

VALUE PER CAR DEPRECIATED

Effective November 10, 1964	Mileage rate group	Per Mile cents
Under $2,001	1	11
2,001 to 16,00	2	11
Over 16,000	3	18
Effective January 1, 1965		
Under $2,001	1	9.6
2,001 to 16,000	2	12
Over 16,000	3	18
Effective January 1, 1966		
Under $2,001	1	8.2
2,001 to 16,000	2	13
Over 16,000	3	18

(c) Mileage will be computed on basis of the shortest distance over the routes of the lines shown in Note A, based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

(d) Tank cars covered by this exception will be moved empty without charge between stations or junction points on the lines named in Note A of this exception, except that when any part of the mileage allowance for the immediately preceding loaded movement of cars is paid at a rate in excess of the allowances shown in Paragraphs (a) and (b) of this exception, and the carriers named in Note A did not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car provided for in this exception.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, will not apply to these cars, except that loaded mileage from the effective date hereof through December 31, 1964, may be used in payment for excess empty mileage as of June 30, 1964.

Except as provided hereto in this exception to this Rule, the companies listed in Note (a) hereto will continue to be subject to the provisions of Mileage Tariff 7-S, H. R. Hinsch, Agent, I.C.C. H-16, and Rule 18 of this Code.

(Per Diem Rule 18 is continued on Page 139900-12 1/2 A)

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

Rule 18 - Continued

NOTE (a) (Exception No. 1 to Application and Rules)
- Alabama Great Southern Railroad Company (The)
- Albany and Northern Railway Company
- Atlantic and East Carolina Railway Company
- Camp Lejeune Railroad Company
- Carolina and Northwestern Railway Company
- Central of Georgia Railway Company
- Chattanooga Traction Company
- Cincinnati, New Orleans and Texas Pacific Railway Company (The)
- Georgia & Florida Railway Company
- Georgia Southern and Florida Railway Company
- Harriman and Northeastern Railroad Company
- Interstate Railroad Company
- Live Oak, Perry & Gulf Railroad Company
- Louisiana Southern Railway Company
- New Orleans and Northeastern Railroad Company
- New Orleans Terminal Company
- Savannah & Atlanta Railway Company
- South Georgia Railway Company (The)
- Southern Railway Company
- State University Railroad Company
- Wrightsville & Tennille Railroad Company

EXCEPTION No. 2 to Application and Rules (Applies Only on Tank Cars)

(a) Effective November 10, 1964, the Richmond, Fredericksburg & Potomac Railroad Company will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars thirty years or less of age (See Note 1) with an original cost to the owner of $16,001 or more, except on cars manufactured by the owner, the allowance of 18 cents (18¢) per loaded car mile will apply on cars having an original fair market value of $16,001 or more. Such cost or value must be certified and registered with the Car Accountant, Richmond, Fredericksburg & Potomac Railroad Company, Broad Street Station, Richmond, Virginia, subject to verification by the carriers.

Note 1 - When tank and underframe were manufactured in different years, the year of the manufacture of the underframe will determine the age of the car.

(b) Effective November 10, 1964, except as provided for in Paragraph (a), the Richmond, Fredericksburg & Potomac Railroad Company will pay mileage allowance per loaded car mile on tank cars as provided below:

Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division, A.A.R., in the "Tank Car Master List."

TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT... MILEAGE rate allowance for tank cars of the foregoing mechanical designations should be:

VALUE PER CAR DEPRECIATED

Effective November 10, 1964	Mileage rate group	Per Mile cents
Under $2,001	1	11
2,001 to 16,00	2	11
Over 16,000	3	18
Effective January 1, 1965		
Under $2,001	1	9.6
2,001 to 16,000	2	12
Over 16,000	3	18
Effective January 1, 1966		
Under $2,001	1	8.2
2,001 to 16,000	2	13
Over 16,000	3	18

(c) Mileage will be computed on basis of the shortest distance over the route of the Richmond, Fredericksburg & Potomac Railroad Company, based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

(d) Tank cars covered by this exception will be moved empty without charge between stations or junction points on the Richmond, Fredericksburg & Potomac Railroad Company, except that when any part of the mileage allowance for the immediately preceding loaded movement of cars is paid at a rate in excess of the allowances shown in Paragraphs (a) and (b) of this exception, and the Richmond, Fredericksburg & Potomac Railroad Company did not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car provided for in this exception.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, will not apply to these cars, except that loaded mileage from the effective date hereof through December 31, 1964, may be used in payment for excess empty mileage as of June 30, 1964.

Except as provided in this exception to this rule, the Richmond, Fredericksburg & Potomac Railroad Company, will continue to be subject to the provisions of Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, and Rule 18 of this Code.

EXCEPTION No. 3 to Application and Rules (Applies Only on Tank Cars)

(a) Effective November 10, 1964, the Louisville & Nashville Railroad Company will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars thirty years or less of age (See Note 1) with an original cost to the owner of $16,001 or more, except on cars manufactured by the owner, the allowance of 18 cents (18¢) per loaded car mile will apply on cars having an original fair market value of $16,001 or more. Such cost or value must be certified and registered with the Manager, Car Accounting, Louisville & Nashville Railroad, Louisville, Kentucky, subject to verification by the carriers.

Note 1 - When tank and underframe were manufactured in different years, the year of the manufacture of the underframe will determine the age of the car.

(b) Effective November 10, 1964, except as provided for in Paragraph (a), the Louisville & Nashville Railroad Company will pay mileage allowance per loaded car mile on tank cars as provided below:

Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division A.A.R., in the "Tank Car Master List."

TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT... MILEAGE rate allowance for tank cars of the foregoing mechanical designations should be:

VALUE PER CAR DEPRECIATED

Effective November 10, 1964	Mileage rate group	Per Mile cents
Under $2,001	1	11
2,001 to 16,00	2	11
Over 16,000	3	18
Effective January 1, 1965		
Under $2,001	1	9.6
2,001 to 16,000	2	12
Over 16,000	3	18
Effective January 1, 1966		
Under $2,001	1	8.2
2,001 to 16,000	2	13
Over 16,000	3	18

(c) Mileage will be computed on basis of the shortest distance over the route of the Louisville & Nashville Railroad Company, based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

(d) Tank cars covered by this exception will be moved empty without charge between stations or junction points on the Louisville & Nashville Railroad Company, except that when any part of the mileage allowance for the immediately preceding loaded movement of cars is paid at a rate in excess of the allowances shown in Paragraphs (a) and (b) of this exception, and the Louisville & Nashville Railroad Company, did not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car provided for in this exception.

(Per Diem Rule 18 is continued on Page 139900-12 1/2B)

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

Rule 18 - Continued

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, will not apply to these cars except that loaded mileage from the effective date hereof through December 31, 1964, may be used in payment for excess empty mileage as of June 30, 1964.

Except as provided in this exception to this rule, the Louisville & Nashville Railroad Company, will continue to be subject to the provisions of Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, and Rule 18 of this Code.

EXCEPTION No. 4 to Application and Rules (Applies Only on Tank Cars)

Applicable only between stations or junction points on Gulf, Mobile and Ohio Railroad, St. Louis, Mo., East St. Louis, Ill., and South.

(a) Effective November 10, 1964, the Gulf, Mobile and Ohio Railroad Company will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars thirty years or less of age (See Note 1) with an original cost to the owner of $16,001 or more, except on cars manufactured by the owner, the allowance of 18 cents (18¢) per loaded car mile will apply on cars having an original fair market value of $16,001 or more. Such cost or value must be certified and registered with the Manager, Car Accounting, Gulf, Mobile and Ohio Railroad Company, Mobile, Alabama, subject to verification by the carriers.

Note 1 - When tank and underframe were manufactured in different years, the year of the manufacture of the underframe will determine the age of the car.

(b) Effective November 10, 1964, except as provided for in Paragraph (a), the Gulf, Mobile and Ohio Railroad Company will pay mileage allowance per loaded car mile on tank cars as provided below:

Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division, A.A.R., in the "Tank Car Master List."

TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT... MILEAGE rate allowance for tank cars of the foregoing mechanical designations should be:

VALUE PER CAR DEPRECIATED

Effective November 10, 1964

	Mileage rate group	Per Mile cents
Under $2,001	1	11
2,001 to 16,00	2	11
Over 16,000	3	18

Effective January 1, 1965

Under $2,001	1	9.6
2,001 to 16,000	2	12
Over 16,000	3	18

Effective January 1, 1966

Under $2,001	1	8.2
2,001 to 16,000	2	13
Over 16,000	3	18

(c) Mileage will be computed on basis of the shortest distance over the route of the Gulf, Mobile and Ohio Railroad Company, based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

(d) Tank cars covered by this exception will be moved empty without charge between stations or junction points on the Gulf, Mobile and Ohio Railroad Company, except that when any part of the mileage allowance for the immediately preceding loaded movement of cars is paid at a rate in excess of the allowances shown in Paragraphs (a) and (b) of this exception, and the Gulf, Mobile and Ohio Railroad Company, did not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car provided for in this exception.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, will not apply to these cars except that loaded mileage from the effective date hereof through December 31, 1964, may be used in payment for excess empty mileage as of June 30, 1964.

Except as provided in this exception to this rule, the Gulf, Mobile and Ohio Railroad Company, will continue to be subject to the provisions of Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, and Rule 18 of this Code.

EXCEPTION No. 5 to Application and Rules (Applies Only on Tank Cars)

(a) Effective November 10, 1964, The Atlanta and West Point Rail Road Company, The Western Railway of Alabama and the Georgia Railroad will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars thirty years or less of age (See Note 1) with an original cost to the owner of $16,001 or more, except on cars manufactured by the owner, the allowance of 18 cents (18¢) per loaded car mile will apply on cars having an original fair market value of $16,001 or more. Such cost or value must be certified and registered with the Car Accountant, The Atlanta and West Point Rail Road Company, The Western Railway of Alabama and the Georgia Railroad, Atlanta, Georgia, subject to verification by the carriers.

Note 1 - When tank and underframe were manufactured in different years, the year of the manufacture of the underframe will determine the age of the car.

(b) Effective November 10, 1964, except as provided for in Paragraph (a), The Atlanta and West Point Rail Road Company, The Western Railway of Alabama and the Georgia Railroad, will pay mileage allowance per loaded car mile on tank cars as provided below:

Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division, A.A.R., in the "Tank Car Master List."

TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT... MILEAGE rate allowance for tank cars of the foregoing mechanical designations should be:

VALUE PER CAR DEPRECIATED

Effective November 10, 1964

	Mileage rate group	Per Mile cents
Under $2,001	1	11
2,001 to 16,00	2	11
Over 16,000	3	18

Effective January 1, 1965

Under $2,001	1	9.6
2,001 to 16,000	2	12
Over 16,000	3	18

Effective January 1, 1966

Under $2,001	1	8.2
2,001 to 16,000	2	13
Over 16,000	3	18

(c) Mileage will be computed on basis of the shortest distance over the route of The Atlanta and West Point Rail Road Company, The Western Railway of Alabama and the Georgia Railroad based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

(d) Tank cars covered by this exception will be moved empty without charge between stations or junction points on The Atlanta and West Point Rail Road Company, The Western Railway of Alabama and the Georgia Railroad, except that when any part of the mileage allowance for the immediately preceding loaded movement of cars is paid at a rate in excess of the allowances shown in Paragraphs (a) and (b) of this exception, and The Atlanta and West Point Rail Road Company, The Western Railway of Alabama and the Georgia Railroad did not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car provided for in this exception.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, will not apply to these cars, except that loaded mileage from the effective date hereof through December 31, 1964, may be used in payment for excess empty mileage as of June 30, 1964.

Except as provided in this exception to this rule, The Atlanta and West Point Rail Road, The Western Railway of Alabama and the Georgia Railroad will continue to be subject to the provisions of Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, and Rule 18 of this Code.

(Per Diem Rule 18 is continued on Page 139900-12 1/2 C)

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

Rule 18 - Continued

EXCEPTION No. 6 to Application and Rules (Applies Only on Tank Cars)

Subject to provisions of Note 1

(a) Effective November 10, 1964, the Illinois Central Railroad Company will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars thirty years or less of age (See Note 2) with an original cost to the owner of $16,001 or more, or on manufacturer owned cars with an original fair market value of $16,001 or more, when such cost is certified and registered with the Car Accountant, Illinois Central Railroad Company, Chicago, Illinois, subject to verification by the carriers.

Note 1 - Applies only over that portion of the Illinois Central Railroad Company lying east of the Mississippi River and on and south of Bluford, Browns, Centralia and East St. Louis, Illinois or Louisville, Kentucky

Note 2 - When tank and underframe were manufactured in different years, the year of the manufacture of the underframe will determine the age of the car.

(b) Effective November 10, 1964, except as provided for in Paragraph (a), the Illinois Central Railroad Company will pay mileage allowances per loaded car mile on tank cars as provided below:

TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT... MILEAGE rate allowance for tank cars of the foregoing mechanical designations should be:

Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division, A.A.R., in the "Tank Car Master List."

VALUE PER CAR DEPRECIATED	Mileage rate group	Per Mile cents
Effective November 10, 1964		
Under $2,001	1	11
2,001 to 16,00	2	11
Over 16,000	3	18
Effective January 1, 1965		
Under $2,001	1	9.6
2,001 to 16,000	2	12
Over 16,000	3	18
Effective January 1, 1966		
Under $2,001	1	8.2
2,001 to 16,000	2	13
Over 16,000	3	18

(c) Mileage will be computed on basis of the shortest distance over the route of the Illinois Central Railroad Company based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

(d) Tank cars covered by this exception will be moved empty without charge between stations or junction points on the Illinois Central Railroad Company, except that when any part of the mileage allowance for the immediately preceding loaded movement of cars is paid at a rate in excess of the allowances shown in Paragraphs (a) and (b) of this exception, and the Illinois Central Railroad Company did not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car provided for in this exception.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, will not apply to these cars.

Except as provided in this exception to this rule, the Illinois Central Railroad Company will continue to be subject to the provisions of Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, and Rule 18 of this Code.

EXCEPTION No. 7 to Application and Rules (Applies Only on Tank Cars)

Subject to provisions of Note 1

(a) Effective November 10, 1964, the Louisiana & Arkansas Railway Company will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars thirty years or less of age (See Note 2) with an original cost to the owner of $16,001 or more, or on manufacturer owned cars with an original fair market value of $16,001 or more, when such cost is certified and registered with Car Accountant, Louisiana & Arkansas Railway Company, Kansas City, Missouri, subject to verification by the carriers.

Note 1 - Applies only over that portion of the Louisiana & Arkansas Railway lying east of the Mississippi River.

Note 2 - When tank and underframe were manufactured in different years, the year of the manufacture of the underframe will determine the age of the car.

(b) Effective November 10, 1964, except as provided for in Paragraph (a), the Louisiana & Arkansas Railway Company will pay mileage allowances per loaded car mile on tank cars as provided below:

TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT... MILEAGE rate allowance for tank cars of the foregoing mechanical designations should be:

Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division, A.A.R., in the "Tank Car Master List."

VALUE PER CAR DEPRECIATED	Mileage rate group	Per Mile cents
Effective November 10, 1964		
Under $2,001	1	11
2,001 to 16,00	2	11
Over 16,000	3	18
Effective January 1, 1965		
Under $2,001	1	9.6
2,001 to 16,000	2	12
Over 16,000	3	18
Effective January 1, 1966		
Under $2,001	1	8.2
2,001 to 16,000	2	13
Over 16,000	3	18

(c) Mileage will be computed on basis of the shortest distance over the route of the Louisiana & Arkansas Railway Company based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

(d) Tank cars covered by this exception will be moved empty without charge between stations or junction points on the Louisiana & Arkansas Railway Company, except that when any part of the mileage allowance for the immediately preceding loaded movement of cars is paid at a rate in excess of the allowances shown in Paragraphs (a) and (b) of this exception, and the Louisiana & Arkansas Railway Company did not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car provided for in this exception.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, will not apply to these cars.

Except as provided in this exception to this rule, the Louisiana & Arkansas Railway Company, will continue to be subject to the provisions of Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, and Rule 18 of this Code.

EXCEPTION No. 8 to Application and Rules (Applies Only on Tank Cars)

(a) The rules, mileage rate allowances and other provisions of this exception apply for account of the Piedmont and Northern Railway Company. Except as provided in this exception provisions of Agent Hinsch's Mileage Tariff No. 7, ICC H-16, will continue to apply for account of the Piedmont and Northern Railway Company.

(b) Rule 3, Equalization of Mileage on Tank Cars, Item 120 of Agent Hinsch's Mileage Tariff No. 7, ICC H-16, will not apply on tank car movements over the Piedmont and Northern Railway Company, except that loaded mileage from the effective date hereof through December 31, 1964, may be used in payment for excess empty mileage as of June 30, 1964.

(Per Diem Rule 18 is continued on Page 139900-12 1/2D)

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

Rule 18 - Continued

EXCEPTION No. 8 continued

(c) Except as provided in Paragraphs (d) and (e) the mileage allowance for an individual tank car will be made at the rate named below to be determined for that car according to its mileage rate group assignment as shown in Section 3 of Agent Hinsch's Mileage Tariff No. 7, ICC H-16.

Mileage Rate Group	Rate Per Loaded Car Mile	Unless sooner canceled or changed the rates named apply: On and After	Until
1	15.0 cents	October 12,1964	Midnight December 31,1964
2	15.0 cents		
1	13.6 cents	January 1,1965	Midnight December 31,1965
2	16.0 cents		
1	12.2 cents	January 1,1966	Until canceled or changed
2	17.0 cents		
3	22.0 cents	October 12,1964	Until canceled or changed

(d) Except as provided for in Paragraph (e) the mileage allowance for a tank car with original cost to owner of $16,001, or more, when such cost is certified and registered with the car accounting officer designated in Paragraph (a), will be made at rate of:

22.0 cents per loaded car mile

(e) For a loaded tank car movement immediately preceding an empty movement over any carrier that had not participated in the immediately preceding loaded movement and where the routing of the empty movement was attributable to a transfer of the car from one use assignment to another or to incomplete or erroneous empty return instructions, the mileage allowance will be made at the rate named below:

Mileage Rate Group	Rate Per Loaded Car Mile	Unless sooner canceled or changed the rates named apply:: On and After	Until
1	11.0 cents	October 12,1964	Midnight December 31,1964
2	11.0 cents		
1	9.6 cents	January 1,1965	Midnight December 31,1965
2	12.0 cents		
1	8.2 cents	January 1,1966	Until canceled or changed
2	13.0 cents		
3	18.0 cents	October 12,1964	Until canceled or changed

For a tank car with an original cost to owner of $16,001, or more, when such cost is certified and registered with the car accounting officer designated in Paragraph (a), the mileage allowance will be made at rate of:

18.0 cents per loaded car mile

(f) Tank cars handled under the provisions of Paragraphs (c) and (d) will be moved empty at charge of 4 cents (4¢) per mile which will be debited against car owner in monthly mileage settlements. No charge will be made for empty movements of cars subject to the provisions of Paragraph (e). No allowance will be made for empty car mileage.

EXCEPTION No. 9 to Application and Rules (Applies Only on Tank Cars)

Effective October 12, 1964, Rules, Regulations, Rates and Other Provisions published in Agent Hinsch's Mileage Tariff No. 7 Series (Item 94) for account of:

Seaboard Air Line Railroad Company
Gainesville Midland Railroad Company
Tavares & Gulf Railroad Company

to apply on tank cars owned by shippers will also apply for account of these lines on private tank cars of other ownerships. Mileage allowance at the rate of 22¢ per loaded mile will be made on tank cars with original cost to owner of $16,001, or more, or on manufacturer owned tank cars with an original fair market value of $16,001 or more, when such cost or value is certified and registered with the car accounting officer named in Item 94 of Mileage Tariff No. 7 Series. On all other cars covered by this exception the mileage rate group applicable to individual cars will be as assigned by the Operating-Transportation Division, AAR, in the "Tank Car Master List."

EXCEPTION No. 10 to Application and Rules (Applies Only on Tank Cars)

(a) Effective November 10, 1964, the carriers named in Note A of this exception will pay a mileage rate allowance of 18 cents (18¢) per loaded car mile on all tank cars thirty years or less of age (See Note 1) with an original cost to the owner of $16,001 or more, except on cars manufactured by the owner, the allowance of 18 cents (18¢) per loaded car mile will apply on cars having an original fair market value of $16,001 or more. Such cost or value must be certified and registered with the Auditor Car Service Accounts, Atlantic Coast Line Railroad Company, 500 Water Street, Jacksonville, Florida, 32202, subject to verification by the carriers.

Note 1 - When tank and underframe were manufactured in different years, the year of the manufacture of the underframe will determine the age of the car.

(b) Effective November 10, 1964, except as provided for in Paragraph (a), carriers named in Note A of this exception will pay mileage rate allowance per loaded car mile on tank cars as provided below:

	TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT... MILEAGE rate allowance for tank cars of the foregoing mechanical designations should be:		
	VALUE PER CAR DEPRECIATED		
Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division, A.A.R., in the "Tank Car Master List."	Effective November 10,1964	Mileage rate group	Per Mile cents
	Under $2,001	1	11
	2,001 to 16,00	2	11
	Over 16,000	3	18
	Effective January 1,1965		
	Under $2,001	1	9.6
	2,001 to 16,000	2	12
	Over 16,000	3	18
	Effective January 1, 1966		
	Under $2,001	1	8.2
	2,001 to 16,000	2	13
	Over 16,000	3	18

(c) Mileage will be computed on basis of the shortest distance over the routes of the lines shown in Note A, based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

(d) Tank cars covered by this exception will be moved empty without charge between stations or junction points on the lines named in Note A of this exception, except that when any part of the mileage allowance for the immediately preceding loaded movement of cars is paid at a rate in excess of the allowances shown in Paragraph (a) and (b) of this exception, and the carriers named in Note A did not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car provided for in this exception.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, will not apply to these cars, except that loaded mileage from the effective date hereof through December 31, 1964, may be used in payment for excess empty mileage as of June 30, 1964.

Except as provided in this exception to this rule, the companies listed in Note A hereto will continue to be subject to the provisions of Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, and Rule 18 of this Code.

NOTE A:

Atlantic Coast Line Railroad Company
Columbia, Newberry and Laurens Railroad Company
East Carolina Railway
Rockingham Railroad Company
Tampa Southern Railroad Company
Virginia and Carolina Southern Railroad Company

(Per Diem Rule 18 is continued on Page 139900-12 1/2E)

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

Rule 18 - Continued

EXCEPTION No. 11 to Application and Rules (Applies Only on Tank Cars)

(a) Effective November 10, 1964, the Clinchfield Railroad Company will pay a mileage rate allowance of 18 cents (18¢) per loaded car mile on all tank cars thirty years or less of age (See Note 1) with an original cost to the owner of $16,001 or more, except on cars manufactured by the owner, the allowance of 18 cents (18¢) per loaded car mile will apply on cars having an original fair market value of $16,001 or more. Such cost or value must be certified and registered with the Car Accountant, Clinchfield Railroad Company, Nolichucky Avenue, Erwin, Tennessee, subject to verification by the carrier

Note 1 - When tank and underframe were manufactured in different years, the year of the manufacture of the underframe will determine the age of the car.

(b) Effective November 10, 1964, except as provided for in Paragraph (a), the Clinchfield Railroad Company will pay mileage rate allowance per loaded car mile on tank cars as provided below:

Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division A.A.R., in the "Tank Car Master List."

TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT... MILEAGE rate allowance for tank cars of the foregoing mechanical designations should be:

VALUE PER CAR DEPRECIATED

	Mileage rate group	Per Mile cents
Effective November 10, 1964		
Under $2,001	1	11
2,001 to 16,00	2	11
Over 16,000	3	18
Effective January 1, 1965		
Under $2,001	1	9.6
2,001 to 16,000	2	12
Over 16,000	3	18
Effective January 1, 1966		
Under $2,001	1	8.2
2,001 to 16,000	2	13
Over 16,000	3	18

(c) Mileage will be computed on basis of the shortest distance over the route of the Clinchfield Railroad Company, based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

(d) Tank cars covered by this exception will be moved empty without charge between stations or junction points on the Clinchfield Railroad except that when any part of the mileage allowance for the immediately preceding loaded movement of cars is paid at a rate in excess of the allowances shown in Paragraphs (a) and (b) of this exception, and the Clinchfield Railroad Company did not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car provided for in this exception.

The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, will not apply to these cars, except that loaded mileage from the effective date hereof through December 31, 1964, may be used in payment for excess empty mileage as of June 30, 1964.

Except as provided in this exception to this rule, the Clinchfield Railroad Company will continue to be subject to the provisions of Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, and Rule 18 of this Code.

EXCEPTION No. 12 to Application and Rules (Applies Only on Tank Cars)

Subject to provisions of Note 1

(a) Effective November 10, 1964, the carriers named in Note A of this exception will pay a mileage allowance of 18 cents (18¢) per loaded car mile on all tank cars thirty years or less of age (See Note 2) with an original cost to the owner of $16,001 or more, or on manufacturer owned cars with an original fair market value of $16,001 or more, when such cost is certified and registered with the railroads named in Note A, subject to verification by the carriers.

Note 1 - Application in connection with the St. Louis-San Francisco Railway Company...Applies only over that portion of the St. Louis-San Francisco Railway Company lying east of the Mississippi River and also for distances over the St. Louis-San Francisco Railway Company (through Cape Girardeau, Chaffee, Sikeston, Steele, Mo., Osceola and Stacy, Ark.) from, to or via St. Louis, Mo.-E. St. Louis, Ill. on the one hand and from, to or via Memphis, Tenn. on the other hand.

Note 2 - When tank and underframe were manufactured in different years, the year of the manufacture of the underframe will determine the age of the car.

(b) Effective November 10, 1964, except as provided for in Paragraph (a), the carriers named in Note A will pay mileage allowances per loaded car mile on tank cars as provided below:

Mileage rate group applicable to individual cars will be assigned by the Operating-Transportation Division A.A.R., in the "Tank Car Master List."

TA; TAI; TG; TGI; TL; TLI; TM; TMI; TMU; TP; TPA; TPAI; TPI; TR; TRI; TVI; TW; TWI; XT... MILEAGE rate allowance for tank cars of the foregoing mechanical designations should be:

VALUE PER CAR DEPRECIATED

	Mileage rate group	Per Mile cents
Effective November 10, 1964		
Under $2,001	1	11
2,001 to 16,00	2	11
Over 16,000	3	18
Effective January 1, 1965		
Under $2,001	1	9.6
2,001 to 16,000	2	12
Over 16,000	3	18
Effective January 1, 1966		
Under $2,001	1	8.2
2,001 to 16,000	2	13
Over 16,000	3	18

(c) Mileage will be computed on basis of the shortest distance over the routes of the lines shown in Note A based on the freight mileage tables published in tariffs lawfully on file with the Interstate Commerce Commission or State Railroad Commissions from station of origin or station at which received from connecting line to destination station or to station at which delivered to connecting line. Mileage between industry or public track and freight station at station of origin or destination will not be allowed.

(d) Tank cars covered by this exception will be moved empty without charge between stations or junction points on the carriers named in Note A, except that when any part of the mileage allowance for the immediately preceding loaded movement of cars is paid at a rate in excess of the allowances shown in Paragraphs (a) and (b) of this exception and the carriers named in Note A did not participate in that movement, Item 81400 of Uniform Freight Classification No. 7 will apply.

No allowance will be made for empty mileage of any car provided for in this exception.

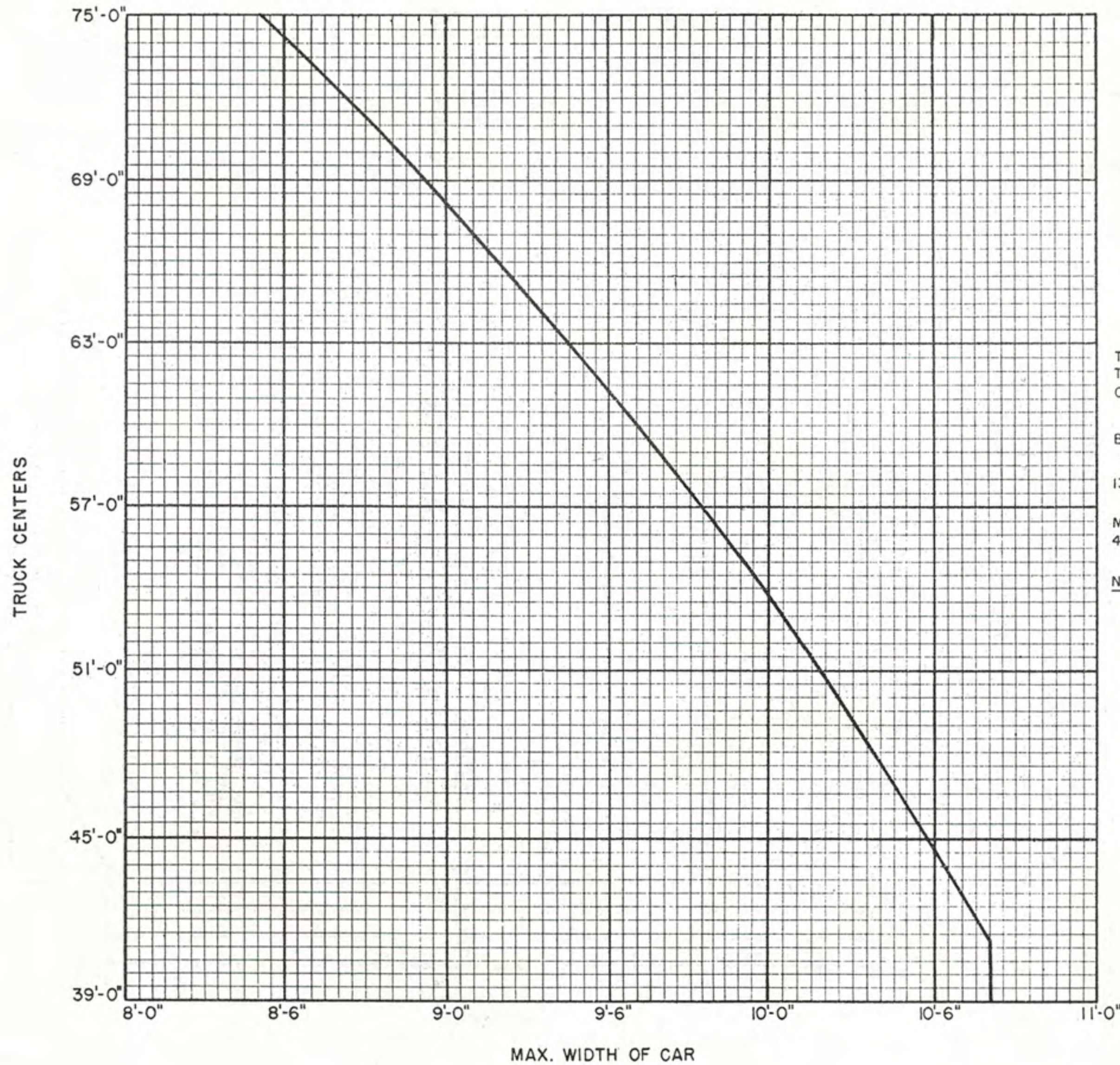
The provisions of Item 120, Rule 3, Equalization of Mileage on Tank Cars, Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, will not apply to these cars.

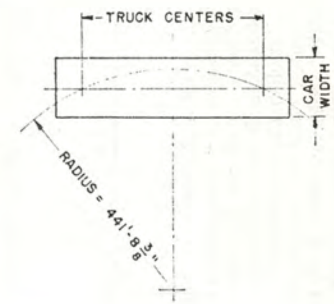
Except as provided in this exception to this rule, the carriers named in Note A will continue to be subject to the provisions of Mileage Tariff 7-S, H. R. Hinsch, Agent, ICC H-16, and Rule 18 of this Code.

NOTE A

Column 1 Name of Railroad	Column 2 Car Accounting Officer
Alabama, Tennessee and Northern Railroad Company St. Louis-San Francisco Railway Company	V. R. McKenna, Car Accountant, Springfield, Mo., 65802

/FOR RULE 19 SEE 139900-13/





THE REDUCTION IN WIDTH IS PREDICATED ON THE BASE CAR, DEFINED ON PLATE B, AND ON A 13° CURVE.

BASE CAR – (EXTREME WIDTH 10'-8"
(TRUCK CENTERS 41'-3"

13° CURVE = 441'-8$\frac{3}{8}$" RADIUS.

MAXIMUM SWINGOUT AT CENTER OF CAR WITH 41'-3" TRUCK CENTERS = 5$\frac{3}{4}$"

NOTE: THE MAXIMUM WIDTHS SHOWN ARE BASED ON THE SWINGOUT AT CENTER OF CAR WHICH USUALLY GOVERNS, BUT ON CARS WITH LONG OVERHANGS THE SWINGOUT AT ENDS OF CAR MUST ALSO BE CHECKED.

NOTE: FOR USE WITH PLATE "B"

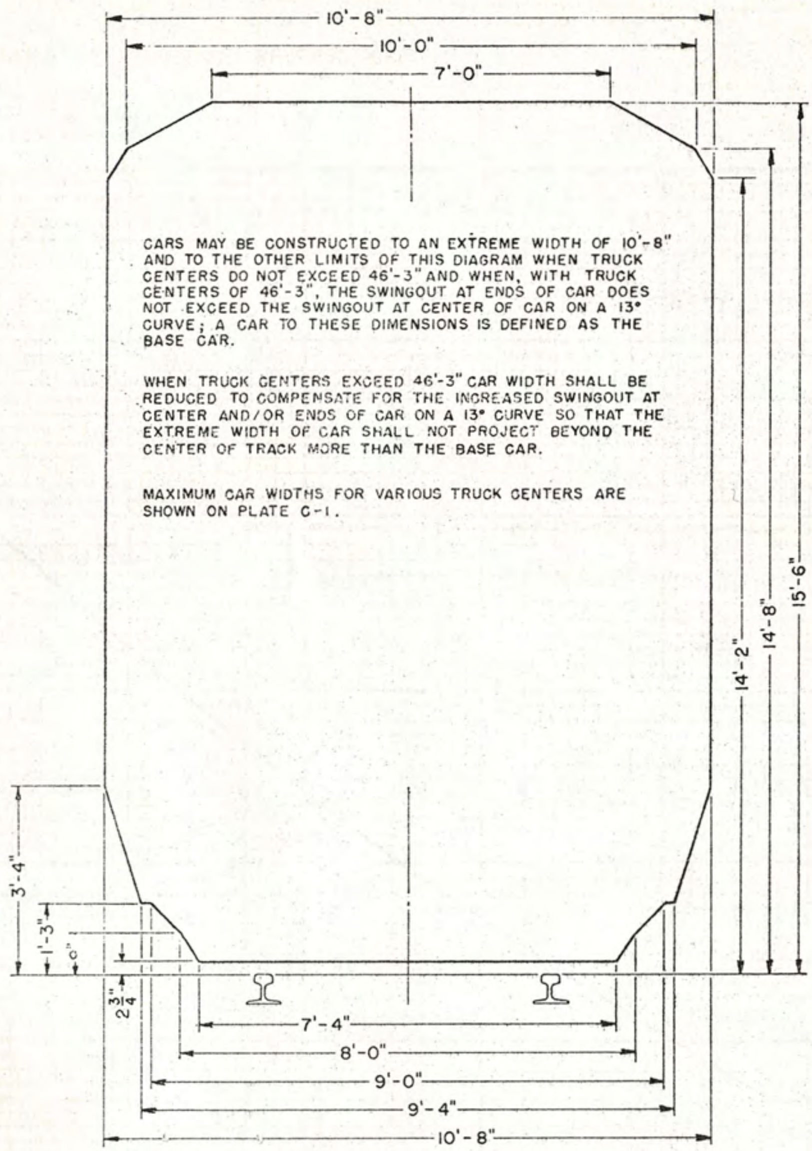
MAXIMUM WIDTH OF CARS WITH VARIOUS TRUCK CENTERS
STANDARD
ADOPTED, 1962; REVISED, 1963

ASSOCIATION OF AMERICAN RAILROADS
MECHANICAL DIVISION

DATE: MARCH 1, 1964 | PLATE B-1

EQUIPMENT DIAGRAM
FOR LIMITED INTERCHANGE SERVICE
(WILL CLEAR OVER 95% OF TOTAL MILEAGE)
STANDARD
ADOPTED, 1963
ASSOCIATION OF AMERICAN RAILROADS
MECHANICAL DIVISION
DATE: MARCH 1, 1964 | PLATE C

UNRESTRICTED ON ALL ROADS EXCEPT ON CERTAIN ROUTES OF THOSE ROADS SHOWN BELOW.
FOR SPECIFIC RESTRICTED AREAS ON SUCH ROADS SEE "RAILWAY LINE CLEARANCES".



THE 2-3/4" ABOVE TOP OF RAIL IS ABSOLUTE MINIMUM UNDER ANY AND ALL CONDITIONS OF LADING, OPERATION, AND MAINTENANCE.

Ann Arbor Railroad Company
Baltimore and Ohio Railroad
Boston and Maine Railroad
Canadian National Railways
Canadian Pacific Railway
Central Railroad Company of New Jersey
Chesapeake and Ohio Railway
Chicago and North Western Railway
Denver Union Terminal Railway
Detroit, Toledo and Ironton Railroad
Erie-Lackawanna Railroad
Gulf, Mobile and Ohio Railroad
Illinois Central Railroad
Kansas City Southern Railway
Lehigh Valley Railroad
Long Island Rail Road
Louisiana and Arkansas Railway
Louisville and Nashville Railroad
Manufacturers Railway Company
Missouri Pacific Railroad
New York Central Railroad
New York, Chicago and St. Louis Railroad
New York, New Haven and Hartford Railroad
Norfolk and Western Railway
Northwestern Pacific Railroad
Pennsylvania Railroad
Reading Company
St. Louis-San Francisco Railway
Southern Pacific Company
Southern Railway System
Terminal Railroad Association of St. Louis
Union Railroad Company
Western Maryland Railway

Chicago, Sept. 14, 1965

File: 560-400-500-R

Subject: Corn, in bulk, in open top hopper cars from various Monon RR Origins to Louisville, Ky.

Important Circular to All Monon RR Agents:

Effective September 20, 1965, in Item 440, Supplement 17 to Monon Tariff 520, ICC 48, there will be a reduced level of Non-Transit rates on Corn, in bulk, from various Monon origins to Louisville, Ky.

These rates will only apply in open top hopper cars with a minimum weight of 120,000 pounds per car, except when car is loaded to full visible capacity actual weight, but not less than 100,000 will apply.

Also, these rates will be subject to Non-transit application shown in Item 381; Special provisions for Protective covering as shown in Item 382; also, switching absorption as shown in Item 383. All items referred to are in Tariff 520.

For rates and application consult the closest Agency that has a Tariff file. Agencies that keep a complete tariff file are located at So. Hammond, Indianapolis, Lafayette, Michigan City, Bloomington and New Albany. Also, if in any doubt, consult the undersigned at GFO, Chicago.

J. Riley

JR:lg

January 7, 1966

File: 995-560-J
cc TEA 585-40
cc Monon Notice 568-A
Amendment No. 1
" " 2
" " 3
" " 5

Subject: Grain, excluding Soybeans, from Central Territory origins to Baltimore, Md. and Philadelphia, Pa., for export.

TO ALL FREIGHT TRAFFIC REPRESENTATIVES: AND FREIGHT AGENTS

Please refer to Monon Notice 568-A, Amendment No. 3, dated November 25, 1965 and to Amendment No. 5, dated December 2, 1965, regarding our desire to participate in Commodity Group C-6, Single Car rates, covered by the above subject.

We are now included in routing to Baltimore, Md. from Stations 60-St. John, Ind. to 385-Francesville, Ind. via the following route:

178 Monon-Delphi, Frankfort or Indianapolis, Ind.-N&W-Connellsville, Pa.-WM

The route to Baltimore, Md. from Stations 395-Reynolds, Ind. to 1020-French Lick, Ind, is as follows:

179 Monon-Lafayette or Linden, Ind.-N&W-Connellsville, Pa.-WM

Also, the new route to Philadelphia, Pa. from Stations 60-St. John, Ind. to 1020-French Lick, Ind. is viz:

177 Monon-Alida or Mitchell, Ind.-B&O-Cherry Run, W.Va.-WM-Shippensburg (Lurgan), Pa.- R Co.

The above routes have been published in Supplement 98 to TL-CTRTB Tariff C/TN 245-I ICC C-375, to become effective January 25, 1966.

J. Riley

January 18, 1966

File: 995-560-J
cc: TEA 585-40
cc: Monon Notice 568-A
Amendment No. 2
Amendment No. 5

SUBJECT: Grain, excluding Soybeans, from Central Territory origins to Philadelphia, Pa., for export.

TO ALL FREIGHT TRAFFIC REPRESENTATIVES AND FREIGHT AGENTS:

Supplementing our letter dated January 7, 1966, regarding route No. 177 to Philadelphia, Pa. from Stations 60 - St.John, Ind. to 1020 - French Lick, Ind., as follows:

177 Monon-Alida or Mitchell, Ind. - B&O-Cherry Run, W.Va. - WM-Shippensburg (Lurgan), Pa. - R Co.

We, in our letter of the 7th, informed you that publication would take place in Supplement 98 to TL-CTRTB Tariff C/TN 245-I, ICC 375, to become effective January 25, 1966.

We are now in receipt of information that Supplement 100 to this tariff was issued on short notice and that the new route No. 177 will become effective January 17, 1966.

J. Riley

CLG:mm

March 22, 1966

File: 995-560-R
cc TEA 585-40
Monon Notice 568-A

Subject: Export Grain, excluding soybeans, from Monon origins to various North Atlantic Ports.

Important Circular Letter To All Agents and Freight Traffic Representatives:

With further reference to our various announcements covered by Monon Notice 568-A, pertaining to Monon Railroad participation in the Commodity Group C-6 rate of 30¢ cwt. to various North Atlantic Ports.

Effective April 10, 1966, in Supplement 105 to C/TN 245-I, routes with Pennsylvania RR to Philadelphia, Pa. and Baltimore, Md. will be as follows:

Route 1--Monon-Indianapolis, Ind.-PRR (applicable only from Monon Stations St. John, Ind. [Station 60] to Fairgrounds, Ind. [Station 280] and Michigan City, Ind. [Station 300] to Lafayette, Ind. [Station 435])

Route 2--Monon-Gosport, Ind.-PRR (applicable only from Monon Stations Taylors, Ind. [Station 455] to French Lick, Ind. [Station 1020])

<u>The above routes to Baltimore and Philadelphia will only apply to elevators located on the PRR.</u>

J. Riley

JR:ndb

cc: Mr. E. N. Thomas

EASTERN WEIGHING AND INSPECTION BUREAU

GENERAL OFFICE

ONE PARK AVENUE, NEW YORK, N. Y. 10016

TELEPHONE MURRAY HILL 6-8300

G. J. KEYES
MANAGER

J. D. VAN NOTE
ASSISTANT MANAGER

agent Orleans as information RDT m

May 16, 1966

FILE NO. 13526-WA

Mr. C. A. Pfister, FTM
Monon Railroad
332 S. Michigan Avenue
Chicago, Ill. 60604

Dear Mr. Pfister:

Please be advised that Weight Agreement No. 13526 in effect with Producers Dairy Marketing Association Incorporated, Orleans, Indiana, entered into August 9, 1951, will be cancelled and become inoperative with close of business on May 25, 1966, at request of shipper, account no further carload shipments will be forwarded under this arrangement.

Kindly notify all concerned.

Yours very truly,

G. J. Keyes

Manager

AAM:MR

cc: Mr. D. K. McCart, Manager, Producers Dairy Marketing Assn., Inc., Orleans, Indiana.

The foregoing refers to your letter of May 4, 1966 addressed to Inspector Sullivan at Terre Haute, Indiana, authorizing cancellation of Weight Agreement No. 13526 presently in effect with Producers Dairy Marketing Association Incorporated, Orleans, Indiana. Will you kindly return to this office Bureau Weight Agreement certification stamp?

cc: Mr. H. W. Sare, District Manager, Indianapolis, Indiana.

The foregoing refers to your letter of May 10, File 13526-WA.

MAY 18 1966

EASTERN WEIGHING AND INSPECTION BUREAU

GENERAL OFFICE

ONE PARK AVENUE, NEW YORK, N. Y. 10016

TELEPHONE MURRAY HILL 6-8300

G. J. KEYES
MANAGER

J. D. VAN NOTE
ASSISTANT MANAGER

May 16, 1966

FILE NO. 13526-WA

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332 S. Michigan Avenue
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Manager

AAM:MR

cc: Mr. D. K. McCart, Manager, Producers Dairy Marketing Assn., Inc., Orleans, Indiana.

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cc: Mr. H. W. Sears, District Manager, Indianapolis, Indiana.

Foregoing refers to your letter of May 10, File 13526-WA.

MAY 19 1966

July 15, 1966
File: 560-400-500-R
cc TEA 801-94
cc Supplement #2 to
Monon Notice 558-A

Subject: Corn, in bulk, in open top hopper cars from various Monon Railroad origins to Louisville, Kentucky.

Mr. C. S. Baxter, Chairman
Traffic Executive Association--
Eastern Railroads
One Park Avenue
New York, N.Y. 10016

Dear Mr. Baxter:

Under Independent Announcement #GFTC-4551, TEA File A801-94, dated August 20, 1965, Monon Railroad announced reduced non-transit rates on corn, in bulk, in open top hopper cars from various Monon Railroad origins to Louisville, Ky., subject to an expiration date of September 20, 1966.

This will announce our intention to extend these rates for the period of one year or subject to an expiration date, effective to September 20, 1967.

Yours very truly,

W. C. Coleman

Vice President
Traffic & Marketing

cc: Mr. C. L. Smith, Chairman
General Freight Traffic Committee--
Eastern Railroads
One Park Avenue
New York, N.Y.

Chicago, July 20, 1966
File 41-4

FREIGHT AGENTS:

On September 14, 1965 the Traffic Department advised you of a reduced level of Non-Transit rates on Corn, in bulk, from various Monon origins to Louisville, Ky., published in item 440 to Monon Tariff 520, and pointed out certain provisions in items 381, 382 and 383.

Supplement 24 to the tariff, issued July 11, 1966 and effective August 15 extends the expiration date of item 440-C to September 20, 1967.

Item 381 provides that freight bills and waybills will be endorsed "Not Good For Transit". It also states that Freight Bill cannot be recorded for transit.

Item 382 provides that when the Monon furnishes protective covering it shall be installed by the shipper at his expense, and that a charge of $10.00 per cover, payable to the Monon R.R. will be assessed against any consignee failing to return the protective covering in good condition to the delivering carrier.

Item 383 provides that the Monon will not absorb switching of more than $15.00 per car at origin and $25.00 per car at destination. Also charges for cross-town switching will not be absorbed and will be in addition to the line haul charges.

E. A. Ramp

May 19, 1966

File: 995-560-R
cc Monon Notice 568-A
cc TEA 585-40

Subject: Export grain, excluding soybeans from Monon origins to various North Atlantic Ports.

IMPORTANT CIRCULAR LETTER TO ALL AGENTS AND FREIGHT TRAFFIC REPRESENTATIVES:

With further reference to our various announcements, covered by Monon Notice 568-A, pertaining to Monon RR participation in the Commodity Group C-6 rate of 30¢ cwt. to various North Atlantic Ports.

Effective May 27, in Supplement 108 to Tariff 245-I, additional route via Monon-Wilders, Ind.-EL-Binghamton, N.Y.-D&H will be applicable to Albany, New York.

This route will apply from Monon Stations, St. John, Ind. (Index 60) to French Lick, Ind. (Index 1020).

The above route will only apply to elevators located on the D&H RR.

J. Riley

JR:ndb

cc: Mr. E. N. Thomas