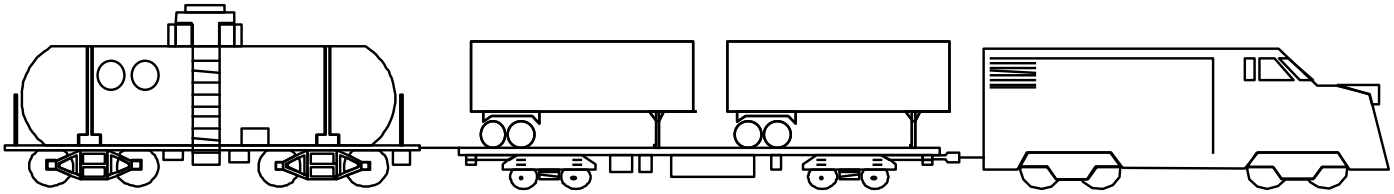

REFERENCE GUIDE FOR THE 2008 SURFACE TRANSPORTATION BOARD CARLOAD WAYBILL SAMPLE

RAILINC

Business Services Division

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SECTION 1 SUMMARY OF 2008 WAYBILL PROCESSING

Railinc has collected and processed 622,537 waybills for inclusion in the 2008 Carload Waybill Sample. Of this total, 622,537 (99.99 percent) were submitted electronically. This 2008 figure is 44,452 waybills (or 6.7 percent) lower than 2007 levels.

As of the April 1, 2009 cutoff date for processing the 2008 Sample, there were no late reporting roads.

*****Table 1-2 provides a detailed breakdown of the total 2008 Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Both raw and factored-to-population data for carloads, tonnage, and line-haul revenue are provided, in addition to a count of the number of waybills from which the data was derived.

Table 1-3 provides a Three Year (2006–2008) **Carload** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC).US, Canadian and Mexican Origins.

*****Table 1-4 provides a Three Year (2006–2008) **Revenue** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC).US, Canadian and Mexican Origins.

Table 1-5 provides a Three Year (2006–2008) **Tonnage** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC).US, Canadian and Mexican Origins.

Figure 1-1 provides graphical views of the three-year history of the top six commodity groups and all others. Trending per STCC can be seen across those years.

*****Table 1-6 provides a breakdown similar to that of Table 1-2, for 2008 Waybills with United States origins only. U.S. origins accounted for 593,672 originated waybills (95.0 percent of those sampled).

Table 1-7 provides a Three Year (2006–2008) **Carload** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). US Origins Only.

*****Table 1-8 provides a Three Year (2006–2008) **Revenue** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). US Origins Only.

Table 1-9 provides a Three Year (2006–2008) **Tonnage** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). US Origins Only.

Figure 1-2 provides graphical views of the three-year history of the top six commodity groups and all others. US origins only. Trending per STCC can be seen across those years.

*****Table 1-10 provides a breakdown similar to that of Table 1-2, for 2008 Waybill traffic for Canadian originations only. Canadian originations were a smaller percent of the total sample than in 2007, accounting for 28,316 originated waybills, 4.5% of the total sample.

Table 1-11 provides a Three Year (2006–2008) **Carload** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Canadian Origins Only.

*****Table 1-12 provides a Three Year (2006–2008) **Revenue** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Canadian Origins Only.

Table 1-13 provides a Three Year (2006–2008) **Tonnage** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Canadian Origins Only.

Figure 1-3 provides graphical views of the three-year history of the top six commodity groups and all others. Canadian origins only. Trending per STCC can be seen across those years.

*****Table 1-14 provides a breakdown similar to that of Table 1-2, for 2008 Waybill traffic for Mexican originations only. Mexican originations were a smaller percent of the total sample than in 2007, accounting for 549 originated waybills, 0.1% of the total sample.

Table 1-15 provides a Three Year (2006–2008) **Carload** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Mexican Origins Only.

*****Table 1-16 provides a Three Year (2006–2008) **Revenue** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Mexican Origins Only.

Table 1-17 provides a Three Year (2006–2008) **Tonnage** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Mexican Origins Only.

Figure 1-4 provides graphical views of the three-year history of the top six commodity groups and all others. Mexican Origins Only. Trending per STCC can be seen across those years.

****Railroads are permitted to "mask" contract revenue with a calculated figure. Because these figures may not represent actual revenue, use of this revenue data in any type of comparison may lead to wrong or misleading results.***

Table 1-1. Standard Transportation Commodity Code Major Industry Group Numbers

GROUP	DESCRIPTION
01	Farm Products
08	Forest Products
09	Fresh Fish or Other Marine Products
10	Metallic Ores
11	Coal
13	Crude Petroleum, Natural Gas or Gasoline
14	Nonmetallic Minerals; except Fuels
19	Ordnance or Accessories
20	Food or Kindred Products
21	Tobacco Products; except Insecticides—see Major Industry Group 28
22	Textile Mill Products
23	Apparel, or Other Finished Textile Products or Knit Apparel
24	Lumber or Wood Products; except Furniture—see Major Industry Group 25
25	Furniture or Fixtures
26	Pulp, Paper or Allied Products
27	Printed Matter
28	Chemicals or Allied Products
29	Petroleum or Coal Products
30	Rubber or Miscellaneous Plastics Products
31	Leather or Leather Products
32	Clay, Concrete, Glass or Stone Products
33	Primary Metal Products, including Galvanized; except Coating or other Allied Processing—see Major Industry Group 34
34	Fabricated Metal Products; except Ordnance—see Major Industry Groups 19, 35, 36 or 37
35	Machinery; except Electrical—see Major Industry Group 36
36	Electrical Machinery, Equipment or Supplies
37	Transportation Equipment

GROUP	DESCRIPTION
38	Instruments, Photographic Goods, Optical Goods, Watches or Clocks
39	Miscellaneous Products of Manufacturing
40	Waste or Scrap Materials Not Identified by Producing Industry
41	Miscellaneous Freight Shipments
42	Containers, Carriers or Devices, Shipping, Returned Empty
43	Mail, Express or Other Contract Traffic
44	Freight Forwarder Traffic
45	Shipper Association or Similar Traffic
46	Miscellaneous Mixed Shipments
47	Small Packaged Freight Shipments
48	Hazardous Wastes
49	Hazardous Materials
50	Bulk Commodity Shipments in Boxcars

Waybills of US, Canadian & Mexican Origin

Table 1-2. 2008 Waybill Sample—US, Canada & Mexico (Carloads, Revenue, and Tonnage by STCC Code)

2008							
2-Digit STCC	Waybills Sampled	Estimates for Total Population					
		Total Carloads	Percent of Population	Total Revenue	Percent of Population	Total Tonnage	Percent of Population
01	20,202	1,954,706	5.61%	5,678,563,764	7.88%	181,034,911	8.52%
08	51	2,072	0.01%	7,666,972	0.01%	109,436	0.01%
09	43	1,720	0.01%	3,862,720	0.01%	48,480	0.00%
10	3,305	662,922	1.90%	630,510,823	0.87%	59,797,328	2.82%
11	31,951	7,704,960	22.13%	16,003,717,015	22.21%	869,766,308	40.96%
13	29	1,276	0.01%	3,802,784	0.01%	109,588	0.01%
14	12,515	1,379,295	3.96%	1,789,043,143	2.48%	135,459,041	6.38%
19	70	4,420	0.01%	42,134,120	0.06%	196,584	0.01%
20	39,691	1,742,700	5.01%	5,327,448,703	7.39%	122,844,240	5.78%
21	0	0	0.00%	0	0.00%	0	0.00%
22	452	18,080	0.05%	23,981,600	0.03%	236,240	0.01%
23	3,748	149,952	0.43%	207,049,976	0.29%	1,932,040	0.09%
24	14,434	593,612	1.70%	2,296,325,412	3.19%	47,107,600	2.22%
25	1,971	78,840	0.23%	117,946,440	0.16%	803,400	0.04%
26	22,638	906,656	2.60%	3,291,755,996	4.57%	50,536,556	2.38%
27	559	22,360	0.06%	26,790,600	0.04%	384,800	0.02%
28	32,402	1,442,921	4.14%	5,748,041,562	7.98%	126,954,684	5.98%
29	5,899	365,185	1.05%	1,075,210,152	1.49%	29,147,559	1.37%
30	3,428	137,180	0.39%	178,183,460	0.25%	1,929,220	0.09%
31	108	4,320	0.01%	10,294,320	0.01%	55,640	0.00%
32	12,824	580,258	1.67%	1,999,621,702	2.77%	55,298,482	2.60%
33	18,459	796,965	2.29%	3,202,640,032	4.44%	67,651,672	3.19%
34	1,621	65,072	0.19%	113,262,356	0.16%	952,088	0.04%
35	1,210	52,636	0.15%	200,873,046	0.28%	1,393,731	0.07%
36	3,709	148,388	0.43%	253,087,932	0.35%	1,805,928	0.09%
37	52,321	2,189,888	6.29%	5,523,168,159	7.66%	46,011,116	2.17%
38	262	10,480	0.03%	13,957,720	0.02%	132,920	0.01%
39	1,130	45,200	0.13%	67,057,280	0.09%	586,760	0.03%
40	17,107	779,320	2.24%	1,667,551,474	2.31%	51,201,929	2.41%
41	3,972	172,522	0.50%	293,746,234	0.41%	2,310,478	0.11%
42	43,672	1,747,196	5.02%	931,560,044	1.29%	11,576,632	0.55%
43	1,260	50,396	0.14%	46,592,388	0.06%	624,560	0.03%
44	21	840	0.00%	715,200	0.00%	13,480	0.00%
45	93	3,720	0.01%	5,563,480	0.01%	68,160	0.00%
46	226,511	9,060,716	26.02%	8,673,625,236	12.03%	125,836,860	5.93%
47	2,143	85,720	0.25%	124,440,720	0.17%	909,280	0.04%
48	534	21,356	0.06%	136,881,748	0.19%	1,503,780	0.07%
49	42,183	1,833,648	5.27%	6,353,086,174	8.82%	127,307,530	5.99%
50	9	360	0.00%	349,880	0.01%	7,600	0.00%
Totals:	622,537	34,817,858	100.00%	72,070,110,367	100.00%	2,123,646,641	100.00%

Table 1-3. Carload 3-Year History from Waybill Samples—US, Canada & Mexico (by STCC Code)

Carload Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Carloads	Percent of Population	Total Carloads	Percent of Population	Total Carloads	Percent of Population
01	1,954,706	5.61%	1,948,628	5.21%	1,922,642	4.99%
08	2,072	0.01%	2,160	0.01%	4,040	0.01%
09	1,720	0.01%	2,400	0.01%	2,960	0.01%
10	662,922	1.90%	776,156	2.08%	798,342	2.07%
11	7,704,960	22.13%	8,240,977	22.05%	8,446,033	21.94%
13	1,276	0.01%	1,216	0.00%	1,116	0.00%
14	1,379,295	3.96%	1,613,676	4.32%	1,698,498	4.41%
19	4,420	0.01%	3,740	0.01%	2,892	0.01%
20	1,742,700	5.01%	1,702,082	4.55%	1,689,118	4.39%
21	0	0.00%	0	0.00%	320	0.00%
22	18,080	0.05%	14,560	0.04%	15,320	0.04%
23	149,952	0.43%	136,120	0.36%	159,280	0.41%
24	593,612	1.70%	748,428	2.00%	912,696	2.37%
25	78,840	0.23%	69,800	0.19%	65,360	0.17%
26	906,656	2.60%	896,164	2.40%	921,484	2.39%
27	22,360	0.06%	20,680	0.06%	21,360	0.06%
28	1,442,921	4.14%	1,515,619	4.06%	1,472,027	3.82%
29	365,185	1.05%	459,742	1.23%	481,186	1.25%
30	137,180	0.39%	132,120	0.35%	117,960	0.31%
31	4,320	0.01%	3,480	0.01%	3,840	0.01%
32	580,258	1.67%	662,409	1.77%	722,523	1.88%
33	796,965	2.29%	823,610	2.20%	889,694	2.31%
34	65,072	0.19%	62,336	0.17%	56,436	0.15%
35	52,636	0.15%	48,405	0.13%	51,084	0.13%
36	148,388	0.43%	135,324	0.36%	148,424	0.39%
37	2,189,888	6.29%	2,795,443	7.48%	2,763,588	7.18%
38	10,480	0.03%	8,080	0.02%	8,920	0.02%
39	45,200	0.13%	33,800	0.09%	36,800	0.10%
40	779,320	2.24%	796,212	2.13%	775,860	2.02%
41	172,522	0.50%	156,285	0.42%	157,229	0.41%
42	1,747,196	5.02%	2,030,484	5.43%	2,457,664	6.38%
43	50,396	0.14%	58,760	0.16%	37,064	0.10%
44	840	0.00%	2,000	0.01%	2,040	0.01%
45	3,720	0.01%	6,840	0.02%	9,280	0.02%
46	9,060,716	26.02%	9,492,052	25.40%	9,717,188	25.24%
47	85,720	0.25%	86,400	0.23%	110,880	0.29%
48	21,356	0.06%	19,920	0.05%	18,688	0.05%
49	1,833,648	5.27%	1,858,082	4.97%	1,799,185	4.67%
50	360	0.00%	7,320	0.02%	440	0.00%
Totals:	34,817,858	100%	37,371,510	100%	38,499,461	100%

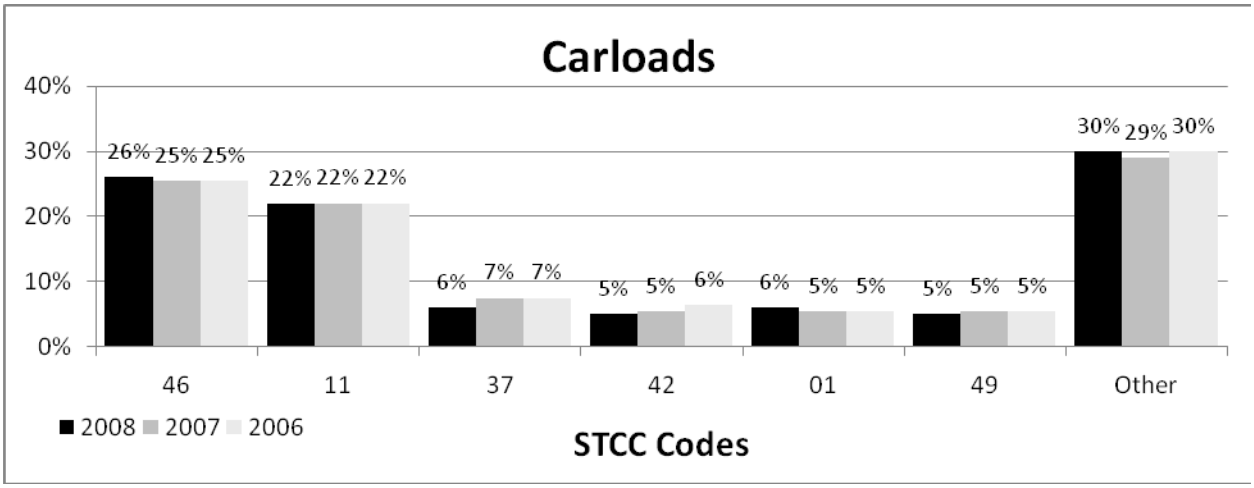
Table 1-4. Revenue 3-Year History from Waybill Samples—US, Canada & Mexico (by STCC Code)

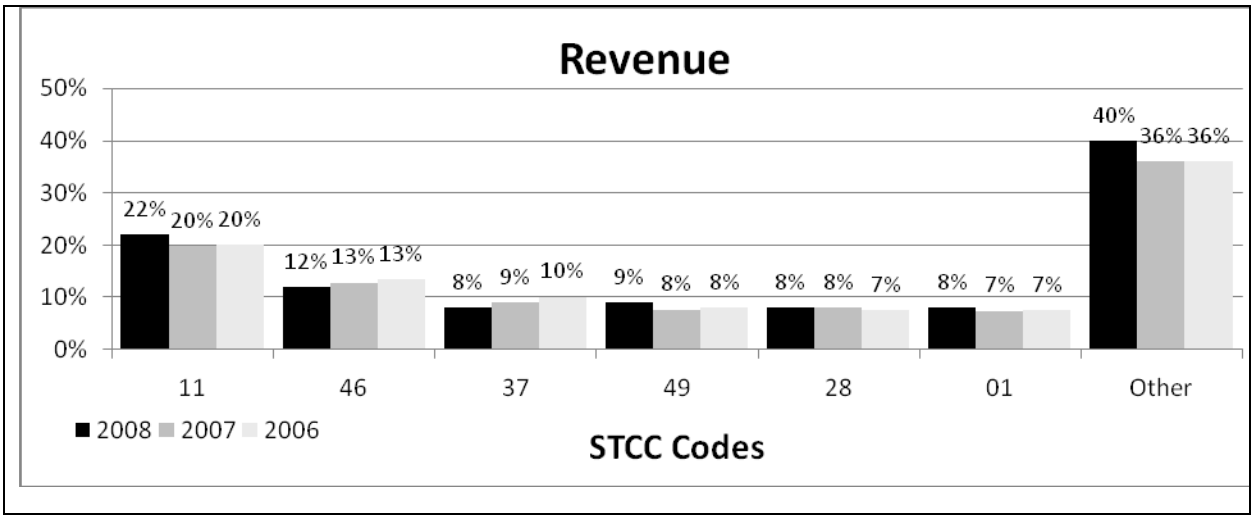
Revenue Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Revenue	Percent of Population	Total Revenue	Percent of Population	Total Revenue	Percent of Population
01	5,678,563,764	7.88%	4,964,464,450	7.39%	4,902,663,988	7.42%
08	7,666,972	0.01%	6,415,360	0.01%	11,980,000	0.02%
09	3,862,720	0.01%	4,641,520	0.01%	4,420,800	0.01%
10	630,510,823	0.87%	573,137,364	0.85%	605,347,849	0.92%
11	16,003,717,015	22.21%	13,517,632,340	20.12%	13,123,448,737	19.87%
13	3,802,784	0.01%	2,917,880	0.00%	2,309,464	0.00%
14	1,789,043,143	2.48%	1,659,193,619	2.47%	1,606,374,619	2.43%
19	42,134,120	0.06%	31,710,292	0.05%	21,156,356	0.03%
20	5,327,448,703	7.39%	4,695,927,287	6.99%	4,472,518,810	6.77%
21	0	0.00%	0	0.00%	1,031,360	0.00%
22	23,981,600	0.03%	21,520,000	0.03%	20,008,440	0.03%
23	207,049,976	0.29%	169,224,960	0.25%	191,469,640	0.29%
24	2,296,325,412	3.19%	2,870,196,992	4.27%	3,461,120,656	5.24%
25	117,946,440	0.16%	97,138,240	0.14%	97,299,480	0.15%
26	3,291,755,996	4.57%	3,006,695,524	4.48%	3,084,518,684	4.67%
27	26,790,600	0.04%	22,794,720	0.03%	26,880,680	0.04%
28	5,748,041,562	7.98%	5,405,437,567	8.05%	4,733,130,072	7.17%
29	1,075,210,152	1.49%	1,035,163,428	1.54%	1,008,558,318	1.53%
30	178,183,460	0.25%	177,324,080	0.26%	169,692,840	0.26%
31	10,294,320	0.01%	6,607,800	0.01%	8,079,920	0.01%
32	1,999,621,702	2.77%	1,958,516,071	2.91%	2,069,415,793	3.13%
33	3,202,640,032	4.44%	2,865,015,344	4.26%	2,723,707,800	4.12%
34	113,262,356	0.16%	120,001,328	0.18%	123,034,084	0.19%
35	200,873,046	0.28%	175,196,295	0.26%	170,677,377	0.26%
36	253,087,932	0.35%	228,568,756	0.34%	251,610,864	0.38%
37	5,523,168,159	7.66%	6,352,098,900	9.45%	6,299,423,189	9.54%
38	13,957,720	0.02%	10,016,960	0.01%	11,827,480	0.02%
39	67,057,280	0.09%	51,482,720	0.08%	59,515,040	0.09%
40	1,667,551,474	2.31%	1,532,070,449	2.28%	1,453,780,216	2.20%
41	293,746,234	0.41%	253,624,011	0.38%	294,223,804	0.45%
42	931,560,044	1.29%	1,002,379,428	1.49%	1,205,632,692	1.83%
43	46,592,388	0.06%	51,588,080	0.08%	31,762,580	0.05%
44	715,200	0.00%	3,310,200	0.00%	3,218,640	0.00%
45	5,563,480	0.01%	10,421,440	0.02%	13,868,640	0.02%
46	8,673,625,236	12.03%	8,447,144,016	12.57%	8,439,119,644	12.78%
47	124,440,720	0.17%	123,522,680	0.18%	150,920,880	0.23%
48	136,881,748	0.19%	106,902,200	0.16%	97,592,620	0.15%
49	6,353,086,174	8.82%	5,621,904,230	8.37%	5,087,203,900	7.70%
50	349,880	0.01%	6,794,200	0.01%	849,120	0.00%
Totals:	72,070,110,367	100%	67,188,700,731	100%	66,039,395,076	100%

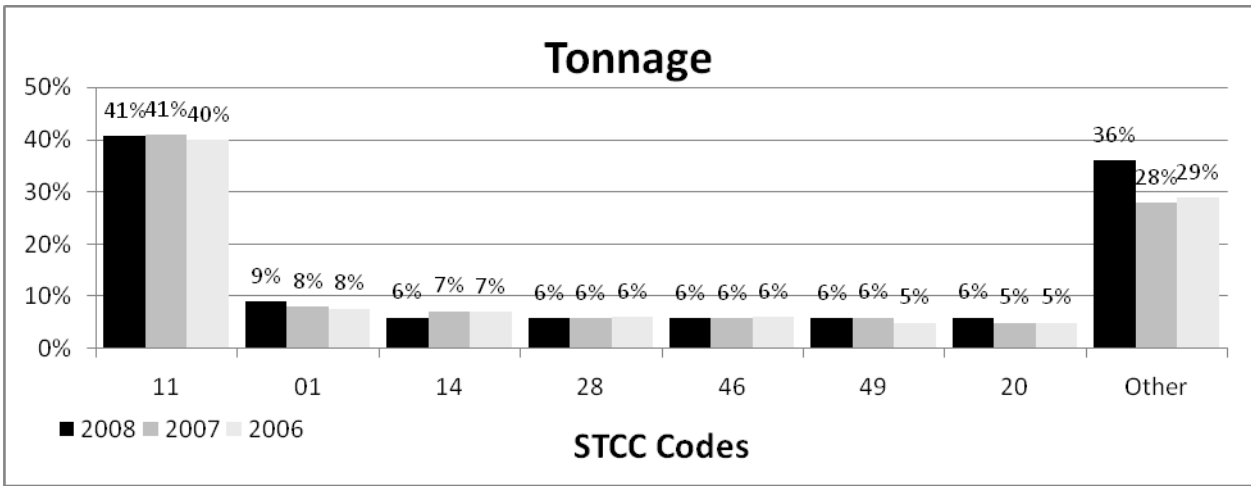
Table 1-5. Tonnage 3-Year History from Waybill Samples—US, Canada & Mexico (by STCC Code)

Tonnage Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Tonnage	Percent of Population	Total Tonnage	Percent of Population	Total Tonnage	Percent of Population
01	181,034,911	8.52%	182,850,775	7.99%	188,037,096	8.06%
08	109,436	0.01%	101,200	0.00%	220,920	0.01%
09	48,480	0.00%	72,640	0.00%	63,280	0.00%
10	59,797,328	2.82%	68,338,003	2.99%	69,817,405	2.99%
11	869,766,308	40.96%	932,699,866	40.77%	944,173,028	40.47%
13	109,588	0.01%	97,904	0.00%	92,360	0.00%
14	135,459,041	6.38%	160,968,593	7.04%	166,533,520	7.14%
19	196,584	0.01%	217,028	0.01%	207,176	0.01%
20	122,844,240	5.78%	121,500,213	5.31%	121,299,093	5.20%
21	0	0.00%	0	0.00%	4,520	0.00%
22	236,240	0.01%	232,160	0.01%	214,360	0.01%
23	1,932,040	0.09%	1,755,920	0.08%	2,055,480	0.09%
24	47,107,600	2.22%	61,006,220	2.67%	74,427,944	3.19%
25	803,400	0.04%	751,720	0.03%	717,000	0.03%
26	50,536,556	2.38%	52,667,296	2.30%	54,767,772	2.35%
27	384,800	0.02%	364,960	0.02%	373,640	0.02%
28	126,954,684	5.98%	134,198,506	5.87%	128,987,267	5.53%
29	29,147,559	1.37%	39,042,373	1.71%	40,636,541	1.74%
30	1,929,220	0.09%	1,881,080	0.08%	1,766,520	0.08%
31	55,640	0.00%	50,200	0.00%	59,160	0.00%
32	55,298,482	2.60%	62,491,156	2.73%	67,148,928	2.88%
33	67,651,672	3.19%	70,118,735	3.07%	76,081,117	3.26%
34	952,088	0.04%	997,036	0.04%	943,716	0.04%
35	1,393,731	0.07%	1,435,909	0.06%	1,658,909	0.07%
36	1,805,928	0.09%	1,746,412	0.08%	1,922,064	0.08%
37	46,011,116	2.17%	59,929,471	2.62%	61,073,494	2.62%
38	132,920	0.01%	101,680	0.00%	110,560	0.00%
39	586,760	0.03%	478,400	0.02%	538,120	0.02%
40	51,201,929	2.41%	53,790,048	2.35%	52,821,880	2.26%
41	2,310,478	0.11%	2,156,307	0.09%	2,467,757	0.11%
42	11,576,632	0.55%	13,203,888	0.58%	13,614,496	0.58%
43	624,560	0.03%	763,920	0.03%	551,680	0.02%
44	13,480	0.00%	37,760	0.00%	34,480	0.00%
45	68,160	0.00%	105,440	0.00%	180,840	0.01%
46	125,836,860	5.93%	130,080,232	5.69%	134,572,048	5.77%
47	909,280	0.04%	981,920	0.04%	1,199,120	0.05%
48	1,503,780	0.07%	1,402,320	0.06%	1,477,600	0.06%
49	127,307,530	5.99%	128,905,502	5.63%	122,397,573	5.25%
50	7,600	0.00%	169,080	0.01%	36,600	0.00%
Totals:	2,123,646,641	100%	2,287,691,873	100%	2,333,285,064	100%

Figure 1-1. Top Six Commodity Groups and All Others—for US, Canada, & Mexico (3-Year History by Carloads, Revenue, and Tonnage)







Waybills of US Origin

Table 1-6. US Origin 2008 Waybill Sample—Carloads, Revenue, and Tonnage (by STCC Code)

2008							
2-Digit STCC	Waybills Sampled	Estimates for Total Population					
		Total Carloads	Percent of Population	Total Revenue	Percent of Population	Total Tonnage	Percent of Population
01	18,463	1,872,517	5.57%	5,351,289,746	7.97%	173,904,806	8.51%
08	51	2,072	0.01%	7,666,972	0.01%	109,436	0.01%
09	43	1,720	0.01%	3,862,720	0.01%	48,480	0.00%
10	3,225	659,546	1.96%	619,616,423	0.92%	59,459,600	2.91%
11	31,942	7,702,770	22.92%	15,991,004,695	23.83%	869,541,346	42.53%
13	29	1,276	0.00%	3,802,784	0.01%	109,588	0.01%
14	12,404	1,374,855	4.09%	1,764,636,183	2.63%	135,118,201	6.61%
19	70	4,420	0.01%	42,134,120	0.06%	196,584	0.01%
20	38,393	1,682,456	5.01%	5,052,825,875	7.53%	118,133,116	5.78%
21	0	0	0.00%	0	0.00%	0	0.00%
22	433	17,320	0.05%	19,731,720	0.03%	210,080	0.01%
23	3,747	149,912	0.45%	206,940,216	0.31%	1,931,400	0.09%
24	11,221	465,040	1.38%	1,399,988,560	2.09%	35,657,996	1.74%
25	1,945	77,800	0.23%	115,547,200	0.17%	790,240	0.04%
26	19,618	785,812	2.34%	2,545,281,204	3.79%	40,938,324	2.00%
27	550	22,000	0.07%	2,6454,040	0.04%	379,640	0.02%
28	29,294	1,293,866	3.85%	4,986,736,754	7.43%	112,134,441	5.48%
29	5,571	351,469	1.05%	1,007,485,836	1.50%	27,975,199	1.37%
30	3,274	131,020	0.39%	162,787,020	0.24%	1,815,460	0.09%
31	106	4,240	0.01%	10,240,280	0.02%	54,720	0.00%
32	12,110	550,082	1.64%	1,892,529,190	2.82%	52,503,746	2.57%
33	16,855	732,805	2.18%	2,807,451,672	4.18%	62,029,232	3.03%
34	1,586	63,672	0.19%	109,962,756	0.16%	925,288	0.05%
35	1,144	49,996	0.15%	184,481,726	0.27%	1,330,771	0.07%
36	3,665	146,628	0.44%	243,836,092	0.36%	1,768,048	0.09%
37	49,633	2,082,150	6.20%	5,252,826,181	7.83%	43,691,038	2.14%
38	257	10,280	0.03%	13,593,920	0.02%	128,840	0.01%
39	1,111	44,440	0.13%	65,984,400	0.10%	575,680	0.03%
40	16,557	755,956	2.25%	1,609,389,730	2.40%	49,521,053	2.42%
41	3,961	172,082	0.51%	293,219,194	0.44%	2,303,118	0.11%
42	43,450	1,738,316	5.17%	924,133,604	1.38%	11,505,752	0.56%
43	1,260	50,396	0.15%	46,592,388	0.07%	624,560	0.03%
44	21	840	0.00%	715,200	0.00%	13,480	0.00%
45	93	3,720	0.01%	5,563,480	0.01%	68,160	0.00%
46	220,791	8,831,916	26.28%	8,472,368,636	12.62%	122,614,100	6.00%
47	2,143	85,720	0.26%	124,440,720	0.19%	909,280	0.04%
48	442	17,676	0.05%	117,236,908	0.17%	1,344,820	0.07%
49	38,205	1,668,169	4.96%	5,634,114,227	8.39%	114,149,915	5.58%
50	9	360	0.00%	349,880	0.00%	7,600	0.00%
Totals:	593,672	33,605,315	100%	67,116,822,252	100%	2,044,523,138	100%

Table 1-7. US Origin Carload 3-Year History from Waybill Samples (by STCC Code)

Carload Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Carloads	Percent of Population	Total Carloads	Percent of Population	Total Carloads	Percent of Population
01	1,872,517	5.57%	1,882,319	5.22%	1,866,694	5.02%
08	2,072	0.01%	2,160	0.01%	4,000	0.01%
09	1,720	0.01%	2,400	0.01%	2,960	0.01%
10	659,546	1.96%	772,636	2.14%	794,622	2.14%
11	7,702,770	22.92%	8,235,585	22.84%	8,439,503	22.71%
13	1,276	0.00%	1,216	0.00%	1,116	0.00%
14	1,374,855	4.09%	1,609,396	4.46%	1,694,698	4.56%
19	4,420	0.01%	3,740	0.01%	2,892	0.01%
20	1,682,456	5.01%	1,647,878	4.57%	1,631,442	4.39%
21	0	0.00%	0	0.00%	160	0.00%
22	17,320	0.05%	13,520	0.04%	14,520	0.04%
23	149,912	0.45%	135,640	0.38%	159,080	0.43%
24	465,040	1.38%	542,856	1.51%	650,896	1.75%
25	77,800	0.23%	67,480	0.19%	62,800	0.17%
26	785,812	2.34%	761,280	2.11%	778,276	2.09%
27	22,000	0.07%	20,440	0.06%	21,280	0.06%
28	1,293,866	3.85%	1,349,841	3.74%	1,327,705	3.57%
29	351,469	1.05%	451,086	1.25%	470,246	1.27%
30	131,020	0.39%	125,240	0.35%	111,520	0.30%
31	4,240	0.01%	3,480	0.01%	3,760	0.01%
32	550,082	1.64%	632,229	1.75%	684,843	1.84%
33	732,805	2.18%	763,730	2.12%	838,174	2.26%
34	63,672	0.19%	60,356	0.17%	54,436	0.15%
35	49,996	0.15%	46,405	0.13%	49,124	0.13%
36	146,628	0.44%	131,684	0.37%	145,824	0.39%
37	2,082,150	6.20%	2,641,037	7.32%	2,614,432	7.04%
38	10,280	0.03%	8,040	0.02%	8,720	0.02%
39	44,440	0.13%	33,040	0.09%	36,160	0.10%
40	755,956	2.25%	770,160	2.14%	748,084	2.01%
41	172,082	0.51%	155,965	0.43%	155,829	0.42%
42	1,738,316	5.17%	2,021,484	5.61%	2,453,464	6.60%
43	50,396	0.15%	58,760	0.16%	37,064	0.10%
44	840	0.00%	2,000	0.01%	2,040	0.01%
45	3,720	0.01%	6,840	0.02%	9,280	0.02%
46	8,831,916	26.28%	9,314,012	25.83%	9,537,508	25.67%
47	85,720	0.26%	86,400	0.24%	110,880	0.30%
48	17,676	0.05%	18,600	0.05%	17,008	0.05%
49	1,668,169	4.96%	1,678,543	4.65%	1,614,595	4.35%
50	360	0.00%	7,320	0.02%	440	0.00%
Totals:	33,605,315	100%	36,064,798	100%	37,156,075	100%

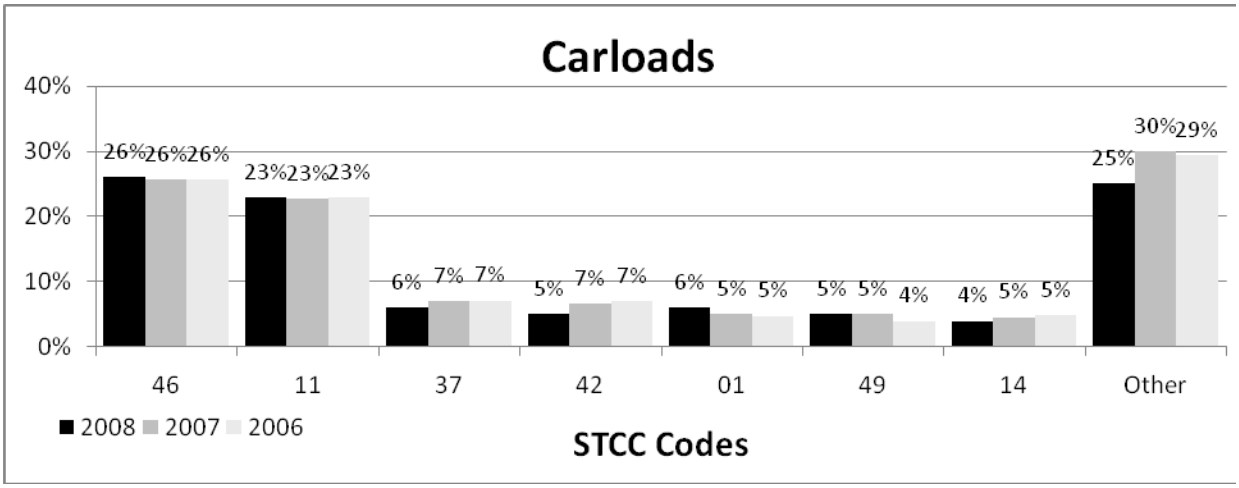
Table 1-8. US Origin Revenue 3-Year History from Waybill Samples (by STCC Code)

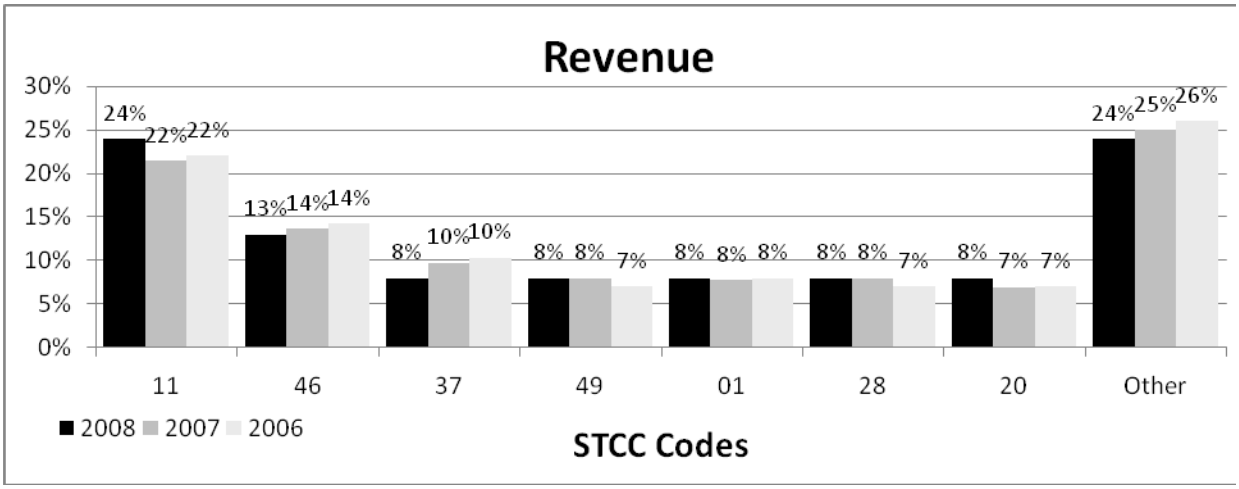
Revenue Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Revenue	Percent of Population	Total Revenue	Percent of Population	Total Revenue	Percent of Population
01	5,351,289,746	7.97%	4,727,201,461	7.60%	4,713,131,116	7.74%
08	7,666,972	0.01%	6,415,360	0.01%	11,905,360	0.02%
09	3,862,720	0.01%	4,641,520	0.01%	4,420,800	0.01%
10	619,616,423	0.92%	562,982,336	0.90%	592,580,049	0.97%
11	15,991,004,695	23.83%	13,499,326,964	21.69%	13,102,900,295	21.52%
13	3,802,784	0.01%	2,917,880	0.00%	2,309,464	0.00%
14	1,764,636,183	2.63%	1,641,744,619	2.64%	1,596,255,179	2.62%
19	42,134,120	0.06%	31,710,292	0.05%	21,156,356	0.03%
20	5,052,825,875	7.53%	4,480,313,139	7.20%	4,238,799,702	6.96%
21	0	0.00%	0	0.00%	548,280	0.00%
22	19,731,720	0.03%	15,900,960	0.03%	16,845,720	0.03%
23	206,940,216	0.31%	168,224,120	0.27%	191,250,040	0.31%
24	1,399,988,560	2.09%	1,590,852,892	2.56%	1,902,618,572	3.12%
25	115,547,200	0.17%	92,658,400	0.15%	91,503,600	0.15%
26	2,545,281,204	3.79%	2,300,163,644	3.70%	2,347,929,512	3.86%
27	2,6454,040	0.04%	22,239,000	0.04%	26,764,200	0.04%
28	4,986,736,754	7.43%	4,664,240,107	7.50%	4,104,534,185	6.74%
29	1,007,485,836	1.50%	1,001,149,708	1.61%	970,646,742	1.59%
30	162,787,020	0.24%	161,587,320	0.26%	153,104,240	0.25%
31	10,240,280	0.02%	6,607,800	0.01%	7,947,280	0.01%
32	1,892,529,190	2.82%	1,867,723,415	3.00%	1,953,395,137	3.21%
33	2,807,451,672	4.18%	2,529,801,864	4.07%	2,442,491,960	4.01%
34	109,962,756	0.16%	115,394,356	0.19%	103,505,404	0.17%
35	184,481,726	0.27%	164,119,655	0.26%	167,505,417	0.28%
36	243,836,092	0.36%	218,146,556	0.35%	244,648,384	0.40%
37	5,252,826,181	7.83%	6,010,033,190	9.66%	5,941,114,129	9.76%
38	13,593,920	0.02%	9,993,440	0.02%	11,398,080	0.02%
39	65,984,400	0.10%	50,390,920	0.08%	58,218,840	0.10%
40	1,609,389,730	2.40%	1,470,421,069	2.36%	1,385,751,136	2.28%
41	293,219,194	0.44%	253,239,611	0.41%	291,540,964	0.48%
42	924,133,604	1.38%	996,055,588	1.60%	1,202,179,692	1.97%
43	46,592,388	0.07%	51,588,080	0.08%	31,762,580	0.05%
44	715,200	0.00%	3,310,200	0.01%	3,218,640	0.01%
45	5,563,480	0.01%	10,421,440	0.02%	13,868,640	0.02%
46	8,472,368,636	12.62%	8,310,717,976	13.35%	8,299,760,644	13.63%
47	124,440,720	0.19%	123,522,680	0.20%	150,920,880	0.25%
48	117,236,908	0.17%	101,315,360	0.16%	91,028,300	0.15%
49	5,634,114,227	8.39%	4,956,992,528	7.97%	4,409,769,406	7.24%
50	349,880	0.00%	6,794,200	0.01%	849,120	0.00%
Totals:	67,116,822,252	100%	62,230,859,650	100%	60,900,078,045	100%

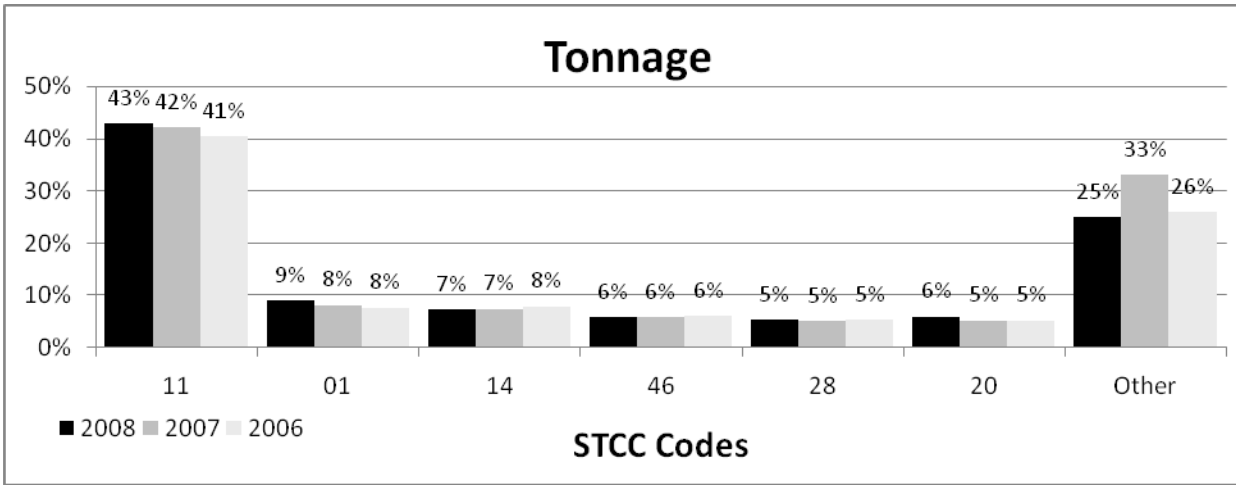
Table 1-9. US Origin Tonnage 3-Year History from Waybill Samples (by STCC Code)

Tonnage Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Tonnage	Percent of Population	Total Tonnage	Percent of Population	Total Tonnage	Percent of Population
01	173,904,806	8.51%	177,014,192	8.05%	183,230,464	8.17%
08	109,436	0.01%	101,200	0.00%	220,400	0.01%
09	48,480	0.00%	72,640	0.00%	63,280	0.00%
10	59,459,600	2.91%	68,002,091	3.09%	69,466,965	3.10%
11	869,541,346	42.53%	932,157,032	42.38%	943,516,938	42.07%
13	109,588	0.01%	97,904	0.00%	92,360	0.00%
14	135,118,201	6.61%	160,707,993	7.31%	166,288,400	7.41%
19	196,584	0.01%	217,028	0.01%	207,176	0.01%
20	118,133,116	5.78%	117,403,197	5.34%	116,959,729	5.22%
21	0	0.00%	0	0.00%	2,160	0.00%
22	210,080	0.01%	186,520	0.01%	186,160	0.01%
23	1,931,400	0.09%	1,748,280	0.08%	2,053,040	0.09%
24	35,657,996	1.74%	42,790,112	1.95%	51,542,848	2.30%
25	790,240	0.04%	727,400	0.03%	691,640	0.03%
26	40,938,324	2.00%	42,200,208	1.92%	44,080,832	1.97%
27	379,640	0.02%	362,640	0.02%	372,120	0.02%
28	112,134,441	5.48%	117,662,312	5.35%	114,831,470	5.12%
29	27,975,199	1.37%	38,305,993	1.74%	39,764,641	1.77%
30	1,815,460	0.09%	1,748,440	0.08%	1,657,880	0.07%
31	54,720	0.00%	50,200	0.00%	57,880	0.00%
32	52,503,746	2.57%	59,787,480	2.72%	63,694,340	2.84%
33	62,029,232	3.03%	64,844,375	2.95%	71,530,917	3.19%
34	925,288	0.05%	955,896	0.04%	884,756	0.04%
35	1,330,771	0.07%	1,391,629	0.06%	1,629,829	0.07%
36	1,768,048	0.09%	1,697,692	0.08%	1,888,944	0.08%
37	43,691,038	2.14%	56,499,143	2.57%	57,800,814	2.58%
38	128,840	0.01%	100,480	0.00%	109,560	0.00%
39	575,680	0.03%	470,800	0.02%	531,400	0.02%
40	49,521,053	2.42%	51,923,400	2.36%	50,751,548	2.26%
41	2,303,118	0.11%	2,152,467	0.10%	2,451,277	0.11%
42	11,505,752	0.56%	13,147,528	0.60%	13,599,136	0.61%
43	624,560	0.03%	763,920	0.03%	551,680	0.02%
44	13,480	0.00%	37,760	0.00%	34,480	0.00%
45	68,160	0.00%	105,440	0.00%	180,840	0.01%
46	122,614,100	6.00%	127,408,072	5.79%	131,705,488	5.87%
47	909,280	0.04%	981,920	0.04%	1,199,120	0.05%
48	1,344,820	0.07%	1,359,440	0.06%	1,407,480	0.06%
49	114,149,915	5.58%	114,411,297	5.20%	107,467,884	4.79%
50	7,600	0.00%	169,080	0.01%	36,600	0.00%
Totals:	2,044,523,138	100%	2,199,763,201	100%	2,242,705,876	100%

Figure 1-2. US Origin Top Six Commodity Groups and All Others (3-Year History by Carloads, Revenue, and Tonnage)







Waybills of Canadian Origin

Table 1-10. Canadian Origin 2008 Waybill Sample (Carloads, Revenue, and Tonnage by STCC Code)

2008							
2-Digit STCC	Waybills Sampled	Estimates for Total Population					
		Total Carloads	Percent of Population	Total Revenue	Percent of Population	Total Tonnage	Percent of Population
01	1,733	81,949	6.88%	325,671,458	6.75%	7,116,545	9.11%
08	0	0	0.00%	0	0.00%	0	0.00%
09	0	0	0.00%	0	0.00%	0	0.00%
10	80	3,376	0.28%	10,894,400	0.21%	337,728	0.43%
11	9	2,190	0.18%	12,712,320	0.26%	224,962	0.29%
14	99	3,960	0.33%	21,641,840	0.45%	305,240	0.39%
20	1,240	57,924	4.87%	254,891,348	5.28%	4,554,604	5.83%
21	0	0	0.00%	0	0.00%	0	0.00%
22	17	680	0.06%	4,023,280	0.08%	25,000	0.03%
23	1	40	0.00%	109,760	0.00%	640	0.00%
24	3,213	128,572	10.80%	896,336,852	18.56%	11,449,604	14.66%
25	24	960	0.08%	2,284,880	0.05%	12,040	0.02%
26	3,018	120,764	10.14%	746,081,992	15.45%	9,595,392	12.29%
27	9	360	0.03%	336,560	0.01%	5,160	0.01%
28	3,027	145,771	12.24%	735,483,620	15.23%	14,581,335	18.67%
29	326	13,636	1.15%	67,424,116	1.40%	1,168,600	1.50%
30	126	5,040	0.42%	12,340,680	0.26%	97,720	0.13%
31	2	80	0.01%	54,040	0.00%	920	0.00%
32	646	27,456	2.31%	94,101,832	1.95%	2,642,496	3%
33	1,559	62,360	5.24%	384,674,920	7.97%	5,493,160	7.03%
34	34	1,360	0.11%	3,111,360	0.06%	26,400	0.03%
35	48	1,920	0.16%	5,932,960	0.12%	35,840	0.05%
36	18	720	0.06%	7,035,640	0.15%	21,480	0.03%
37	2,557	102,498	8.61%	249,309,818	5.16%	2,213,518	2.83%
38	5	200	0.00%	363,800	0.01%	4,080	0.01%
39	15	600	0.05%	978,200	0.02%	9,960	0.01%
40	545	23,164	1.95%	57,216,464	1.19%	1,675,716	2.15%
41	11	440	0.04%	527,040	0.01%	7,360	0.01%
42	218	8,720	0.73%	7,152,360	0.13%	68,960	0.09%
44	0	0	0.00%	0	0.00%	0	0.00%
45	0	0	0.00%	0	0.00%	0	0.00%
46	5,697	227,880	19.14%	199,673,920	4.14%	3,206,160	4.11%
47	0	0	0.00%	0	0.00%	0	0.00%
48	92	3,680	0.31%	19,644,840	0.41%	158,960	0.20%
49	3,947	164,239	13.80%	708,319,347	14.67%	13,051,815	16.71%
50	0	0	0.00%	0	0.00%	0	0.00%
Totals:	28,316	1,190,539	100%	4,828,329,647	100%	78,091,395	100%

Table 1-11. Canadian Origin Carload 3-Year History from Waybill Samples (by STCC Code)

Carload Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Carloads	Percent of Population	Total Carloads	Percent of Population	Total Carloads	Percent of Population
01	81,949	6.88%	65,869	5.14%	55,908	4.25%
08	0	0.00%	0	0.00%	40	0.00%
09	0	0.00%	0	0.00%	0	0.00%
10	3,376	0.28%	3,520	0.27%	3,720	0.28%
11	2,190	0.18%	5,392	0.42%	6,530	0.50%
14	3,960	0.33%	4,000	0.31%	3,720	0.28%
20	57,924	4.87%	53,364	4.16%	55,348	4.21%
21	0	0.00%	0	0.00%	160	0.01%
22	680	0.06%	1,040	0.08%	640	0.05%
23	40	0.00%	480	0.04%	200	0.02%
24	128,572	10.80%	205,572	16.04%	261,800	19.92%
25	960	0.08%	2,160	0.17%	2,080	0.16%
26	120,764	10.14%	134,724	10.51%	143,088	10.89%
27	360	0.03%	240	0.02%	40	0.00%
28	145,771	12.24%	162,738	12.70%	140,202	10.67%
29	13,636	1.15%	8,576	0.67%	10,940	0.83%
30	5,040	0.42%	5,760	0.45%	5,640	0.43%
31	80	0.01%	0	0.00%	80	0.01%
32	27,456	2.31%	27,820	2.17%	36,240	2.76%
33	62,360	5.24%	58,400	4.56%	49,200	3.74%
34	1,360	0.11%	1,740	0.14%	1,800	0.14%
35	1,920	0.16%	960	0.07%	1,200	0.09%
36	720	0.06%	1,280	0.10%	1,200	0.09%
37	102,498	8.61%	145,926	11.38%	139,276	10.60%
38	200	0.00%	40	0.00%	200	0.02%
39	600	0.05%	680	0.05%	640	0.05%
40	23,164	1.95%	25,972	2.03%	27,336	2.08%
41	440	0.04%	320	0.02%	240	0.02%
42	8,720	0.73%	8,720	0.68%	3,640	0.28%
44	0	0.00%	0	0.00%	0	0.00%
45	0	0.00%	0	0.00%	0	0.00%
46	227,880	19.14%	177,200	13.82%	178,920	13.61%
47	0	0.00%	0	0.00%	0	0.00%
48	3,680	0.31%	1,320	0.10%	1,680	0.13%
49	164,239	13.80%	177,939	13.88%	182,750	13.90%
50	0	0.00%	0	0.00%	0	0.00%
Totals:	1,190,539	100%	1,281,752	100%	1,314,458	100%

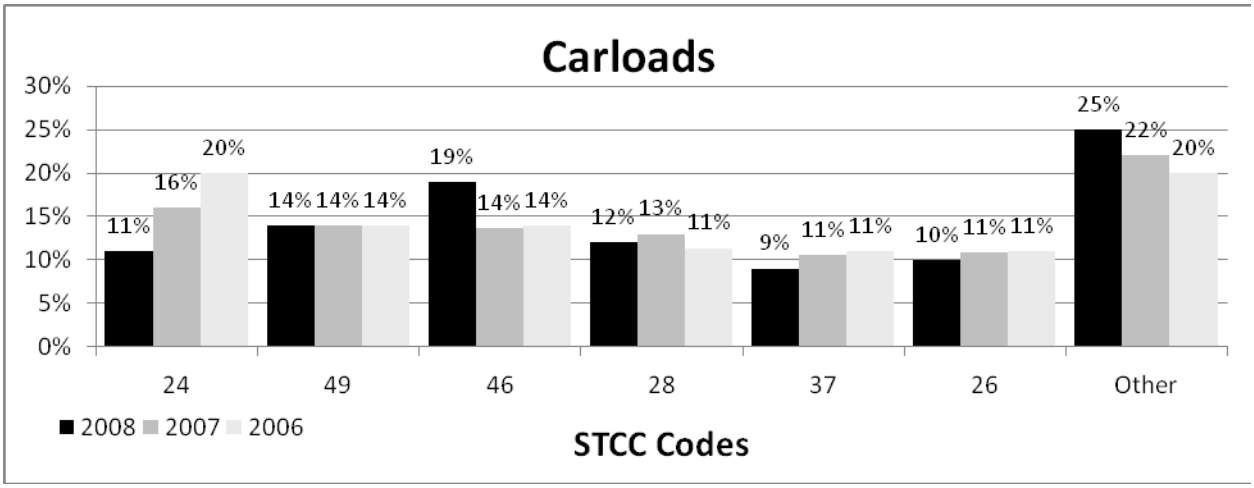
Table 1-12. Canadian Origin Revenue 3-Year History from Waybill Samples (by STCC Code)

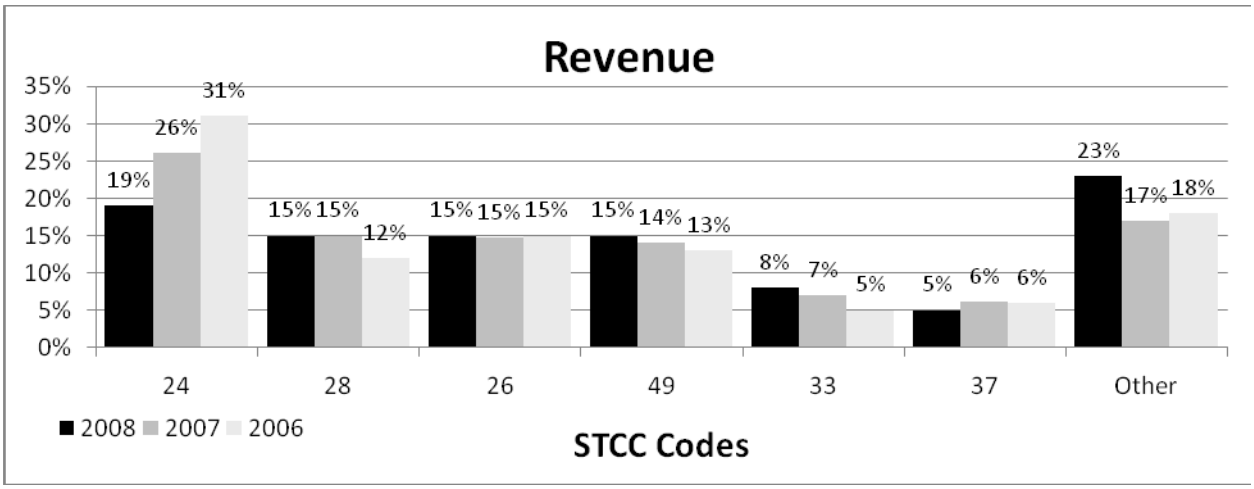
Revenue Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Revenue	Percent of Population	Total Revenue	Percent of Population	Total Revenue	Percent of Population
01	325,671,458	6.75%	234,837,429	6.75%	189,306,032	4.84%
08	0	0.00%	0	0.00%	74,640	0.00%
09	0	0.00%	0	0.00%	0	0.00%
10	10,894,400	0.21%	10,155,028	0.23%	12,767,800	0.21%
11	12,712,320	0.26%	18,305,376	0.26%	20,548,442	0.38%
14	21,641,840	0.45%	15,779,520	0.45%	9,968,880	0.33%
20	254,891,348	5.28%	211,498,308	5.28%	219,215,488	4.36%
21	0	0.00%	0	0.00%	483,080	0.00%
22	4,023,280	0.08%	5,619,040	0.08%	2,810,000	0.12%
23	109,760	0.00%	1,000,840	0.00%	219,600	0.02%
24	896,336,852	18.56%	1,279,344,100	18.56%	1,558,502,084	26.37%
25	2,284,880	0.05%	4,172,480	0.05%	4,832,920	0.09%
26	746,081,992	15.45%	706,083,480	15.45%	736,085,852	14.55%
27	336,560	0.01%	555,720	0.01%	71,000	0.01%
28	735,483,620	15.23%	721,796,180	15.23%	600,655,167	14.87%
29	67,424,116	1.40%	33,415,840	1.40%	37,911,576	0.69%
30	12,340,680	0.26%	12,610,640	0.26%	14,167,640	0.26%
31	54,040	0.00%	0	0.00%	132,640	0.00%
32	94,101,832	1.95%	81,768,216	1.95%	110,123,416	1.69%
33	384,674,920	7.97%	326,074,680	7.97%	267,226,160	6.72%
34	3,111,360	0.06%	3,703,852	0.06%	18,873,200	0.08%
35	5,932,960	0.12%	9,811,160	0.12%	2,393,360	0.20%
36	7,035,640	0.15%	4,827,360	0.15%	2,669,400	0.10%
37	249,309,818	5.16%	305,343,350	5.16%	305,019,540	6.29%
38	363,800	0.01%	23,520	0.01%	429,400	0.00%
39	978,200	0.02%	1,049,760	0.02%	1,296,200	0.02%
40	57,216,464	1.19%	60,849,500	1.19%	66,063,400	1.25%
41	527,040	0.01%	384,400	0.01%	373,080	0.01%
42	7,152,360	0.13%	6,150,640	0.15%	2,720,720	0.13%
44	0	0.00%	0	0.00%	0	0.00%
45	0	0.00%	0	0.00%	0	0.00%
46	199,673,920	4.14%	134,846,000	4.14%	137,401,560	2.78%
47	0	0.00%	0	0.00%	0	0.00%
48	19,644,840	0.41%	5,586,840	0.41%	6,564,320	0.12%
49	708,319,347	14.67%	656,839,142	14.67%	666,025,814	13.54%
50	0	0.00%	0	0.00%	0	0.00%
Totals:	4,828,329,647	100%	4,852,432,401	100%	4,994,932,411	100%

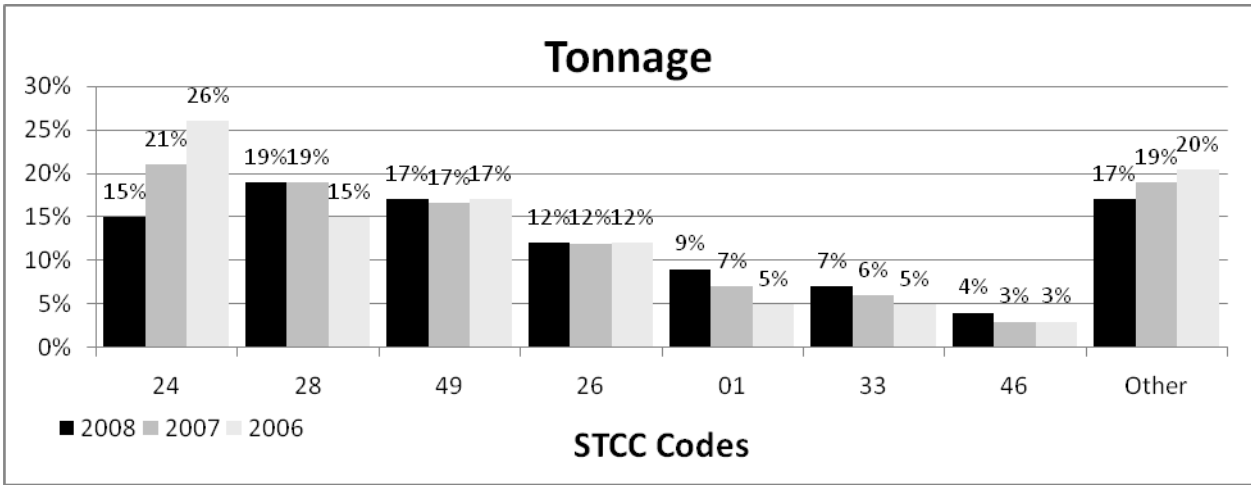
Table 1-13. Canadian Origin Tonnage 3-Year History from Waybill Samples (by STCC Code)

Tonnage Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Tonnage	Percent of Population	Total Tonnage	Percent of Population	Total Tonnage	Percent of Population
01	7,116,545	4.25%	5,809,823	6.69%	4,803,552	5.38%
08	0	0.00%	0	0.00%	520	0.00%
09	0	0.00%	0	0.00%	0	0.00%
10	337,728	0.28%	335,912	0.39%	350,440	0.39%
11	224,962	0.50%	542,834	0.62%	656,090	0.73%
14	305,240	0.28%	241,800	0.28%	240,600	0.27%
20	4,554,604	4.21%	4,058,696	4.67%	4,200,296	4.70%
21	0	0.01%	0	0.00%	2,360	0.00%
22	25,000	0.05%	45,640	0.05%	27,400	0.03%
23	640	0.02%	7,640	0.01%	2,440	0.00%
24	11,449,604	19.92%	18,216,108	20.96%	22,885,096	25.63%
25	12,040	0.16%	23,480	0.03%	22,800	0.03%
26	9,595,392	10.89%	10,462,768	12.04%	10,681,100	11.96%
27	5,160	0.00%	2,320	0.00%	800	0.00%
28	14,581,335	10.67%	16,330,554	18.79%	13,807,077	15.47%
29	1,168,600	0.83%	729,420	0.84%	871,900	0.98%
30	97,720	0.43%	118,080	0.14%	97,960	0.11%
31	920	0.01%	0	0.00%	1,280	0.00%
32	2,642,496	2.76%	2,561,516	2.95%	3,370,228	3.78%
33	5,493,160	3.74%	5,154,240	5.93%	4,376,920	4.90%
34	26,400	0.14%	37,340	0.04%	55,800	0.06%
35	35,840	0.09%	34,640	0.04%	23,320	0.03%
36	21,480	0.09%	22,640	0.03%	10,240	0.01%
37	2,213,518	10.60%	3,165,208	3.64%	3,007,240	3.37%
38	4,080	0.02%	1,200	0.00%	1,000	0.00%
39	9,960	0.05%	7,040	0.01%	6,720	0.01%
40	1,675,716	2.08%	1,859,768	2.14%	2,055,532	2.30%
41	7,360	0.02%	3,840	0.00%	2,800	0.00%
42	68,960	0.28%	55,240	0.06%	13,640	0.02%
44	0	0.00%	0	0.00%	0	0.00%
45	0	0.00%	0	0.00%	0	0.00%
46	3,206,160	13.61%	2,658,040	3.06%	2,860,240	3.20%
47	0	0.00%	0	0.00%	0	0.00%
48	158,960	0.13%	42,880	0.05%	70,120	0.08%
49	13,051,815	13.90%	14,366,845	16.53%	14,769,929	16.54%
50	0	0.00%	0	0.00%	0	0.00%
Totals:	78,091,395	100%	86,895,512	100%	89,275,440	100%

Figure 1-3. Canadian Origin Top Six Commodity Groups and All Others (3-Year History by Carloads, Revenue, and Tonnage)







Waybills of Mexican Origin

Table 1-14. Mexican Origin 2008 Waybill Sample (Carloads, Revenue, and Tonnage by STCC Code)

2008							
2-Digit STCC	Waybills Sampled	Estimates for Total Population					
		Total Carloads	Percent of Population	Total Revenue	Percent of Population	Total Tonnage	Percent of Population
01	6	240	1.09%	1,602,560	1.28%	13,560	1.31%
10	0	0	0.00%	0	0.00%	0	0.00%
14	12	480	2.18%	2,765,120	2.21%	35,600	3.45%
20	58	2,320	10.54%	19,731,480	15.79%	156,520	15.17%
22	2	80	0.36%	226,600	0.00%	1,160	0.00%
23	0	0	0.00%	0	0.00%	0	0.00%
24	0	0	0.00%	0	0.00%	0	0.00%
25	2	80	0.36%	114,360	0.09%	1,120	0.11%
26	2	80	0.36%	392,800	0.31%	2,840	0.28%
27	0	0	0.00%	0	0.00%	0	0.00%
28	81	3,284	14.92%	25,821,188	20.66%	238,908	23.15%
29	2	80	0.36%	300,200	0.24%	3,760	0.36%
30	28	1,120	5.09%	3,055,760	2.45%	16,040	1.55%
32	68	2,720	12.36%	12,990,680	10.40%	152,240	14.75%
33	45	1,800	8.18%	10,513,440	8.41%	129,280	12.53%
34	1	40	0.18%	188,240	0.15%	400	0.04%
35	18	720	3.27%	10,458,360	8.37%	27,120	2.63%
36	26	1,040	4.73%	2,216,200	1.77%	16,400	1.59%
37	131	5,240	23.81%	21,032,160	16.83%	106,560	10.32%
39	4	160	0.73%	94,680	0.08%	1,120	0.11%
40	5	200	0.91%	945,280	0.76%	5,160	0.50%
41	0	0	0.00%	0	0.00%	0	0.00%
42	4	160	0.73%	274,080	0.22%	1,920	0.19%
43	0	0	0.00%	0	0.00%	0	0.00%
46	23	920	4.18%	1,582,680	1.27%	16,600	1.61%
49	31	1,240	5.64%	10,652,600	8.52%	105,800	10.25%
Totals:	549	22,004	100%	124,958,468	100%	1,032,108	100%

Table 1-15. Mexican Origin Carload 3-Year History from Waybill Samples (by STCC Code)

Carload Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Carloads	Percent of Population	Total Carloads	Percent of Population	Total Carloads	Percent of Population
01	240	1.09%	440	1.76%	40	0.14%
10	0	0.00%	0	0.00%	0	0.00%
14	480	2.18%	280	1.12%	80	0.28%
20	2,320	10.54%	840	3.37%	2,328	8.05%
22	80	0.36%	0	0.00%	160	0.55%
23	0	0.00%	0	0.00%	0	0.00%
24	0	0.00%	0	0.00%	0	0.00%
25	80	0.36%	160	0.64%	480	1.66%
26	80	0.36%	160	0.64%	120	0.41%
27	0	0.00%	0	0.00%	40	0.14%
28	3,284	14.92%	3,040	12.18%	4,120	14.24%
29	80	0.36%	80	0.32%	0	0.00%
30	1,120	5.09%	1,120	4.49%	800	2.77%
32	2,720	12.36%	2,360	9.46%	1,440	4.98%
33	1,800	8.18%	1,480	5.93%	2,320	8.02%
34	40	0.18%	240	0.96%	200	0.69%
35	720	3.27%	1,040	4.17%	760	2.63%
36	1,040	4.73%	2,360	9.46%	1,400	4.84%
37	5,240	23.81%	8,480	33.97%	9,880	34.15%
39	160	0.73%	80	0.32%	0	0.00%
40	200	0.91%	80	0.32%	440	1.52%
41	0	0.00%	0	0.00%	1,160	4.01%
42	160	0.73%	280	1.12%	560	1.94%
43	0	0.00%	0	0.00%	0	0.00%
46	920	4.18%	840	3.37%	760	2.63%
49	1,240	5.64%	1,600	6.41%	1,840	6.36%
Totals:	22,004	100%	24,960	100%	28,928	100%

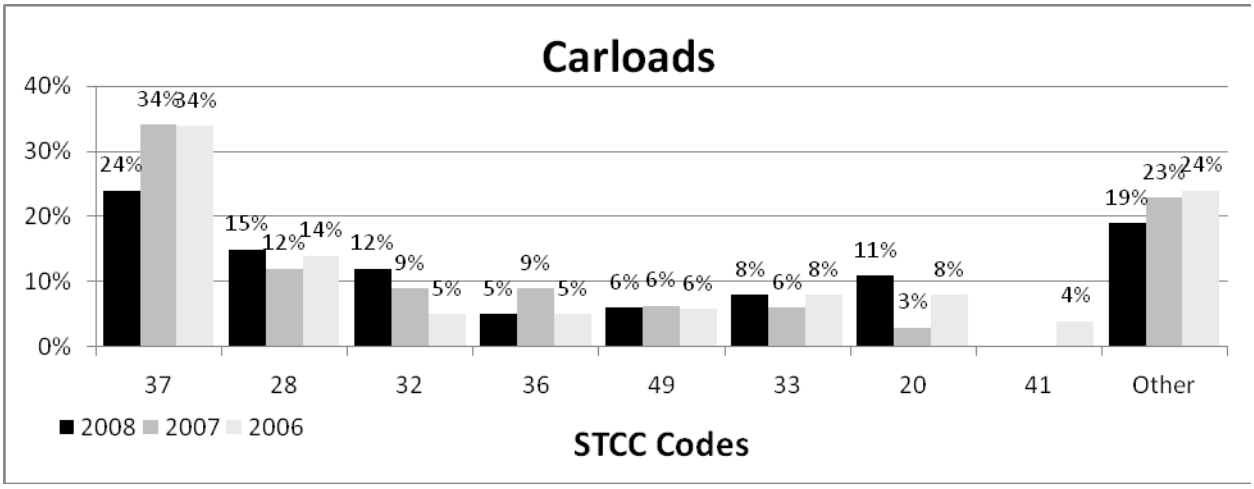
Table 1-16. Mexican Origin Revenue 3-Year History from Waybill Samples (by STCC Code)

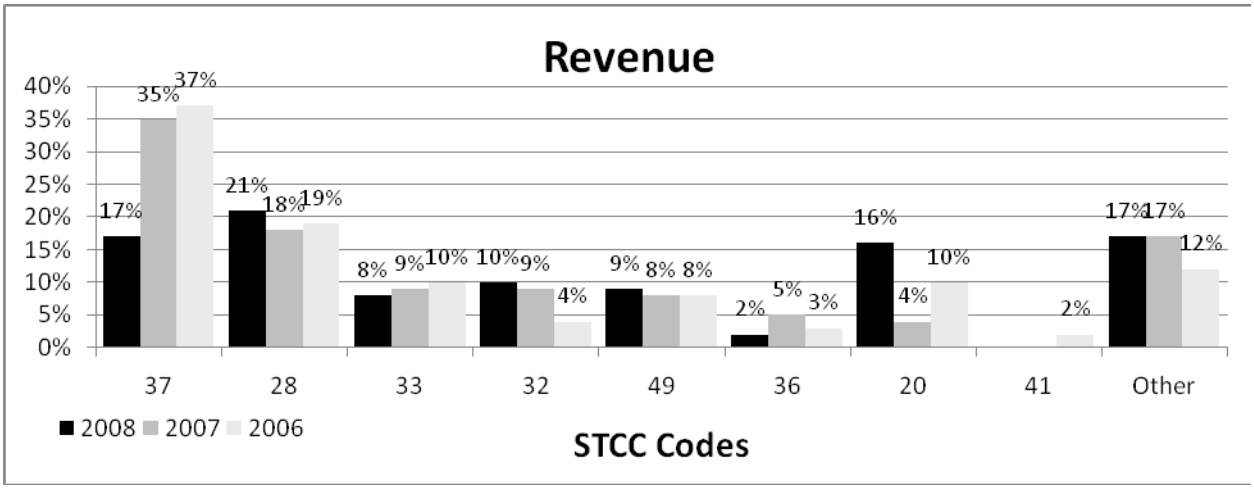
Revenue Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Revenue	Percent of Population	Total Revenue	Percent of Population	Total Revenue	Percent of Population
01	1,602,560	1.28%	2,425,560	2.30%	226,840	0.16%
10	0	0.00%	0	0.00%	0	0.00%
14	2,765,120	2.21%	1,669,480	1.58%	150,560	0.10%
20	19,731,480	15.79%	4,115,840	3.90%	14,503,620	10.05%
22	226,600	0.00%	0	0.00%	352,720	0.24%
23	0	0.00%	0	0.00%	0	0.00%
24	0	0.00%	0	0.00%	0	0.00%
25	114,360	0.09%	307,360	0.29%	962,960	0.67%
26	392,800	0.31%	448,400	0.43%	503,320	0.35%
27	0	0.00%	0	0.00%	45,480	0.03%
28	25,821,188	20.66%	19,401,280	18.41%	27,940,720	19.35%
29	300,200	0.24%	597,880	0.57%	2,420,960	1.68%
30	3,055,760	2.45%	3,126,120	2.97%	0	0.00%
32	12,990,680	10.40%	9,024,440	8.56%	5,897,240	4.08%
33	10,513,440	8.41%	9,138,800	8.67%	13,989,680	9.69%
34	188,240	0.15%	903,120	0.86%	655,480	0.45%
35	10,458,360	8.37%	1,265,480	1.20%	778,600	0.54%
36	2,216,200	1.77%	5,594,840	5.31%	4,293,080	2.97%
37	21,032,160	16.83%	36,722,360	34.84%	53,289,520	36.91%
39	94,680	0.08%	42,040	0.04%	0	0.00%
40	945,280	0.76%	799,880	0.76%	1,965,680	1.36%
41	0	0.00%	0	0.00%	2,309,760	1.60%
42	274,080	0.22%	173,200	0.16%	732,280	0.51%
43	0	0.00%	0	0.00%	0	0.00%
46	1,582,680	1.27%	1,580,040	1.50%	1,957,440	1.36%
49	10,652,600	8.52%	8,072,560	7.66%	11,408,680	7.90%
Totals:	124,958,468	100%	105,408,680	100%	144,384,620	100%

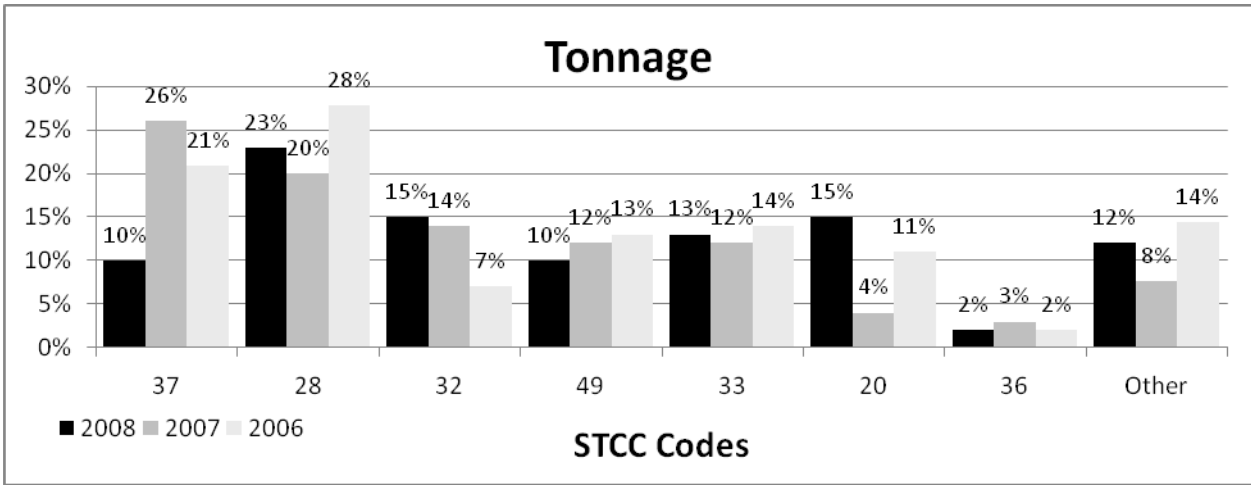
Table 1-17. Mexican Origin Tonnage 3-Year History from Waybill Samples (by STCC Code)

Tonnage Estimates for Total Population						
2-Digit STCC	2008		2007		2006	
	Total Tonnage	Percent of Population	Total Tonnage	Percent of Population	Total Tonnage	Percent of Population
01	13,560	1.31%	26,760	2.59%	3,080	0.24%
10	0	0.00%	0	0.00%	0	0.00%
14	35,600	3.45%	18,800	1.82%	4,520	0.36%
20	156,520	15.17%	38,320	3.71%	139,068	10.97%
22	1,160	0.00%	0	0.00%	800	0.06%
23	0	0.00%	0	0.00%	0	0.00%
24	0	0.00%	0	0.00%	0	0.00%
25	1,120	0.11%	840	0.08%	2,560	0.20%
26	2,840	0.28%	4,320	0.42%	5,840	0.46%
27	0	0.00%		0.00%	720	0.06%
28	238,908	23.15%	205,640	19.90%	348,720	27.52%
29	3,760	0.36%	6,960	0.67%	10,680	0.84%
30	16,040	1.55%	14,560	1.41%	0	0.00%
32	152,240	14.75%	142,160	13.76%	84,360	6.66%
33	129,280	12.53%	120,120	11.63%	173,280	13.67%
34	400	0.04%	3,800	0.37%	3,160	0.25%
35	27,120	2.63%	9,640	0.93%	5,760	0.45%
36	16,400	1.59%	26,080	2.52%	22,880	1.81%
37	106,560	10.32%	265,120	25.66%	265,440	20.95%
39	1,120	0.11%	560	0.05%	0	0.00%
40	5,160	0.50%	6,880	0.67%	14,800	1.17%
41	0	0.00%	0	0.00%	13,680	1.08%
42	1,920	0.19%	1,120	0.11%	1,720	0.14%
43	0	0.00%	0	0.00%	0	0.00%
46	16,600	1.61%	14,120	1.37%	6,320	0.50%
49	105,800	10.25%	127,360	12.33%	159,760	12.61%
Totals:	1,032,108	100%	1,033,160	100%	1,267,148	100%

Figure 1-4. Mexican Origin Top Six Commodity Groups and All Others (3-Year History by Carloads, Revenue, and Tonnage)







SECTION 2 ERROR ANALYSIS AND CORRECTIVE ACTION

During final editing stage, all data fields of the waybill are evaluated. In the case of missing or illogical data one of 71 error flags may be placed at the end of the waybill record to alert the data user to data exceptions. In addition, any data fields with a value beyond the normal range seen in the industry (e.g., cars loaded with excessively heavy weights or waybills with excessively high revenues per car), or those depicting out-of-the-ordinary movements (e.g., the movements of COFC containers in gondolas), will also be flagged. These error flags are used to mainly identify missing data and to alert the person costing the waybill to abnormalities not usually taken into account by default values in Rail Form A or UCRS costing.

Table 2-2 lists Proxy Equipment Types for the 2008 Carload Waybill Sample

Listed below are the types of errors found in the 2008 data. In each case, these "errors" are concerned with equipment registration in the Universal Machine Equipment Register (UMLER) file.

Error Code(s)	Explanation and Corrective Action to be Taken.
08 / 13	These errors are due to the fact that not all intermodal equipment (error code 13) and not all rail cars (error code 08) are listed in UMLER. In order to provide more complete data, Railinc has flagged privately owned intermodal units since 1994 thus accounting for the large increase in intermodal error. While there has been an increase in reporting of private intermodal units, many of these units are still not reported in UMLER. As the gross ton-mile is a dominant factor in rail costing, the type (and weight) of the car should be known. These equipment identification "errors" accounted for 100.0% of all primary waybill errors. Using the loading patterns exhibited in the 2005 data, the Surface Transportation Board has allowed Railinc/ALK processing team to use proxy container or trailer types when the reported car type is unknown or not listed in UMLER.

Table 2-1. Umler Error Codes and Messages

Code	Message
01	**WAYBILL ID IS INVALID** The waybill ID must be '1' if MRI, and 'blank' if Hardcopy. During each edit, the AAR/Railinc will calculate the proper waybill ID, based on the sampled waybill's stratum number. If the stratum number is 1, 2, 3, 4 or 5, the waybill is MRI and the ID should be '1'. If the stratum number is 6, 7 or 8, the waybill is hardcopy and the ID should be 'blank'. (See item 28) **Note:** The Waybill ID, wherever referenced, applies only to the record format of the 'raw' sampled waybill, and not to that of the final master file waybill.
02	**INVALID WAYBILL NUMBER** The waybill number must be numeric.
03	**INVALID WAYBILL DATE** The waybill date must fall before December 31, 1999. The waybill was not processed for the current waybill year if the date was out of bounds.
04	**INVALID ACCOUNTING PERIOD** The accounting period date must be numeric. The month must be greater than '0' and less than '17'. **Note:** Accounting period months 13, 14, 15 and 16 are valid if the road submits quarterly (13 = First Quarter, 14 = Second Quarter, etc.).
05	**INVALID CARLOAD FIELD** The carload field must be numeric and greater than zero.
06	**INVALID CAR INITIAL** The car initial cannot be blank or numeric.
07	**INVALID CAR NUMBER** The car number must be numeric.
08	**UMLER RECORD NOT FOUND** The car initial and number combination was not found in the UMLER Master File.
09	**INVALID TOFC/COFC SERVICE CODE** The TOFC/COFC Service Code (STB Alternate Code) specified is not a valid code.

Code	Message
10	**INVALID TOFC/COFC LOAD COUNT** If a TOFC/COFC move is indicated, the number of TOFC/COFC units (load count) must be numeric, and either (1) less than the sum of waybill carloads multiplied by three, or (2) identified as a valid stack train movement.
11	**INVALID TOFC/COFC CAR INITIAL** If a TOFC/COFC move is indicated, the TOFC/COFC car initial cannot be blank or numeric.
12	**INVALID TOFC/COFC CAR NUMBER** If a TOFC/COFC move is indicated, the TOFC/COFC car number must be numeric.
13	**NO TC UMLER RECORD FOUND** The TOFC/COFC car initial and number combination could not be found in the UMLER Master File.
14	**UMLER CAR TYPE NOT P, Q OR S** The car initial and number combination is not assigned to an intermodal TOFC/COFC flat car. If the car carrying TOFC/COFC is not a flat car of any type, flag 55 is placed in the error field.
15	**INVALID STCC NUMBER** The STCC number could not be found in the Master File.
16	**BILLED WEIGHT STCC** The billed weight ton equivalent, divided by the number of waybill carloads, cannot be less than or greater than the range specified in the table look-up (by two-digit STCC). The range represents positive values plus and minus 4 standard deviations from the mean.
17	**INVALID ACTUAL WEIGHT** If the actual weight field is not blank, it must be numeric.
18	**INVALID FREIGHT REVENUE** The freight revenue must be numeric. If the freight revenue amount is zero, the transit code must be either ‘1’ or ‘9’. The freight revenue amount, divided by the number of waybill carloads, cannot be less than 1 or greater than the table look-up value (by two-digit STCC). The range represents positive values plus and minus 4 standard deviations from the mean.

Code	Message
19	**INVALID TRANSIT CHARGE** If the transit charge field is not blank, it must be numeric.
20	**INVALID MISC CHARGE** If the miscellaneous charge field is not blank, it must be numeric.
21	**INVALID TRANSIT CODE** The transit code must be either ‘0’, ‘1’ or ‘9’.
22	**INVALID INTERMODAL CODE** The intermodal code must be either ‘1’, ‘2’ or ‘9’.
23	**INVALID TYPE-MOVE CODE** The type-move code must be either ‘0’, ‘1’, ‘2’, ‘3’ or ‘9’.
24	**INVALID TYPE-MOVE-BY-WATER** The type-move-by-water code must be either ‘0’, ‘1’, ‘2’, ‘3’, ‘4’ or ‘5’.
25	**INVALID TRUCK-FOR-RAIL CODE** The truck-for-rail code must be either ‘0’, ‘1’ or ‘9’.
27	**INVALID REBILL CODE (MRI and Manual)** The rebill code must be either ‘0’, ‘1’, ‘2’ or ‘3’.

Code	Message
28	**INVALID STRATUM ID** If the waybill was submitted by MRI means (i.e., the waybill ID is 1), the Stratum ID will be calculated based on the number of carloads on the waybill. If the MRI waybill has: • 1-2 carloads, the stratum ID is 1. • 3-15 carloads, the stratum ID is 2. • 16-60 carloads, the stratum ID is 3. • 61-100 carloads, the stratum ID is 4. • 101-9999 carloads, the stratum ID is 5. If the Hardcopy waybill (i.e. the waybill ID is blank) has: • 1-5 carloads, the stratum ID is 6. • 6-25 carloads, the stratum ID is 7. • 26-9999 carloads, the stratum ID is 8. These calculations are made each time the sample is edited. Please note that the 'Waybill ID' is only applicable to the record format for the 'raw' sampled waybill.
29	**INVALID SUBSAMPLE ID (MRI only)** The subsample ID must be either '1', '2', '3' or '4'. At this stage in processing this field is blank for Hardcopy waybills. During final processing, ALK will calculate subsample codes for Hardcopy waybills.
31	**INVALID REPORTING 260 NUMBER** The reporting 260 number was not found in the Railroad Register file.
32	**ORIGIN FSAC NOT VALID** The Origin FSAC and 260 number combination could not be found in the CSM file.
33	**INVALID ORIGIN 260 NUMBER** The Rule 260 number for the origin railroad could not be found in the Railroad Register file.
34	**1ST RULE 260 ABBREV IS INVALID** The Rule 260 junction abbreviation could not be found in the Reload Location file.
35	**1ST 260 NUMBER IS INVALID** The Rule 260 number for the 1st bridge railroad could not be found in the Railroad Register file.

Code	Message
36	**2ND RULE 260 ABBREV IS INVALID** The Rule 260 junction abbreviation could not be found in the Reload Location file.
37	**2ND 260 NUMBER IS INVALID** The Rule 260 number for the 2nd bridge railroad could not be found in the Railroad Register file.
38	**3RD RULE 260 ABBREV IS INVALID** The Rule 260 junction abbreviation could not be found in the Reload Location file.
39	**3RD 260 NUMBER IS INVALID** The Rule 260 number for the 3rd bridge railroad could not be found in the Railroad Register file.
40	**4TH RULE 260 ABBREV IS INVALID** The Rule 260 junction abbreviation could not be found in the Reload Location file.
41	**4TH 260 NUMBER IS INVALID** The Rule 260 number for the 4th bridge railroad could not be found in the Railroad Register file.
42	**5TH RULE 260 ABBREV IS INVALID** The Rule 260 junction abbreviation could not be found in the Reload Location file.
43	**5TH 260 NUMBER IS INVALID** The Rule 260 number for the 5th bridge railroad could not be found in the Railroad Register file.
44	**6TH RULE 260 ABBREV IS INVALID** The Rule 260 junction abbreviation could not be found in the Reload Location file.
45	**6TH 260 NUMBER IS INVALID** The Rule 260 number for the 6th bridge railroad could not be found in the Railroad Register file.
46	**7TH RULE 260 ABBREV IS INVALID** The Rule 260 junction abbreviation could not be found in the Reload Location file.

Code	Message
47	**7TH 260 NUMBER IS INVALID** The Rule 260 number for the 7th bridge railroad could not be found in the Railroad Register file.
48	**8TH RULE 260 ABBREV IS INVALID** The Rule 260 junction abbreviation could not be found in the Reload Location file.
49	**8TH 260 NUMBER IS INVALID** The Rule 260 number for the 8th bridge railroad could not be found in the Railroad Register file.
50	**9TH RULE 260 ABBREV IS INVALID** The Rule 260 junction abbreviation could not be found in the Reload Location file.
51	**INVALID TERMINATION 260 NUMBER** The Rule 260 number for the termination railroad could not be found in the Railroad Register file.
52	**TERM FSAC NOT VALID** The termination FSAC and Rule 260 railroad number combination could not be found in the CSM file.
53	**INVALID INTER-INTRA STATE CODE** If the origin state, destination state, and all states in the routing information are the same, the code must be ‘2’. If the states are different, the code must be ‘1’. This is calculated each time the waybill sample is edited.
54	**REVENUE AMOUNT IS ZERO** If the revenue amount is zero, the transit code must be ‘1’ or ‘9’.
55	**TC UMLER REC IS NOT A FLAT CAR** The car carrying the TOFC/COFC unit is not a flat car of any type (i.e., Q, P, S or F). (Refer to error flag 14)
56	**REVENUE PER TONMILE** The revenue per ton mile is not in the range established for the 2-digit STCC.

Code	Message
57	**BILLED WEIGHT CAPACITY** Billed weight is greater than load limit.
58	**TRANSBORDER** Transborder code must be ‘0’, ‘1’, or ‘2’.
59	**CONTRACT** Contract code must be ‘0’ or ‘1’ .
60–63	**NOT USED**
64	**INVALID NO OF WAYBILLS** The number of waybills field must be numeric.
65	**INVALID REPORTING FREQUENCY** The reporting frequency must be either ‘1’ or ‘2’.
66	**INVALID SERIAL NUMBER** The serial number must be numeric.
67	**SAMPLE DENSITY CHECK** The population count for each stratum is included in the JCL for each waybill sample edit. The AAR/Railinc checks the validity of the sample by comparing the expected sample density with the actual density. **Note:** This is not an error flag. If there is a discrepancy between the expected and actual sample densities, an error message is printed on the edit program output.
68	**SAMPLE SIZE CHECK** The reported sample size for each stratum is included in the JCL for each waybill sample edit. The AAR/Railinc checks the validity of the sample by comparing the expected sample size with the actual sample size. **Note:** This is not an error flag. If there is a discrepancy between the expected and actual sample sizes, an error message is printed on the edit program output.
69	**FIRST RULE INTERCHANGE IS MISSING** Although an interline shipment is indicated, no first junction information has been provided.

Code	Message
70	**SECOND RULE INTERCHANGE IS MISSING** Although an interline shipment is indicated, no second junction information has been provided.
71	**THIRD RULE INTERCHANGE IS MISSING** Although an interline shipment is indicated, no third junction information has been provided.

2008 Reporting Railroads

Apache Railway (APA-011)
Arkansas and Missouri Railroad (AM-906)
Arkansas, Louisiana & Mississippi (ALM-016)
Bay Line (BAYL-088)
Buffalo & Pittsburgh Railroad (BPRR-154)
BNSF Railway Company (BNSF-777)
Birmingham Southern (BS-065)
C P Rail System (CPRS-105)
Cedar Rapids & Iowa City Railway (CIC-111)
Chattahoochee Industrial Railroad (CIRR-222)
Chicago South Shore & South Bend (CSS-168)
Columbia & Cowlitz Railway (CLC-163)
Columbus & Greenville Railway (CAGY-177)
CSX Transportation Corp. (CSXT-712)
Dakota, Minnesota & Eastern Railroad (DME-912)
D&I Railroad Company (DAIR-211)
DeQueen & Eastern (DQE-200)
Elgin, Joliet & Eastern Railroad (EJE-238)
Escanaba & Lake Superior (ELS-241)
Florida East Coast Railway (FEC-263)
Georgia Central Railway (GC-395)
Illinois Midland Railroad (IMRR-361)
Indiana Rail Road Company (INRD-780)
Iowa Interstate Railroad (IAIS-316)
Iowa Chicago and Eastern Railroad (ICE-342)
Kansas City Southern Lines (KCS-400)
Lake Superior & Ishpeming Railroad (LSI-425)
Lake State Railway (LSRC-408)
Louisville & Indiana Railroad (LIRC-434)
M & B Railroad (MNBR-480)
Maryland Midland Railway (MMID-495)
Mississippi Export Railroad (MSE-506)
Montana Rail Link (MRL-871)
Montreal, Maine and Atlantic (MMA-334)
New England Central (NECR-496)
New York & Atlantic (NYA-501)
New York, Susquehanna & Western (NYSW-546)
Norfolk Southern Railway System (NS-555)
Paducah & Louisville Railway, Inc. (PAL-907)
Providence & Worcester Railroad (PW-631)
Rochester & Southern (RSR-941)
Rockdale, Sandow & Southern (RSS-675)
Sand Springs Railway (SS-707)
ST. Marys Railroad (SM-682)
ST Rail System (ST-746)
Toledo, Peoria & Western (TPW-769)
Transkentucky Transportation (TTIS-773)
Trona Railway (TRC-779)
Twin Cities & Western Railroad (TCWR-768)
Union Pacific System (UP-802)
Vermont Railway (VTR-817)
Wheeling & Lake Erie (WE-856)
Wisconsin & Southern (WSOR-879)

Proxy Equipment Types for the 2008 Carload Waybill Sample

The proxy car type codes are used to fill in waybill records with missing car type values. The car type fields are AAR Equipment Type (columns 298-301 in 432-byte file; 286-289 in 900-byte file) and Mechanical Designation (columns 302-305 in the 432-byte file; 290-293 in 900-byte file).

The proxy car type code for a 5-digit STCC code is the most popular car type for that STCC code in the current year waybill sample. If all waybills for that STCC are missing the car types in that year, the one from previous year's sample is chosen. If the STCC does not occur in the previous year's sample, the most popular car type for the closest STCC code is selected.

Table 2-2. Proxy Equipment Types—2008 Carload Waybill Sample

0113110C113LO	2037315R660RP	2421446P435FC	2871236C113LO	3352910F126FMS	4904210T389T
0113210C113LO	2037361R660RP	2429110P435FC	2899113B314XM	3423927P435FC	4904350P435FC
0113215C113LO	2041110C614LO	2432158A403XP	2899885T106T	3429912P435FC	4904540P435FC
0113230C113LO	2041210C113LO	2439120F483FBC	2899980C713LO	3519952A603XP	4904587P435FC
0113310C113LO	2041953C114LO	2499110A606XP	2911791T106T	3534155P435FC	4905419T389T
0113655C114LO	2041983A302XP	2499238F483FBC	2952190P435FC	3633130A603XP	4905421T389T
0113710C113LO	2042175C114LO	2499610A606XP	2991314H351HT	3711120V411FA	4905709P435FC
0113930C114LO	2042179C113LO	2499615A403XP	2991315C113LO	3711215V971FA	4905716P435FC
0114110B314XM	2044310C313LO	2519990P435FC	2991425H350HT	3714720P435FC	4905752T389T
0114410C113LO	2046115T104T	2611135A302XP	3011110P435FC	3714920P435FC	4910185P435FC
0115110P435FC	2061930C113LO	2611137A432XL	3011115P435FC	3714995P435FC	4910242T389T
0115925P435FC	2062110C314LO	2621115A405XP	3021110P435FC	3729940F126FMS	4910280P435FC
0115970A302XP	2071110P435FC	2621216A405XP	3071145P435FC	3741110D113D	4910432P435FC
0115991P435FC	2082110R600RB	2621345A405XP	3071643P435FC	3742210R660RP	4912271P435FC
0119510R470RPL	2084120P435FC	2621912P435FC	3241110C112LO	3742213C214LO	4914205T105T
0134190C113LO	2085945C114LO	2631117A302XP	3241115C112LO	3742214C113LO	4917473T106T
0139990P435FC	2087150P435FC	2647110P435FC	3274110C113LO	3742217C214LO	4918689C113LO
1011310K180HMA	2092110T107T	2649990P435FC	3295231C113LO	3742239C214LO	4925202T375T
1011320K280HMA	2092314C114LO	2651157P435FC	3295232C113LO	3742263C214LO	4925212T106T
1121210J311GT	2093939C114LO	2731190P435FC	3295234C614LO	3742293T105T	4929119E534GBS
1121290J311GT	2099515P435FC	2741120P435FC	3295950C112LO	3742294H350HT	4930040T054T
1421930H350HT	2099520P435FC	2812190P435FC	3295956T104T	3742297H351HT	4930207P435FC
1421965K340HTS	2099991P435FC	2812358C112LO	3295960C113LO	3742298A806XP	4930216P435FC
1421990H340HM	2279940P435FC	2812518T104T	3311115E530GBS	3742299M110MWB	4930228T055T
1441190H340HM	2399989P435FC	2812534C113LO	3311116E530GBS	3914160P435FC	4931320T097T
1441230K380HMA	2399990P435FC	2812552C113LO	3312120E530GBS	4011208C112LO	4935225P435FC
1441290K344HTS	2411110F241FB	2812567C113LO	3312135E241GBSR	4021125E530GBS	4935230T104T
1441310C112LO	2411115F241FB	2812632T104T	3312140F411FMS	4022174P435FC	4935240T104T
1471110C612LO	2411165F472FL	2818170C113LO	3312150E531GBS	4024115A302XP	4935254P435FC
1471411K304HKS	2411210M190MWM	2818668T107T	3312253F443FB	4024150B314XM	4935601P435FC
1471510C113LO	2411410F241FB	2818671C414LO	3312265E231GBS	4029154E500GTS	4935640T107T
1491110C113LO	2411411F241FB	2818990T105T	3312332E241GBSR	4029173S101FC	4936015P435FC
1491415C113LO	2411515K340HTS	2819155C113LO	3312420E735GBS	4111190P435FC	4936344P435FC
1491820P435FC	2411570E500GTS	2821139C214LO	3312445E530GBS	4211299A806XP	4936540P435FC
2012910R470RPL	2411580E500GTS	2821140C214LO	3312468E730GBS	4221125P435FC	4936556P435FC
2012911P435FC	2411701E500GTS	2821144C214LO	3312528F443FB	4221130P435FC	4941104T105T
2016110R470RPL	2411923E507GTS	2821156C214LO	3312627E735GBS	4611110P435FC	4950130P435FC
2023325R410RBL	2421170F483FBC	2821163C214LO	3312653E530GBS	4621110P435FC	4950150P435FC
2033110P435FC	2421184F483FBC	2841915P435FC	3321120F126FMS	4711110P435FC	4960133P435FC
2033615B314XM	2421190F483FBC	2841990P435FC	3333115B314XM	4875648C113LO	4966110C114LO
2034220P435FC	2421195F483FBC	2871235C113LO	3333140A636XL	4903520P435FC	4966325H340HM

SECTION 3 DATA EXCEPTIONS

Overall, there were no major deviations in waybill data quality from specifications given by the Surface Transportation Board. The following tables detail all known data exceptions and sampling deviations in the 2008 Carload Waybill Sample. Efforts to correct these problems have already been made. Also detailed are a few potential problem areas dealt with by Railinc during the 2008 processing year.

As of December 31, 2005, all electronic waybill submitters whom Railinc was providing pre edit corrections have addressed their data quality. It is important to note that the high level of cooperation between the railroads and Railinc has resulted in the 2008 Waybill Sample being free of all but equipment registration related errors.

Railinc Waybill Correction Process

Due to the railroads ability to correct errors (or make program modifications), Railinc no longer makes these corrections for the submitting carriers. Other errors are individually validated, and all errors are thoroughly documented and returned to the carrier for correction and/or verification. The entire corrected file is then returned to Railinc for re-processing. If no errors are found the file is clean and the 432 byte file can be created. If errors are still in the file they are sent back to the carrier for correcting. Again the carrier will send back the entire file.

The most significant problem encountered in processing individual carrier's data was the Kansas City Southern Railway's under-reporting of their 2008 Sample data. The following is a chronology of events and corrective actions undertaken by ALK in identifying the problem; and ALK and Railinc in working with KCS to re-report their data.

May 29, 2009 – Railinc submits the completed 432 Byte File to ALK

June 11, 2009 –Summary of Problem Presented by ALK to Railinc

The most prominent case of under-reporting is with Coal STCC 11. As part of another consulting project, ALK has access to the KCS 100% traffic data, and we were able to observe that the FCS numbers are closer to the volumes in the KCS 100% traffic file).

Also, a second problem with the KCS submissions to the WB sample is that the traffic to Mexico (via Laredo) is not adequately represented.

There is no traffic with terminating RR as KCSM in the WB Sample (which is OK), but that traffic up-to the border crossing point is supposed to be part of the sample. Currently, there are about 1,900 carloads of such traffic, which is substantially lower than what it should be (according to the KCS 100% traffic data).

Week of June 15th 2009 –

- Conference call held with STB, ALK and Railinc to discuss the KCS problem
- Railinc notified KCS and they began reviewing their original submissions to Railinc

- KCS, Railinc and ALK exchange data and requirements to properly report the sample data and correct the under reporting and transborder traffic

July 16, 2009 – KCS resubmits monthly files with corrected waybill counts and transborder flag properly set. Railinc tests KCS data through its edit process. Data runs clean

July 17 , 2009 – Railinc resubmits 432 Byte File to ALK to complete its analysis and produce the 900 Byte File

Railroad-Wide Corrections

1. Valid, UMLER-registered TOFC flat car initials and numbers are used to replace 'dummy' flat car initials and numbers on intermodal shipment waybills.

2. Specific rail-owned, UMLER-registered TOFC/COFC unit initials and numbers are used to replace 'dummy' TOFC/COFC unit initials and numbers on intermodal shipment waybills.

3. TOFC Plan code 'X' is placed on any intermodal shipment waybill whose TOFC Plan code is a blank or zero.

4. Junction abbreviation spellings are adjusted to comply with Accounting Rule 260 abbreviations.

5. Freight Station Accounting Codes (FSAC) are validated for accuracy against Railinc Business Services Division master files and the Waybill Section's database.

6. Standard Transportation Commodity Codes (STCC) are identified and adjusted to comply with Industry Reference Files.

7. Waybills which list very high or low billed weights are individually verified (e.g., heavy load capacity cars, or intermodal shipments with weights below one ton); if the weight is valid for the waybill, the billed weight error flag is removed after the final edit procedure.

8. Waybills which list high freight revenues are verified individually (e.g., trans-continental movements of hazardous materials); if the revenue is valid for the waybill, the revenue error flag is removed after the final edit procedure.

9. Intermodal waybills which were processed after September 1, 1995 used the dummy car initial number ‘GBRX 091193'

Contract Rate Flag

Since the implementation of the Staggers Act in 1980, partial rail deregulation has allowed railroads and shippers to enter into contracts. Revenue-related information regarding these contracts is considered highly sensitive, and is often subject to confidentiality clauses within the contracts. As a result, it's apparent that, despite increases in the number of contracts (which in actuality reduced railroad revenues), data from the Waybill Sample indicated that the opposite had occurred. This was due to the reporting of 'normal' tariff rates instead of the lower contract rates in the Waybill Sample.

Recognizing this deficiency and the confidentiality concern put forth by a major Class I railroad, the ICC in 1986 instituted a pilot program whereby that road could report calculated or factored revenues in place of actual contract revenues. Although the railroad could report a tariff value in place of the contract rate, accurate estimation of the actual contract rate would still be required, as the relationship between the reported tariff rate and actual contract rate (at the three-digit STCC level) must be made available to the Surface Transportation Board for use in internal analysis.

These calculated revenues are constructed at the three-digit STCC level and are indicated by the use of one of the following numeric values in the Contract Rate Flag field of the sampled waybill record:

(0) = Not specifically a contract rate.
(1) = The freight revenue is a calculated figure which has been derived either from existing tariffs or from appropriate values if no tariff is in place (at the 3-digit STCC level).

TTX Train Assignments

The TTX Company assigns Car Initials and Car Type by the Car Number and, based upon need, frequently and repeatedly reassigns series of Car Numbers to different initials and car types. Due to the confusion that could be caused by this method, Railinc's UMLER database maintains only the most recent car initial/number/type assignments for TTX equipment. While the initial car initial/number assignment usually referred to intermodal flatcars, subsequent assignment often related to multi-level flatcars.

This impacted upon the Waybill Sample during Railinc's final edit procedures as the UMLER files locate the flat car by comparing the car number with its assigned car initial and car type. The car initial and car type currently assigned to the particular car number are written onto the edited waybill record, and error flag '14' is appended to the record if the car type is no longer 'P', 'Q' or 'S'. However, at the time of the waybill movement, the car number was most likely assigned to a different car initial, and car type 'P', 'Q' or 'S'.

To prevent this situation from resulting in a large number of waybill errors (Error Code 14 - INTERMODAL MOVEMENT NOT ON A FLATCAR), the standard dummy intermodal flatcar initial/number combination GBRX 091193 (effective September 1, 1995) was inserted in instances of traditional TOFC/COFC movements.

SECTION 4 2008 WAYBILL RECORD LAYOUTS AND WAYBILL REFERENCES

The following documentation is included in this section:

I. 2008 SURFACE TRANSPORTATION BOARD CARLOAD WAYBILL SAMPLE

- A. 900-byte STB Waybill File Record Layout
- B. 900-byte STB Waybill Data Element Descriptions

II. DEPARTMENT OF COMMERCE

- A. Business Economic Area (BEA) Codes (Revised 2006)
- B. Business Economic Area (BEA) Codes by County Listing

III. 2008 SURFACE TRANSPORTATION BOARD PUBLIC USE WAYBILL

- A. 247-byte Record Layout
- B. 247-byte Data Element Descriptions

IV. WAYBILL REFERENCES

- A. STCC© Headers
- B. Surface Transportation Board Car Type
- C. UMLER© Field Descriptions
- D. AAR Equipment Type (UMLER©)
- E. US Census Regions
- F. CS54 Group Codes

900-Byte STB Waybill File Record Layout

Table 4-1. 900-Byte STB Waybill File Record Layout

Field	Data Description	Number of Positions	Form	Columns
1	Unique Serial Number	6	N	1–6
2	Waybill Number	6	N	7–12
3	Waybill Date (mmddccyy)	8	N	13–20
4	Accounting Period (mmccyy)	6	N	21–26
5	Number of Carloads	4	N	27–30
6	Car Initial	4	A	31–34
7	Car Number	6	N	35–40
8	Intermodal TOFC/COFC Service Code	3	A/N	41–43
9	Number of TOFC/COFCs	4	N	44–47
10	TOFC/COFC Initial	4	A	48–51
11	TOFC/COFC Number	6	N	52–57
12	Commodity Code (STCC)	7	N	58–64
13	Billed Weight	9	N	65–73
14	Actual Weight	9	N	74–82
15	Freight Revenue	9	N	83–91
16	Transit Charges	9	N	92–100
17	Miscellaneous Charges	9	N	101–109
18	Inter/Intra State Code	1	N	110
19	Transit Code	1	N	111
20	All Rail/Intermodal Code	1	N	112
21	Type Move (import/export)	1	N	113
22	Type Move Via Water	1	N	114
23	Substituted Truck for Rail	1	N	115
24	Shortline Miles	4	N	116–119
25	Rebill Code	1	N	120
26	Stratum Identification	1	N	121
27	Subsample Code	1	N	122
28	Intermodal Equipment Flag	1	N	123
29	Calculated Rate Flag	1	N	124
30	Waybill Identifier (MRI only)	25	A/N	125–149
31	Reporting Railroad	3	N	150–152
32	Origin FSAC	5	N	153–157
33	Origin Railroad	3	N	158–160
34	Interchange #1 Rule 260	5	A	161–165
35	First Bridge RR	3	N	166–168
36	Interchange #2 Rule 260	5	A	169–173
37	Second Bridge RR	3	N	174–176
38	Interchange #3 Rule 260	5	A	177–181
39	Third Bridge RR	3	N	182–184
40	Interchange #4 Rule 260	5	A	185–189
41	Fourth Bridge RR	3	N	190–192
42	Interchange #5 Rule 260	5	A	193–197
43	Fifth Bridge RR	3	N	198–200
44	Interchange #6 Rule 260	5	A	201–205

Field	Data Description	Number of Positions	Form	Columns
45	Sixth Bridge RR	3	N	206–208
46	Interchange #7 Rule 260	5	A	209–213
51	Termination Railroad	3	N	214–216
52	Termination FSAC	5	N	217–221
53	Population Count	8	N	222–229
54	Stratum Count	6	N	230–235
55	Reporting Period Length	1	N	236
56	Car Owner's Mark	4	A	237–240
57	Car Lessee's Mark	4	A	241–244
58	Car Capacity	5	N	245–249
59	Nominal Car Capacity	3	N	250–252
60	Tare Weight of Car	4	N	253–256
61	Outside Length	5	N	257–261
62	Outside Width	4	N	262–265
63	Outside Height	4	N	266–269
64	Extreme Outside Height	4	N	270–273
65	Type of Wheel Bearings and Brakes	1	A	274
66	Number of Axles	1	A/N	275
67	Draft Gear	2	N	276–277
68	Number of Articulated Units	1	N	278
69	Pool Code Number	7	N	279–285
70	AAR Equipment Type	4	A/N	286–289
71	Mechanical Designation	4	A	290–293
72	Licensing State (TOFC)	2	A	294–295
73	Maximum Weight on Rail	3	N	296–298
74	Origin SPLC	6	N	299–304
75	Destination SPLC	6	N	305–310
76	STCC w/o Hazardous (49) Codes	7	N	311–317
77	Origin Railroad Alpha	4	A	318–321
78	First Interchange RR Alpha	4	A	322–325
79	Second Interchange RR Alpha	4	A	326–329
80	Third Interchange RR Alpha	4	A	330–333
81	Fourth Interchange RR Alpha	4	A	334–337
82	Fifth Interchange RR Alpha	4	A	338–341
83	Sixth Interchange RR Alpha	4	A	342–345
86	Termination Railroad Alpha	4	A	346–349
87	Junction Frequency	1	N	350
88	Theoretical Expansion Factor	3	N	351–353
89	Routing Error Flag	1	A	354
90	STB Car Type	2	N	355–356
92	AAR/RAILINC Error Codes	6	N	357–362
93	Car Ownership	1	A	363
94	AAR TOFC/COFC Unit Type	4	A/N	364–367
95	Deregulation Date (ccyymmdd)	8	N	368–375
96	Deregulation Flag	1	A	376
97	Service Type	1	N	377
98	Expanded Carloads	6	N	378–383

Field	Data Description	Number of Positions	Form	Columns
99	Billed Weight in Tons	7	N	384–390
100	Expanded Tons	8	N	391–398
101	Expanded Trailer/Container Count	6	N	399–404
102	Expanded Total Revenue	10	N	405–414
103	Origin Railroad Split Revenue	10	N	415–424
104	First Interchange RR Split Revenue	10	N	425–434
105	Second Interchange RR Split Revenue	10	N	435–444
106	Third Interchange RR Split Revenue	10	N	445–454
107	Fourth Interchange RR Split Revenue	10	N	455–464
108	Fifth Interchange RR Split Revenue	10	N	465–474
109	Sixth Interchange RR Split Revenue	10	N	475–484
112	Termination Railroad Split Revenue	10	N	485–494
113	First Railroad Distance	5	N	495–499
114	Second Railroad Distance	5	N	500–504
115	Third Railroad Distance	5	N	505–509
116	Fourth Railroad Distance	5	N	510–514
117	Fifth Railroad Distance	5	N	515–519
118	Sixth Railroad Distance	5	N	520–524
119	Seventh Railroad Distance	5	N	525–529
122	Termination Railroad Distance	5	N	530–534
123	Total Distance	5	N	535–539
124	Origin State Alpha	2	A	540–541
125	First Junction State Alpha	2	A	542–543
126	Second Junction State Alpha	2	A	544–545
127	Third Junction State Alpha	2	A	546–547
128	Fourth Junction State Alpha	2	A	548–549
129	Fifth Junction State Alpha	2	A	550–551
130	Sixth Junction State Alpha	2	A	552–553
131	Seventh Junction State Alpha	2	A	554–555
134	Termination State Alpha	2	A	556–557
135	Origin BEA Area	3	N	558–560
136	Termination BEA Area	3	N	561–563
137	Origin FIPS Code	5	N	564–568
138	Termination FIPS Code	5	N	569–573
139	Origin Freight Area	2	N	574–575
140	Termination Freight Area	2	N	576–577
141	Origin Freight Territory	1	N	578
142	Termination Freight Territory	1	N	579
143	Origin SMSA	4	N	580–583
144	Termination SMSA	4	N	584–587
145	Origin NET3 Number	5	N	588–592
146	First Junction NET3 Number	5	N	593–597
147	Second Junction NET3 Number	5	N	598–602
148	Third Junction NET3 Number	5	N	603–607
149	Fourth Junction NET3 Number	5	N	608–612
150	Fifth Junction NET3 Number	5	N	613–617
151	Sixth Junction NET3 Number	5	N	618–622

Field	Data Description	Number of Positions	Form	Columns
152	Seventh Junction NET3 Number	5	N	623–627
155	Termination NET3 Number	5	N	628–632
156	State Through Indicators (1 = State Used in Waybill Routing)	52	N	633–684
	Alabama	1	N	633
	Arizona	1	N	634
	Arkansas	1	N	635
	California	1	N	636
	Colorado	1	N	637
	Connecticut	1	N	638
	Delaware	1	N	639
	District of Columbia	1	N	640
	Florida	1	N	641
	Georgia	1	N	642
	Idaho	1	N	643
	Illinois	1	N	644
	Indiana	1	N	645
	Iowa	1	N	646
	Kansas	1	N	647
	Kentucky	1	N	648
	Louisiana	1	N	649
	Maine	1	N	650
	Maryland	1	N	651
	Massachusetts	1	N	652
	Michigan	1	N	653
	Minnesota	1	N	654
	Mississippi	1	N	655
	Missouri	1	N	656
	Montana	1	N	657
	Nebraska	1	N	658
	Nevada	1	N	659
	New Hampshire	1	N	660
	New Jersey	1	N	661
	New Mexico	1	N	662
	New York	1	N	663
	North Carolina	1	N	664
	North Dakota	1	N	665
	Ohio	1	N	666
	Oklahoma	1	N	667
	Oregon	1	N	668
	Pennsylvania	1	N	669
	Rhode Island	1	N	670
	South Carolina	1	N	671

Field	Data Description	Number of Positions	Form	Columns
	South Dakota	1	N	672
	Tennessee	1	N	673
	Texas	1	N	674
	Utah	1	N	675
	Vermont	1	N	676
	Virginia	1	N	677
	Washington	1	N	678
	West Virginia	1	N	679
	Wisconsin	1	N	680
	Wyoming	1	N	681
	Canada	1	N	682
	Mexico	1	N	683
	All Other	1	N	684
157	International Harmonized Code	12	A	685–696
158	Standard Industrial Classification	4	A	697–700
159	International S. I. C.	4	A	701–704
160	Dominion of Canada Code	3	A	705–707
161	CS54 Group Code	2	A	708–709
162	Origin Freight Station Type	4	A	710–713
163	Destination Freight Station Type	4	A	714–717
164	Origin Freight Station Rating ZIP	9	N	718–726
165	Dest. Freight Station Rating ZIP	9	N	727–735
166	Origin Rate Base SPLC	9	A	736–744
167	Destination Rate Base SPLC	9	A	745–753
168	Origin Switch Limit SPLC	9	A	754–762
169	Destination Switch Limit SPLC	9	A	763–771
170	Origin Customs Flag	1	A	772
171	Destination Customs Flag	1	A	773
172	Origin Grain Flag	1	A	774
173	Destination Grain Flag	1	A	775
174	Origin Automobile Ramp Facility Code	1	A	776
175	Dest. Automobile Ramp Facility Code	1	A	777
176	Origin Intermodal Flag	1	A	778
177	Destination Intermodal Flag	1	A	779
193	Transborder Flag	1	N	780
194	Origin Railroad Country Code	2	A	781-782
195	First Interchange Railroad Country Code	2	A	783-784
196	Second Interchange Railroad Country Code	2	A	785-786
197	Third Interchange Railroad Country Code	2	A	787-788
198	Fourth Interchange Railroad Country Code	2	A	789-790
199	Fifth Interchange Railroad Country Code	2	A	791-792
200	Sixth Interchange Railroad Country Code	2	A	793-794
201	Termination Railroad Country Code	2	A	795-796
179	Blank (Space reserved for future changes)	13	A/N	806-818
180	Origin Census Region	4	A	819–822

Field	Data Description	Number of Positions	Form	Columns
181	Termination Census Region	4	A	823–826
182	Exact Expansion Factor	7	N	827–833
183	Total Variable Cost	8	N	834–841
185	Railroad 1 Variable Cost	8	N	842–849
186	Railroad 2 Variable Cost	8	N	850–857
187	Railroad 3 Variable Cost	8	N	858–865
188	Railroad 4 Variable Cost	7	N	866–872
189	Railroad 5 Variable Cost	7	N	873–879
190	Railroad 6 Variable Cost	7	N	880–886
191	Railroad 7 Variable Cost	7	N	887–893
192	Railroad 8 Variable Cost	7	N	894–9

900-byte STB Waybill Data Element Descriptions

For fields 1 through 179 the following list describes the proper coding and interpretation of the Carload Waybill Statistics at the conclusion of processing by the AAR/Railinc and ALK Associates (hereafter referred to as ALK) for the Sample. Fields 180 through 192 are added to each record by the STB.

Table 4-2. 900-Byte Waybill File Record Data Element Descriptions

Field	Description
1	**Unique Serial Number** (6-digit numeric) To allow for unique identification of waybills, the AAR/Railinc assigns a six-digit number to all waybills processed. Hardcopy waybills are assigned serial numbers in the 100,000 to 199,999 range. MRI waybills are assigned serial numbers in the 200,000 to 999,999 range and 000,000 to 099,999[5].
2	**Waybill Number** (6-digit numeric) The waybill number is the number an originating railroad assigns to each waybill document[1].
3	**Waybill Date** (6-digit numeric) The waybill date is the date on which the originating railroad prepares the waybill (mmddccyy) where, mm = month, dd = day, cc = century, yy = year[1].
4	**Accounting Period (Month, Year)** (4-digit numeric) The accounting period is the month and year during which the study waybill is entered into the railroad's revenue accounting system. This information is subsequently reflected in the net income statement of the company for the specified account month (mmccyy) where, mm = month, cc = century, yy = year[1].

Field	Description
5	**Number of Carloads** (4-digit numeric) The total number of carloads on the sampled waybill[1].
6	**Car Initials** (4-character alpha) The car initials are the identification of car ownership as recorded in The Official Railway Equipment Register, issued by the Association of American Railroads. If the waybill covers a multiple car movement, the initials of the first car are entered[1].
7	**Car Number** (6-digit numeric) The car number is assigned by the owner and, when combined with the owner's car initial code, uniquely identifies the freight car used in the move. If the waybill covers a multiple car movement, the number of the first car is entered[1].
8	**TOFC/COFC Service Code** (3-digit alphanumeric, space fill) The code for the Intermodal Service Code (ISC) must be entered in the first position of the field. If possible, when different ISCs are used during the course of the sampled waybill movement, enter the code for the applicable ISC at origination in the first position of the field, and the code for the applicable ISC at termination in the second position of the field. For example, 'B C' indicates that the TOFC movement started on ISC 20 and terminated on ISC 22. **Note:** Three blanks in this field indicates the movement is not intermodal in nature. 'Unknown' ISCs are indicated by 'X'[1].

Table 4-3. Revised Intermodal Service Plan Code Reporting

Intermodal Service Code	Unit Owner	Service Provided by Carrier	Determination of Charges	STB Alternate Coding
15	Motor/Rail	R-R, Ramp to Ramp	Agreed between Trucker & Rail	**A**
20	Rail	T-R-T, Door to Door	Truck Competitive Rates	**B**
22	Rail	T-R, Door to Destination Ramp	Truck Competitive Rates	**C**
25	Rail	R-R, Ramp to Ramp	Special Mode of Code 20 Rates	**D**
27	Rail	R-T, Origin Ramp to Door	Truck Competitive Rates	**E**
40	Steamship/ Stack Operator	T-R-T, Door to Door	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**F**
42	Steamship/ Stack Operator	T-R, Door to Destination Ramp	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**G**
45	Steamship /Stack Operator	R-R, Ramp to Ramp	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**H**

Intermodal Service Code	Unit Owner	Service Provided by Carrier	Determination of Charges	STB Alternate Coding
47	Steamship/ Stack Operator	R-T, Origin Ramp to Door	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**I**
60	Patron	T-R-T, Door to Door	Patron Supplied Equipment	**K**
62	Patron	T-R, Door to Destination Ramp	Patron Supplied Equipment	**L**
65	Patron	R-R, Ramp to Ramp	Patron Supplied Equipment	**M**
67	Patron	R-T, Origin Ramp to Door	Patron Supplied Equipment	**N**
80	Steamship/ Stack Operator	T-R-T, Door to Door	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**O**
82	Steamship/ Stack Operator	T-R, Door to Destination Ramp	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**P**
85	Steamship/ Stack Operator	R-R, Ramp to Ramp	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**Q**
87	Steamship/ Stack Operator	R-T, Origin Ramp to Door	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**R**
Unknown	Unknown	Unknown	Unknown	**X**

Field	Description
9	**Number of TOFC/COFCs** (4-digit numeric) The total number of TOFC/COFC units on the sample waybill[1].
10	**Trailer or Container Initials** (4-character alpha) The ownership of the trailer/container on flat car must be identified as recorded in the Intermodal Equipment Register. If the waybill covers a multiple TOFC/COFC unit movement, the initials of the first trailer/container are entered[1].
11	**Trailer or Container Number** (6-digit numeric) The trailer/container number is assigned by the owner and, when combined with the owner's trailer/container initials, uniquely identifies the trailer/container used in the move. If the waybill covers a multiple TOFC/COFC unit movement, the number of the first trailer/container is entered[1].
12	**Commodity Code (STCC-HAZMAT)** (7-digit numeric) The Standard Transportation Commodity Code (STCC) identifies the product designation for the commodity being transported. For hazardous materials only, the 49 series HAZMAT Code is used in lieu of the regular STCC. STCC 48 (hazardous waste) is part of the regular STCC code. The 50 series STCC is used for bulk commodities transported in box cars[1].

Field	Description
13	**Billed Weight (CWT)** (9-digit numeric) The total billed weight (in hundredweight) is the weight of the commodity being transported[1].
14	**Actual Weight of Lading (CWT)** (9-digit numeric) The total actual weight of lading (in hundredweight), if provided, is recorded for the commodity being transported[1].
15	**Freight Revenue ($)** (9-digit numeric) The total freight line-haul revenue, from origin to destination, is shown in dollars[1].
16	**Transit Charges ($)** (9-digit numeric) Transit charges, where applicable, shown in dollars[1].
17	**Miscellaneous Charges ($)** (9-digit numeric) The total of all miscellaneous charges, excluding transit and freight revenue charges, shown in dollars[1].
18	**Interstate/Intrastate Code (inferred)** (1-digit numeric) Normally, an Intrastate routing is inferred if the origin and destination states are the same. However, an Interstate routing is inferred for routings where the origin and destination stations are within a state but the customary routing exits and re-enters the state. Interstate movements should also include import, export, ex-lake and lake cargo movements. (1) Interstate (2) Intrastate (9) Unknown[1]
19	**Transit Code** (1-digit numeric) (0) Not a transit movement (1) Transit - indicates that the shipment is the outbound movement from a transit point, where some service has been performed, to the destination point (which can be another transit point). (9) Unknown[1]

Field	Description
20	**All Rail/Intermodal Code** (1-digit numeric) (1) All Rail (2) Intermodal - a continuous movement involving at least one railroad and another mode. (9) Unknown[1]
21	**Type of Move (inferred)** (1-digit numeric) (0) Neither import nor export (1) Imported commodity (2) Exported commodity (3) Commodity imported and exported, e.g., land bridge traffic (9) Unknown[1]
22	**Type of Move Via Water (inferred)** (1-digit numeric) (0) Not a water movement (1) Ex-Lake (from Great Lakes to reporting railroad) (2) Lake Cargo (Rail to Great Lakes) (3) Intercoastal - a continuous movement by U.S. rail which is part of an Atlantic Ocean (or Gulf) and Pacific Ocean movement, in either direction. (4) Coastwise - a continuous movement involving rail at either end of a coastwise movement between ports on the East Coast (including Gulf) or between ports on the West Coast. (5) Inland Waterways - a rail movement in combination with a barge movement on rivers and canals (other than the Great Lakes) that is not considered a part of the rail movement, e.g., rail car ferry. (9) Unknown[1]
23	**Substituted Truck-for-Rail Service** (1-digit numeric) (0) Not substituted truck-for-rail service (1) Study movement involves substituted truck-for-rail service (for example, a rail carrier may be authorized by the STB to institute truck for rail service when rail service is abandoned or a track is closed for various reasons). (9) Unknown[1]
24	**Shortline Miles** (4-digit numeric) Shortline miles comprise the shortest rail route over which carload traffic can be moved without transfer of lading. For a complete explanation, see Docket No. 28300[6].

Field	Description
25	**Rebill Code (MRI and Hardcopy)** (1-digit numeric) (0) Local Shipment (1) Originated – Delivered (2) Received – Delivered (3) Received – Terminated
26	**Stratum Identification** (1-digit numeric)

		Carloads per Waybill	*Sampling Rate*
(1)	MRI	1–2	1 of 40
(2)	MRI	3–15	1 of 12
(3)	MRI	16–60	1 of 4
(4)	MRI	61–100	1 of 3
(5)	MRI	Over 100	1 of 2
(6)	Hardcopy	1–5	1 of 100
(7)	Hardcopy	6–25	1 of 10
(8)	Hardcopy	26 or more	1 of 5[1 or 6]

27 **Subsample Code Number** (1-digit numeric)

For MRI waybills, this coding (1, 2, 3, or 4) identifies the individual subsamples obtained under the computerized sampling procedure. This field is initialized to a blank for Hardcopy waybills, but a replicate subsample code is added during completion of the master file, using the following formula:

Code = Serial Number - ((Serial Number / 4) * 4) + 1 truncated integer

These subsample code numbers are used in a statistical fashion to estimate the standard deviation, or accuracy, of any level for the particular sample[5].

Field	Description
28	**Intermodal Equipment Flag** (1-digit numeric) (0) TOFC/COFC movement and non ‘Road Railer’ movement (1) "Might be TOFC/COFC" movement, where the following three criteria have been met: a. The AAR equipment type is either ‘P’, ‘Q’ or ‘S’. b. The billed weight falls between either of these two weight ranges: 17-23 tons per car, or 34-46 tons per car. c. All traditional TOFC/COFC fields are absent (i.e., the TOFC/COFC plan is ‘ ’, the number of TOFC/COFC units is zero, the TOFC/COFC unit initial is blank, and the TOFC/COFC unit number is zero or blank). (2) "Road Railer" movement, the car is a special Bi-modal Highway/rail vehicle, commonly referred to as a ‘Road Railer’ van. Movement may be reported as either TOFC/COFC or as not a TOFC/COFC. (3) TOFC/COFC movement (not a ‘Road Railer’ movement)[1].
29	**Calculated Rate Flag** (1-digit numeric) (0) Not a calculated rate. (1) The freight revenue figure is a calculated number (which has been derived from existing tariffs at the three-digit STCC level) employed to protect confidential contract rate information[1]. **Note:** This field is only used by the STB for internal analysis and does not appear on the completed Master tape retained by the contractor (AAR/Railinc/ALK).
30	**Waybill Identifier for Retrieval (MRI only)** (25-character alpha-numeric) The waybill identifier field is a set of codes or numbers, devised by the reporting railroad, meant to aid the reporting railroad in identifying and retrieving a copy of the study waybill, as required, for error checks or for an STB special study. **Note:** This item appears on MRI records only[1].
31	**Reporting Railroad** (3-digit numeric) The reporting railroad’s Association of American Railroads (AAR) code must be identified. The reporting railroad’s code might differ from the terminating railroad’s code as shown in element 33 since the reporting railroad might be reporting for its subsidiary or for other railroads under interline settlement agreements[1].

900-Byte File Record Data Element Descriptions (Routing items 32–52)

The routing is reported by using alphabetic codes for interchanges (junctions) and numerical codes for railroads from the Freight Mandatory Rule 260, as published by the Association of American Railroads. The origin FSAC (Freight Station Accounting Code) must be the code for the originating railroad's actual origin station (not billing station); the termination FSAC must be the terminating railroad's code for the actual termination station (not billing station). A single-line movement requires the entry of the one railroad's code for the origin FSAC and the destination FSAC. A two carrier move requires the origin railroad code (field 33) for the origin FSAC (field 32), the alpha code for the interchange in field 34, and the terminating railroad code for the termination FSAC (field 52).

Field	Description
32	**Origin FSAC** (5-digit numeric) The Freight Station Accounting Code (FSAC) numeric designation of the origin station[1].
33	**Origin Railroad** (3-digit numeric) The Accounting Rule 260 numeric code for the origin railroad[1].
34	**Interchange #1 Rule 260** (5-character alpha) The Accounting Rule 260 alpha code for the first interchange station. Traffic was either transferred to the terminating carrier or the first bridge railroad[1].
35	**First Bridge Railroad** (3-digit numeric) The Accounting Rule 260 numeric code for the first bridge railroad. **Note:** By definition, a bridge railroad cannot have originated or terminated the traffic movement[1].
36	**Interchange #2 Rule 260** (5-character alpha) The Accounting Rule 260 alpha code for the second interchange station. Traffic was either transferred to the terminating carrier or the second bridge railroad[1].
37	**Second Bridge Railroad** (3-digit numeric) The Accounting Rule 260 numeric code for the second bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement[1].
38	**Interchange #3 Rule 260** (5-character alpha) The Accounting Rule 260 alpha code for the third interchange station. Traffic was either transferred to the terminating carrier or the third bridge railroad[1].

Field	Description
39	**Third Bridge Railroad** (3-digit numeric) The Accounting Rule 260 numeric code for the third bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement[1].
40	**Interchange #4 Rule 260** (5-character alpha) The Accounting Rule 260 alpha code for the fourth interchange station. Traffic was either transferred to the terminating carrier or the fourth bridge railroad[1].
41	**Fourth Bridge Railroad** (3-digit numeric) The Accounting Rule 260 numeric code for the fourth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement[1].
42	**Interchange #5 Rule 260** (5-character alpha) The Accounting Rule 260 alpha code for the fifth interchange station. Traffic was either transferred to the terminating carrier or the fifth bridge railroad[1].
43	**Fifth Bridge Railroad** (3-digit numeric) The Accounting Rule 260 numeric code for the fifth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement[1].
44	**Interchange #6 Rule 260** (5-character alpha) The Accounting Rule 260 alpha code for the sixth interchange station. Traffic was either transferred to the terminating carrier or the sixth bridge railroad[1].
45	**Sixth Bridge Railroad** (3-digit numeric) The Accounting Rule 260 numeric code for the sixth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement[1].
46	**Interchange #7 Rule 260** (5-character alpha) The Accounting Rule 260 alpha code for the seventh interchange station. Traffic was either transferred to the terminating carrier or the seventh bridge railroad[1].

Field	Description
47	**Seventh Bridge Railroad** (3-digit numeric) The Accounting Rule 260 numeric code for the seventh bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement[1].
48	**Interchange #8 Rule 260** (5-character alpha) The Accounting Rule 260 alpha code for the eighth interchange station. Traffic was either transferred to the terminating carrier or the eighth bridge railroad[1].
49	**Eighth Bridge Railroad** (3-digit numeric) The Accounting Rule 260 numeric code for the eighth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement[1].
50	**Interchange #9 Rule 260** (5-character alpha) The Accounting Rule 260 alpha code for the ninth interchange station. Traffic was then transferred to the terminating carrier[1].
51	**Termination Railroad** (3-digit numeric) The Accounting Rule 260 numeric code for the termination railroad[1].
52	**Termination FSAC** (5-digit numeric) The Freight Station Accounting Code numeric designation of the termination station[1].
53	**Population Count** (8-digit numeric) The size of a stratum's population, from which the sample was selected[1 or 6].
54	**Stratum Count** (6-digit numeric) The number of waybills (regardless of waybill year) that were chosen from a stratum's population[1 or 6].
55	55. **Reporting Period Length** (1-digit numeric) (1) Monthly (2) Quarterly[5]

Field	Description
56	**Car Owner's Mark** (4-character alpha) The UMLER Uniform Alphabetic Code for railroad owning car, or assigned reporting mark of private car company owning car. Equipment trust holders are not identified[2].
57	**Car Lessee's Mark** (4-character alpha) The UMLER Uniform Alphabetic Code for railroad owning car, or assigned reporting mark of private car company owning car. Equipment trust holders are not identified[2].
58	**Car Capacity** (5-digit numeric) Cubic foot capacity of car (for all equipment types except flat)[2]. (See UMLER Field Descriptions, Cubic Feet Capacity-Actual)
59	**Nominal Capacity** (3-digit numeric) Numeric capacity, in thousands of pounds, as stenciled on the car and defined in the AAR Interchange Rule 70[2]. (See UMLER Field Descriptions, UMLER Nominal Capacity)
60	**Tare Weight of Car** (4-digit numeric) The actual light weight (not an average), in hundredweight, for each car[2]. (See UMLER Field Descriptions, Tare Weight)
61	**Outside Length** (5-digit numeric) Distance between pulling faces of the couplers in normal position. The first three-digits represent feet. The last 2 digits represent inches, rounded up to the next inch in the case of a fraction. Example: 5 1/4" = 6"[2]. (See UMLER Field Descriptions, Outside Dimensions-Length)
62	**Outside Width** (4-digit numeric) Measurement of outside width of car, including attachments projecting to greatest extent. The first two digits represent feet. The last two digits represent inches, rounded up to next inch in the case of a fraction[2]. (See UMLER Field Descriptions, Outside Dimensions/Upper Eaves Width)

Field	Description
63	**Outside Height** (4-digit numeric) Measurement from top of rail to top of eaves at side of car. The first two digits represent feet. The last two digits represent inches, rounded up to the next inch in the case of a fraction[2]. (See UMLER Field Descriptions, Upper Eaves-Height)
64	**Extreme Outside Height** (4-digit numeric) Measurement from top of rail to location where extreme height occurs. The first two digits represent feet. The last two digits represent inches, rounded up to the next inch in the case of a fraction[2]. (See UMLER Field Descriptions, Outside Dimensions-Extreme Height)
65	**Type of Wheel Bearings and Brakes** (1-character alpha) (A) Plain bearings and composition brake shoes (B) Roller bearings and composition brake shoes (C) Plain bearings and cast iron brake shoes (D) Roller bearings and cast iron brake shoes (E) Roller bearings, composition brake shoes and constant contact side bearings (F) Roller bearings, cast iron brake shoes and constant contact side bearings (G) Roller bearings, composition brake shoes, and empty/load brake system (H) Roller bearings, composition brake shoes, constant contact side bearings, and empty/load brake system (I) Roller bearings, cast iron shoes and empty/load brake system (J) Roller bearings, cast iron shoes, constant contact side bearings, and empty/load brake system (K) Roller bearings, composition brake shoes and designed for high speed train operations (L) Roller bearings, composition brake shoes, empty/load brake system and designed for high speed train operations[2] (See UMLER Field Descriptions, Bearing & Brake Shoe Type)

Field	Description
66	**Number of Axles** (1-character alphanumeric):

Code	Axles	Code	Axles	Code	Axles
(2)	2	(F)	16	(Q)	27
(4)	4	(G)	17	(R)	28
(6)	6	(H)	18	(S)	29
(8)	8	(I)	19	(T)	30
(9)	9	(J)	20	(U)	31
(0)	10	(K)	21	(V)	32
(A)	11	(L)	22	(W)	33
(B)	12	(M)	23	(X)	34
(C)	13	(N)	24	(Y)	35
(D)	14	(O)	25	(Z)	36 or more[2]
(E)	15	(P)	26		

(See UMLER Field Descriptions, Axles)

67 **Draft Gear** (2-digit numeric)

Coding is equipment type dependent; refer to Section 1 of the UMLER Specification Manual[2].

(See UMLER Field Descriptions, Draft Gear/Coupler)

68 **Number of Articulated Units** (1-digit numeric)

An articulated car consists of two or more cars permanently coupled together in such a manner that they cannot be separated for operations in interchange service as individual cars. Such cars will be operated under one reporting mark and one reporting number. The reported code indicates the number of units permanently attached. The minimum is 2, while 9 indicates nine or more units[2].

Note: '0' indicates that the car in not articulated.

69 **Pool Code Number** (7-digit numeric)

Numeric code indicating name and location of a specific shipper assignment in accordance with the provisions of Car Service Rule 16C for equipment types covered by Circulars CSD 145, CSD 435[2].

70 **AAR Equipment Type** (4-character alphanumeric)

Alphanumeric code giving a general physical description of the type of car[2]. (Refer to Section IX of the UMLER Specification Manual.)

Field	Description
71	**Mechanical Designation** (4-character alpha) Mechanical designation is dependent on AAR equipment type[2]. (Refer to Section IX of the UMLER Specification Manual.)
72	**Licensing State (TOFC)** (2-character alpha) An alphabetic code representing the Standard Alphabetic Abbreviation for state, province or foreign country. This is applicable only to rail-owned TOFC/COFC equipment[2].
73	**Maximum Weight on Rail** (3-digit numeric) The actual total weight allowable on rail based on journal size, wheel size, or car construction and wheel truck (assuming 4 axles per car), listed in thousands of pounds[2].
74	**Origin SPLC** (6-digit numeric) The Standard Point Location Code of the origin station[3].
75	**Destination SPLC** (6-digit numeric) The Standard Point Location Code of the destination station[3].
76	**Commodity Code (non-HAZMAT STCC)** (7-digit numeric) The commodity code, as reported in item 12, with hazardous codes (49xxxxx) and bulk codes (50xxxxx) translated to the actual product commodity code[8].
77	**Origin Railroad Alpha** (4-character alpha) The Accounting Rule 260 alpha abbreviation for the origin railroad[3].
78	**First Interchange RR Alpha** (4-character alpha) The Accounting Rule 260 alpha abbreviation for the first bridge railroad[3].
79	**Second Interchange RR Alpha** (4-character alpha) The Accounting Rule 260 alpha abbreviation for the second bridge railroad[3].
80	**Third Interchange RR Alpha** (4-character alpha) The Accounting Rule 260 alpha abbreviation for the third bridge railroad[3].

Field	Description
81	**Fourth Interchange RR Alpha** (4-character alpha) The Accounting Rule 260 alpha abbreviation for the fourth bridge railroad[3].
82	**Fifth Interchange RR Alpha** (4-character alpha) The Accounting Rule 260 alpha abbreviation for the fifth bridge railroad[3].
83	**Sixth Interchange RR Alpha** (4-character alpha) The Accounting Rule 260 alpha abbreviation for the sixth bridge railroad[3].
84	**Seventh Interchange RR Alpha** (4-character alpha) The Accounting Rule 260 alpha abbreviation for the seventh bridge railroad[3]. This field has been removed from the 900-byte file layout.
85	**Eighth Interchange RR Alpha** (4-character alpha) The Accounting Rule 260 alpha abbreviation for the eighth bridge railroad.[3] This field has been removed from the 900-byte file layout.
86	**Termination Railroad Alpha** (4-character alpha) The Accounting Rule 260 alpha abbreviation for the termination railroad[3].
87	**Junction Frequency** (1-digit numeric) This figure represents the total number of junctions (between railroads) in the route[6].
88	**Theoretical Expansion Factor** (3-digit numeric) The theoretical expansion factor is the inverse of the sampling rate, as indicated by the stratum identification in item 26, and is used to expand the car, ton, trailer/container and revenue statistics to 100% levels[6].
89	**Routing Error Flag** (1-character alpha) This field contains either a 'T' (true) or an 'F' (false). An 'F' indicates that ALK was not able to sufficiently identify the actual origin or termination point of the route, so as to calculate a carrying distance for one or more railroads in the route. An 'F' in this field will be accompanied by a '99999' in the total distance field (and one or more railroad distance fields), and '99999' in all of the split revenue fields[6].

Field	Description
90	**STB Car Type** (2-digit numeric) The STB car type is inferred from the AAR equipment type, as described in item 70, and corresponds to the line number on STB Form 710 for type of car[4]. (See Table 4-9. STB Car Types)[4]
92	**AAR/Railinc Error Codes** (2-digit numeric, repeated 3 times) Up to 3 two-digit error codes are appended to the end of each waybill record. Refer to the following sub-section, entitled "Waybill Error Codes and Messages," for specific error code definitions[5].
93	**Car Ownership** (1-character alpha) Alpha/numeric code which identifies the owner of the car: (R) railroad owned; (P) Privately Owned; (T) Trailer Train[2]
94	**AAR TOFC/COFC Unit Type** (4-character alphanumeric) Alpha/numeric code giving a general physical description of the type of intermodal equipment[2]. (Refer to Section IX of the UMLER Specification Manual.) **Note:** If TOFC/COFC Unit was not found in UMLER it has been given the most common trailer or container type for its STC Code.
95	**Deregulation Date** (8-digit numeric) The exact date (ccyymmdd) of the commodity's deregulation where, cc = century, yy = year, mm = month, dd = day[8]. **Note:** Use of this flag will only be determined by commodity, not equipment type.
96	**Deregulation Flag** (1-character alpha) Identifies commodity movements which were exempt from regulation under Ex Parte 346. This flag is coded as '1' if the commodity was deregulated at any time during the waybill processing year. If the commodity was not deregulated during the waybill processing year, the field is coded as '2'[8]. **Note:** Use of this flag will only be determined by commodity, not equipment type.

Field	Description
97	**Service Type** (1-character numeric) This flag is used by ALK Associates for routing and calculating miles for each record. Different routing formulas are used for different service types, yielding mileage that more accurately reflects railroad operating patterns. (1) All other traffic not included in service types 2, 3 or 4. (2) Intermodal and finished automobiles, where the TOFC plan is non-zero or the AAR equipment type begins with P, Q, S, or Z. (3) Coal, coke, iron ore and bulk grain, where service type is not 2, and the 2-digit STCC is 11, or the 5-digit STCC is 29913-29914, or the 3-digit STCC is 101, or the 5-digit STCC is 01130-01139 and the AAR equipment type begins with C (designating a covered hopper). (4) Auto Racks/Finished Automobiles where AAR equipment type is V[6].
98	**Expanded Carloads** (6-digit numeric) The number of carloads (item 5) multiplied by the expansion factor (item 88)[6].
99	**Billed Weight in Tons** (7-digit numeric) The billed weight (item 13) calculated in tons[6].
100	**Expanded Tons** (8-digit numeric) The billed weight in tons (item 99) multiplied by the expansion factor (item 88)[6].
101	**Expanded Trailer/Container Count** (6-digit numeric) The number of TOFC/COFC units (item 9) multiplied by the expansion factor (item 88)[6].
102	**Expanded Total Revenue** (10-digit numeric) The total freight revenue (item 15) multiplied by the expansion factor (item 88). Revenue splits are calculated by ALK in the following manner: the waybill's expanded freight revenue figure is divided by the number of 100 mile blocks traveled by each railroad in the route. The origin railroad is apportioned revenue for an additional block, to allow for pick-up and switching expenses. Likewise, the termination railroad is credited with revenue for an additional block, to allow for delivery expenses[6].
103	**Origin Railroad Split Revenue** (10-digit numeric) That portion of the total expanded revenue (item 102) assigned to the origin railroad[6].

Field	Description
104	**First Interchange RR Split Revenue** (10-digit numeric) That portion of the total expanded revenue (item 102) assigned to the second rail carrier in the route[6].
105	**Second Interchange RR Split Revenue** (10-digit numeric) That portion of the total expanded revenue (item 102) assigned to the third rail carrier in the route[6].
106	**Third Interchange RR Split Revenue** (10-digit numeric) That portion of the total expanded revenue (item 102) assigned to the fourth rail carrier in the route[6].
107	**Fourth Interchange RR Split Revenue** (10-digit numeric) That portion of the total expanded revenue (item 102) assigned to the fifth rail carrier in the route[6].
108	**Fifth Interchange RR Split Revenue** (10-digit numeric) That portion of the total expanded revenue (item 102) assigned to the sixth rail carrier in the route[6].
109	**Sixth Interchange RR Split Revenue** (10-digit numeric) That portion of the total expanded revenue (item 102) assigned to the seventh rail carrier in the route[6].
112	**Termination Railroad Split Revenue** (10-digit numeric) That portion of the total expanded revenue (item 102) assigned to the termination rail carrier in the route[6].
113	**First Railroad Distance** (5-digit numeric, implied nnnn.n) The actual distance traveled by the first carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the first carrier, this field will contain the number '99999', as indicated by the Routing Error Flag (item 89)[6].

Field	Description
114	**Second Railroad Distance** (5-digit numeric, implied nnnn.n) The actual distance traveled by the second carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the second carrier, this field will contain the number '99999', as indicated by the Routing Error Flag (item 89)[6].
115	**Third Railroad Distance** (5-digit numeric, implied nnnn.n) The actual distance traveled by the third carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the third carrier, this field will contain the number '99999', as indicated by the Routing Error Flag (item 89)[6].
116	**Fourth Railroad Distance** (5-digit numeric, implied nnnn.n) The actual distance traveled by the fourth carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the third carrier, this field will contain the number '99999', as indicated by the Routing Error Flag (item 89)[6].
117	**Fifth Railroad Distance** (5-digit numeric, implied nnnn.n) The actual distance traveled by the fifth carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the third carrier, this field will contain the number '99999', as indicated by the Routing Error Flag (item 89)[6].
118	**Sixth Railroad Distance** (5-digit numeric, implied nnnn.n) The actual distance traveled by the sixth carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the third carrier, this field will contain the number '99999', as indicated by the Routing Error Flag (item 89)[6].
119	**Seventh Railroad Distance** (5-digit numeric, implied nnnn.n) The actual distance traveled by the seventh carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the third carrier, this field will contain the number '99999', as indicated by the Routing Error Flag (item 89)[6].

Field	Description
122	**Termination Railroad Distance** (5-digit numeric, implied nnnn.n) The actual distance traveled by the termination carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the termination carrier, this field will contain the number '99999', as indicated by the Routing Error Flag (item 89)[6].
123	**Total Distance** (5-digit numeric, implied nnnn.n) The actual distance traveled by all carriers in the route, as calculated by ALK, using the Princeton Transportation Network Model. This field will contain the arithmetic sum of the previous ten fields. If, due to deficiencies in the route information, ALK was unable to calculate a distance for one or more carriers in the route, this field will contain the number '99999', as indicated by the Routing Error Flag (item 89)[6].
124	**Origin State Alpha** (2-character alpha) The two-character abbreviation for the state in which the reported waybill movement originated[3].
125	**First Junction State Alpha** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's first junction interchange station is located[3].
126	**Second Junction State Alpha** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's second junction interchange station is located[3].
127	**Third Junction State Alpha** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's third junction interchange station is located[3].
128	**Fourth Junction State Alpha** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's fourth junction interchange station is located[3].
129	**Fifth Junction State Alpha** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's fifth junction interchange station is located[3].

Field	Description
130	**Sixth Junction State Alpha** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's sixth junction interchange station is located[3].
131	**Seventh Junction State Alpha** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's seventh junction interchange station is located[3].
134	**Termination State Alpha** (2-character alpha) The two-character abbreviation for the state in which the reported waybill movement terminated[3].
135	**Origin BEA Area** (3-digit numeric) The Business Economic Area code for the reported waybill movement's origin location. (See Table 4-4 and Table 4-5 for "Department of Commerce - Bureau of Economic Analysis, Business Economic Area Codes")[7]
136	**Termination BEA Area** (3-digit numeric) The Business Economic Area code for the reported waybill movement's termination location. (See Table 4-4 and Table 4-5 for "Department of Commerce - Bureau of Economic Analysis, Business Economic Area Codes")[7]
137	**Origin FIPS Code** (5-digit numeric) The Federal Information Processing Standard code for the county in which the reported waybill movement originated[7].
138	**Termination FIPS Code** (5-digit numeric) The Federal Information Processing Standard code for the county in which the reported waybill movement terminated[7].

Field	Description
139	**Origin Freight Rate Area** (2-digit numeric) The freight rate area, as defined by the STB (and imputed from the Standard Point Location Code (SPLC)), in which the reported waybill movement originated. The freight rate areas are defined below[4]: (1) Kewaunee, Wisconsin, Sheboygan, Wisconsin; stations on the North Western Railway between Sheboygan and Milwaukee; stations on the Milwaukee Railway from Sheboygan to Milwaukee, thence Wisconsin and Southern to Rugby Junction, Wisconsin; stations on the Soo Line from Rugby Junction to Duplainville, Wisconsin; stations on the Milwaukee Railway from Duplainville to Madison, Wisconsin; stations on the North Western Railway from Madison, Wisconsin, through Montfort Junction, Wisconsin, to Benton, Wisconsin; Mississippi River crossings in Iowa; all stations in Wisconsin south and east of the border of Official Territory; stations in Indiana in the Chicago Switching district; and all stations in Illinois except east bank Mississippi River crossings south of the Missouri/Iowa state line and except north bank Ohio River crossings. (2) Ohio River crossings on both banks of the Ohio River between Cairo, Illinois, and Cincinnati, Ohio, inclusive; stations on the C&O Railway between Cincinnati, Ohio, and Kenova, West Virginia; stations on the Norfolk and Western between Kenova and the intersection with the Virginian Railway west of Roanoke, Virginia; stations on the Virginian Railway from the foregoing point of intersection of Suffolk, Virginia, stations on the Norfolk and Western between Suffolk and Norfolk, Virginia; stations in Virginia north of the east-west line across Virginia, just described, except those on the "Eastern Shore" but including Washington, D.C.; stations on the branch lines of the Norfolk and Western extending south of its main line (except those stations between Abingdon, Virginia, and West Jefferson, North Carolina, those between Roanoke, Virginia, and Winston-Salem, North Carolina, and those between Brookneal, Virginia, and Durham, North Carolina); and stations on the C&O Railway in Kentucky. (3) Mississippi River crossings on both banks of the river between the Missouri/Iowa state line and Cairo, Illinois. (4) All points in Official Territory other than those included in 1, 2, and 3 above. (5) Mississippi River crossings on both banks of the river south of Cairo, Illinois. (6) All points in Southern Territory other than those included in 2 and 5 above.

Field	Description
139	**Origin Freight Rate Area** (2-digit numeric) (cont'd) (7) All stations on the Burlington Northern, North Western and C&S railways in Wyoming south and east of Sheridan and Casper, Wyoming; stations in Larimer and Boulder Counties, Colorado; stations on the railroads directly connecting Denver and Pueblo, Colorado; stations on the D&RGW Railway between Pueblo and Huerfano County, Colorado; and stations in Huerfano and Las Animas Counties, Colorado. (8) Stations in Kansas and Missouri except those included in 3 above. (9) Stations in Western Trunk Line Territory except those included in 1, 3, and 7 above. (10) El Paso, Texas, and all stations in New Mexico on the east of the line of the Santa Fe Railway extending northward from El Paso through Belen, New Mexico, to the New Mexico/Colorado boundary and, in addition, Santa Fe, New Mexico, and all stations in Colfax County, New Mexico. (11) All stations in Southwestern Territory except those described in 5 and 10 above. (12) All stations in Mountain-Pacific Territory except those included in 7 and 10 above.
140	**Termination Freight Rate Area** (2-digit numeric) The freight rate area, as defined by the STB (and imputed from the Standard Point Location Code (SPLC)), in which the reported waybill movement terminated. The freight rate areas are defined in item 139[4].

Field	Description
141	**Origin Freight Rate Territory** (1-digit numeric) The freight rate territory, as defined by the STB, in which the reported waybill movement originated. Freight rate territories are imputed from the freight rate areas, and are coded as follows[4]: (0) Cannot be Determined (1) Official Territory: Commencing at the eastern terminus of the United States/Canadian boundary on the Atlantic Ocean and proceeding westwardly along the border to the Straits of Mackinac, thence southwestwardly across Lake Michigan to Kewaunee, Wisconsin, thence southward along the shore of Lake Michigan to Manitowoc, Wisconsin, thence southward along the line of the Chicago and North Western Railway to Milwaukee, Wisconsin, thence northwest along the Milwaukee Railway to Rugby Junction, Wisconsin, thence south along the Soo Line to Duplainville, Wisconsin, thence west along the Milwaukee Railway through Montfort Junction, Wisconsin, to Benton, Wisconsin, thence southwest by air line to the intersection of the Wisconsin-Illinois boundary with the Mississippi River, thence south along the Mississippi River to the mouth of the Ohio River, thence eastward along the Ohio to Cincinnati, Ohio, thence eastward along the Chesapeake and Ohio Railway to Kenova, West Virginia, thence eastward along the Norfolk and Western Railway to its intersection with the former Virginian Railway (now Norfolk and Western) west of Roanoke, Virginia, thence east along the former Virginian Railway to Suffolk, Virginia, thence northeast along the Norfolk and Western Railway to Norfolk, Virginia, and then northeastward along the Atlantic Coast to the point of beginning. (2) Southern Territory: Commencing at Norfolk, Virginia, and proceeding westwardly along the southern border of Official Territory as described in (1) above, to the mouth of the Ohio River, thence south along the Mississippi River to its mouth, and thence east and north along the Gulf and Atlantic Coast to the point of beginning. (3) Western Trunk Line Territory: Commencing at the Straits of Mackinac and following the international boundary northeastward and thence westward to the western boundary of North Dakota, thence south along the North Dakota and South Dakota/Montana line to Sheridan, Wyoming, thence southward along the line of the Burlington system to the Colorado/New Mexico line, thence eastward following the northern boundary of New Mexico, Oklahoma, and Arkansas to the Mississippi River, thence northward along the Mississippi River to the Wisconsin/Illinois line, and thence back to the point of beginning following the northwest boundary of Official Territory, as described in (1) above.

Field	Description
141	**Origin Freight Rate Territory** (1-digit numeric) (cont'd) (4) Southwestern Territory: Commencing at the intersection of the Missouri/Arkansas boundary with the Mississippi River and proceeding westward along the southern boundary of Missouri, Kansas and Colorado to the point where the Santa Fe Railway crosses the Colorado/New Mexico line, thence southward along the Santa Fe Railway to El Paso, Texas, thence following the international boundary to the mouth of the Rio Grande River, thence along the Gulf Coast to the mouth of the Mississippi River, and thence northward along the Mississippi River to the point of beginning. (5) Mountain-Pacific Territory: That portion of the United States which lies west of the western boundaries of Western Trunk Line and Southwestern Territories as described in (3) and (4) above.
142	**Termination Freight Rate Territory** (1-digit numeric) The freight rate territory, as defined by the STB, in which the reported waybill movement terminated. Freight rate territories are imputed from the freight rate areas. See item 141 for full descriptions. (0) Cannot be Determined (1) Official Territory (2) Southern Territory (3) Western Trunk Line Territory (4) Southwestern Territory (5) Mountain-Pacific Territory[4]
143	**Origin SMSA** (4-digit numeric) The Standard Metropolitan Statistical Area code for the reported waybill movement's origin location[7].
144	**Termination SMSA** (4-digit numeric) The Standard Metropolitan Statistical Area code for the reported waybill movement's termination location[7].
145	**Origin NET3 Number** (5-digit numeric) The Princeton Transportation Network Model number for the node to which the waybill movement's origin location is assigned[6].
146	**First Junction NET3 Number** (5-digit numeric) The Princeton Transportation Network Model number for the node to which the waybill route's first junction location is assigned[6].

Field	Description
147	**Second Junction NET3 Number** (5-digit numeric) The Princeton Transportation Network Model number for the node to which the waybill route's second junction location is assigned[6].
148	**Third Junction NET3 Number** (5-digit numeric) The Princeton Transportation Network Model number for the node to which the waybill route's third junction location is assigned[6].
149	**Fourth Junction NET3 Number** (5-digit numeric) The Princeton Transportation Network Model number for the node to which the waybill route's fourth junction location is assigned[6].
150	**Fifth Junction NET3 Number** (5-digit numeric) The Princeton Transportation Network Model number for the node to which the waybill route's fifth junction location is assigned[6].
151	**Sixth Junction NET3 Number** (5-digit numeric) The Princeton Transportation Network Model number for the node to which the waybill route's sixth junction location is assigned[6].
152	**Seventh Junction NET3 Number** (5-digit numeric) The Princeton Transportation Network Model number for the node to which the waybill route's seventh junction location is assigned[6].
155	**Termination NET3 Number** (5-digit numeric) The Princeton Transportation Network Model number for the node to which the waybill movement's termination location is assigned[6].
156	**State Through Flags** (1-digit numeric, repeated 52 times) A '1' indicates that the reported waybill route passes through the particular state[6].
157	**International Harmonized Code** (12-character alpha) The International Harmonized Code is a twelve-digit code in the following format; XXXX.XX.XXXX. It contains a description derived from the conversion of the Harmonized Tariff Schedule of the *United States - Trade Policy Staff Committee, Office of the U.S. Trade Representative*, Washington, D.C. 20506[8.] **Note:** 'XXXX.XX.XXXX' indicates no data is available.

Field	Description
158	**Standard Industrial Classificatio**n (4-character alpha) The Standard Industrial Classification (SIC) is a four-character code that contains the statistical classification standard underlying all establishment-based federal economic statistics classified by industry. *Standard Industrial Classification Manual 1978* - Executive Office of the President, Office of Management and Budget[8]. **Note:** 'XXXX' indicates no data is available.
159	**International Standard Industrial Classification** (4-character alpha) The International Standard Industrial Classification is a four-character code containing the statistical classification standard underlying all establishment-based international economic statistics classified by industry. *International Standard Industrial Classification* - Executive Office of the President, Office of Management and Budget[8]. **Note:** 'XXXX' indicates no data is available.
160	**Dominion of Canada Code** (3-character alpha) The Dominion of Canada Code is a three-character code and is used in the monthly Canadian "Railway Transport-Revenue Freight Traffic" publication and in Schedule 35 of the Canadian "Annual Railway Transport" report[8]. **Note:** 'XXX' indicates no data is available.
161	**CS54 Group Code** (2-character alpha) The CS54 Group Code is a two-character code and is based on commodity classifications used in the weekly car loading report form CS54. (See CS54 Group Codes "CS54 Group Codes")[8]
162	**Origin Freight Station Type** (1-character alpha; repeated up to 4 times) The type of station, where: (R) Railroad Freight Tariff Location (M) Motor Freight Tariff Location (I) Interchange point (H) Haulage point (J) Junction Settlement point (W) Switching point (O) Railroad Operating Location[3] **Note:** 'X' indicates no data is available.

Field	Description
163	**Destination Freight Station Type** (1-character alpha; repeated up to 4 times) The type of station, where: (R) Railroad Freight Tariff Location (M) Motor Freight Tariff Location (I) Interchange point (H) Haulage point (J) Junction Settlement point (W) Switching point (O) Railroad Operating Location[3] **Note:** 'X' indicates no data is available.
164	**Origin Freight Station Rating ZIP** (9-character numeric) The ZIP Code used to represent the geographic area covered for rating purposes. Normally, only a three, four or five-digit ZIP Code is provided[3].
165	**Destination Freight Station Rating ZIP** (9-character numeric) The ZIP Code used to represent the geographic area covered for rating purposes. Normally, only a three, four or five-digit ZIP Code is provided[3].
166	**Origin Rate Base SPLC** (9-digit numeric) The Standard Point Location Code (SPLC) of the rate base. The SPLC data base, copyrighted by the National Motor Freight Traffic Association (NMFTA), is designed to provide each point originating freight and each point receiving freight with a unique code number so constructed as to identify the point as a geographic location. SPL Codes are based on a six-digit system of nesting recognized entities and numbering them in a standard geographic pattern. The nesting system is STATE - COUNTY - CITY (POINT), using two digits to identify each. Although not currently in use by the rail industry, an additional three-digit code may be added to each six-digit SPLC to further identify specific rate base locations[3].
167	**Destination Rate Base SPLC** (9-digit numeric) The Standard Point Location Code (SPLC) of the rate base. The SPLC data base, copyrighted by the National Motor Freight Traffic Association (NMFTA), is designed to provide each point originating freight and each point receiving freight with a unique code number so constructed as to identify the point as a geographic location. SPL Codes are based on a six-digit system of nesting recognized entities and numbering them in a standard geographic pattern. The nesting system is STATE - COUNTY - CITY (POINT), using two digits to identify each. Although not currently in use by the rail industry, an additional three-digit code may be added to each six-digit SPLC to further identify specific rate base locations[3].

Field	Description
168	**Origin Switch Limit SPLC** (9-digit numeric) The Standard Point Location Code (SPLC) of the switch limit. The SPLC data base, copyrighted by the National Motor Freight Traffic Association (NMFTA), is designed to provide each point originating freight and each point receiving freight with a unique code number so constructed as to identify the point as a geographic location. SPL Codes are based on a six-digit system of nesting recognized entities and numbering them in a standard geographic pattern. The nesting system is STATE - COUNTY - CITY (POINT), using two digits to identify each. Although not currently in use by the rail industry, an additional three-digit code may be added to each six-digit SPLC to further identify specific rate base locations[3].
169	**Destination Switch Limit SPLC** (9-digit numeric) The Standard Point Location Code (SPLC) of the switch limit. The SPLC data base, copyrighted by the National Motor Freight Traffic Association (NMFTA), is designed to provide each point originating freight and each point receiving freight with a unique code number so constructed as to identify the point as a geographic location. SPL Codes are based on a six-digit system of nesting recognized entities and numbering them in a standard geographic pattern. The nesting system is STATE - COUNTY - CITY (POINT), using two digits to identify each. Although not currently in use by the rail industry, an additional three-digit code may be added to each six-digit SPLC to further identify specific rate base locations[3].
170	**Origin Customs Flag** (1-character alpha) Whether U.S. Customs will inspect cars and intermodal equipment requiring customs clearance at this station. (Y) Cars and trailers/containers can be inspected at this station. (N) Customs inspections are not made here[3]. **Note:** "X" indicates no data is available.
171	**Destination Customs Flag** (1-character alpha) Whether U.S. Customs will inspect cars and intermodal equipment requiring customs clearance at this station. (Y) Cars and trailers/containers can be inspected at this station. (N) Customs inspections are not made here[3]. **Note:** "X" indicates no data is available.

Field	Description
172	**Origin Grain Flag** (1-character alpha) Whether recognized grain inspection authorities inspect grain at this station. (Y) Grain can be inspected at this station. (N) Grain inspections are not made at this station[3]. **Note:** "X" indicates no data is available.
173	**Destination Grain Flag** (1-character alpha) Whether recognized grain inspection authorities inspect grain at this station. (Y) Grain can be inspected at this station. (N) Grain inspections are not made at this station[3]. **Note:** "X" indicates no data is available.
174	**Origin Automobile Ramp Facility Code** (1-character alpha) Whether automobiles can be physically loaded/unloaded from multilevel cars at this station. (N) No auto unloading facilities exist at the station (F) Fixed Ramp(s) are located at station (P) Portable Ramp(s) are located at station (T) Traversing (B) Both fixed and portable ramps (A) All types of ramps[3] **Note:** "X" indicates no data is available.
175	**Destination Automobile Ramp Facility Code** (1-character alpha) Whether automobiles can be physically loaded/unloaded from multilevel cars at this station. (N) No auto unloading facilities exist at the station (F) Fixed Ramp(s) are located at station (P) Portable Ramp(s) are located at station (T) Traversing (B) Both fixed and portable ramps (A) All types of ramps[3] **Note:** "X" indicates no data is available.

Field	Description
176	**Origin Intermodal Flag** (1-character alpha) Whether facilities exist to physically load/unload trailer/containers from rail cars at this station, where: (0) No intermodal loading/unloading facilities exist at the station (1) Circus type ramp (2) Overhead crane (3) Side lifter (5) Stack Train (C) Facility has been closed[3] **Note:** "X" indicates no data is available.
177	**Destination Intermodal Flag** (1-character alpha) Whether facilities exist to physically load/unload trailer/containers from rail cars at this station, where: (0) No intermodal loading/unloading facilities exist at the station (1) Circus type ramp (2) Overhead crane (3) Side lifter (5) Stack Train (C) Facility has been closed[3] **Note:** "X" indicates no data is available.
179	**Blank Space reserved for future changes** (22- characters)
180	**Origin Census Region** (4-character alpha) (See Figure 4-1, U.S. Census Regions.)[9]
181	**Termination Census Region** (4-character alpha) (See Figure 4-1, U.S. Census Regions.)[9]
182	**Exact Expansion Factor** (7-digit numeric) The exact expansion factor is calculated for each waybill, according to the formula shown below, and is used to expand the car, ton, trailer/container and revenue statistics to 100% levels. The format of this factor is 'nnn.nn' with an implied decimal point[4]. Factor = (Population count / Sample count)

Field	Description
183	**Total Variable Cost** (8-digit numeric) The expanded variable cost for all railroads in the waybill computed using the Uniform Railroad Costing System (URCS). URCS produces an average variable costs for Class I railroads using railroad specific accounting and operating data. Costs for local and regional railroads use URCS regional data. Ex Parte 270 (Sub 4) multiple car and unit train cost reductions are applied to multiple car shipment costs to reflect economies of scale. The costs removed from multiple car shipments are apportioned back to single car traffic using railroad specific "make whole" values. URCS costs are computed by the Surface Transportation Board[4].
185	**Railroad 1 Variable Cost** (8-digit numeric) The portion of the total variable cost (item 183) for the first rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car "make whole" cost, as appropriate[4].
186	**Railroad 2 Variable Cost** (8-digit numeric) The portion of the total variable cost (item 183) for the second rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car "make whole" cost, as appropriate[4].
187	**Railroad 3 Variable Cost** (8-digit numeric) The portion of the total variable cost (item 183) for the third rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car "make whole" cost, as appropriate[4].
188	**Railroad 4 Variable Cost** (8-digit numeric) The portion of the total variable cost (item 183) for the fourth rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car "make whole" cost, as appropriate[4].
189	**Railroad 5 Variable Cost** (8-digit numeric) The portion of the total variable cost (item 183) for the fifth rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car "make whole" cost, as appropriate[4].
190	**Railroad 6 Variable Cost** (8-digit numeric) The portion of the total variable cost (item 183) for the sixth rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car "make whole" cost, as appropriate[4].

Field	Description
191	**Railroad 7 Variable Cost** (8-digit numeric) The portion of the total variable cost (item 183) for the seventh rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car "make whole" cost, as appropriate[4].
192	**Railroad 8 Variable Cost** (8-digit numeric) The portion of the total variable cost (item 183) for the eighth rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car "make whole" cost, as appropriate[4].
193	**Transborder Flag** (1-digit numeric) STB requires railroads to report information on either the entire international movement or treat the US portion of the movement as terminating at or near the border. Near the border is defined as either the last station or interchange point in the US that is within approximately 10 miles of the border, or the first station or interchange point in Canada or Mexico. (0) Normal Transborder (1) Near the Border (2) Not a Transborder
194	**Origin Railroad Country Code** (2-character alpha) Country code for the origin railroad. "US" = United States "CA" = Canada "MX" = Mexico Routes on Canadian Pacific and Canadian National are split into US and Canada portions - CNUS/CPUS for US operations and CN/ CPRS for Canadian operations. The country codes for CNUS/CPUS will be "US" and CPRS/CN will be "CA"

Field	Description
195	**First Interchange Railroad Country Code** (2-character alpha) Country code for the first bridge railroad. "US" = United States "CA" = Canada "MX" = Mexico Routes on Canadian Pacific and Canadian National are split into US and Canada portions - CNUS/CPUS for US operations and CN/ CPRS for Canadian operations. The country codes for CNUS/CPUS will be "US" and CPRS/CN will be "CA"
196	**Second Interchange Railroad Country Code** (2-character alpha) Country code for the second bridge railroad. "US" = United States "CA" = Canada "MX" = Mexico Routes on Canadian Pacific and Canadian National are split into US and Canada portions - CNUS/CPUS for US operations and CN/ CPRS for Canadian operations. The country codes for CNUS/CPUS will be "US" and CPRS/CN will be "CA"
197	**Third Interchange Railroad Country Code** (2-character alpha) Country code for the third bridge railroad. "US" = United States "CA" = Canada "MX" = Mexico Routes on Canadian Pacific and Canadian National are split into US and Canada portions - CNUS/CPUS for US operations and CN/ CPRS for Canadian operations. The country codes for CNUS/CPUS will be "US" and CPRS/CN will be "CA"

Field	Description
198	**Fourth Interchange Railroad Country Code** (2-character alpha) Country code for the fourth bridge railroad. "US" = United States "CA" = Canada "MX" = Mexico Routes on Canadian Pacific and Canadian National are split into US and Canada portions - CNUS/CPUS for US operations and CN/ CPRS for Canadian operations. The country codes for CNUS/CPUS will be "US" and CPRS/CN will be "CA"
199	**Fifth Interchange Railroad Country Code** (2-character alpha) Country code for the fifth bridge railroad. "US" = United States "CA" = Canada "MX" = Mexico Routes on Canadian Pacific and Canadian National are split into US and Canada portions - CNUS/CPUS for US operations and CN/ CPRS for Canadian operations. The country codes for CNUS/CPUS will be "US" and CPRS/CN will be "CA"
200	**Sixth Interchange Railroad Country Code** (2-character alpha) Country code for the sixth bridge railroad. "US" = United States "CA" = Canada "MX" = Mexico Routes on Canadian Pacific and Canadian National are split into US and Canada portions - CNUS/CPUS for US operations and CN/ CPRS for Canadian operations. The country codes for CNUS/CPUS will be "US" and CPRS/CN will be "CA"

Field	Description
201	**Termination Railroad Country Code** (2-character alpha) Country code for the termination railroad. "US" = United States "CA" = Canada "MX" = Mexico

Sources:

1 Reported by Railroad
2 Universal Machine Language Equipment Register (UMLER) - function of Car Initial (item 6) and Car Number (item 7)
3 Centralized Station Master (CSM) - function of Railroad (item 33, 51) and Freight Station (item 32, 52)
4 Surface Transportation Board (STB) - Uniform Rail Costing System (URCS)
5 Association of American Railroads
6 ALK Associates, Inc.
7 US Department of Commerce
8 Standard Transportation Commodity Code (STCC)
9 US Census Bureau

Surface Transportation Board (STB) Codes

Table 4-4. STB BEA Codes

001 Bangor, ME
002 Portland, ME
003 Boston-Worcester-Lawrence-Lowell-Brockton, MA-NH-RI-VT
004 Burlington, VT-NY
005 Albany-Schenectady-Troy, NY
006 Syracuse, NY-PA
007 Rochester, NY-PA
008 Buffalo-Niagara Falls, NY-PA
009 State College, PA
010 New York-No. New Jersey-Long Island, NY-NJ-CT-PA-MA-VT
011 Harrisburg-Lebanon-Carlisle, PA
012 Philadelphia-Wilmington-Atlantic City, PA-NJ-DE-MD
013 Washington-Baltimore, DC-MD-VA-WV-PA
014 Salisbury, MD-DE-VA
015 Richmond-Petersburg, VA
016 Staunton, VA-WV
017 Roanoke, VA-NC-WV
018 Greensboro-Winston-Salem-High Point, NC-VA
019 Raleigh-Durham-Chapel Hill, NC
020 Norfolk-Virginia Beach-Newport News, VA-NC
021 Greenville, NC
022 Fayetteville, NC
023 Charlotte-Gastonia-Rock Hill, NC-SC
024 Columbia, SC
025 Wilmington, NC-SC
026 Charleston-North Charleston, SC
027 Augusta-Aiken, GA-SC
028 Savannah, GA-SC
029 Jacksonville, FL-GA
030 Orlando, FL
031 Miami-Fort Lauderdale, FL
032 Fort Myers-Cape Coral, FL
033 Sarasota-Bradenton, FL
034 Tampa-St. Petersburg-Clearwater, FL
035 Tallahassee, FL-GA
036 Dothan, AL-FL-GA
037 Albany, GA
038 Macon, GA
039 Columbus, GA-AL
040 Atlanta, GA-AL-NC
041 Greenville-Spartanburg-Anderson, SC-NC
042 Asheville, NC
043 Chattanooga, TN-GA
044 Knoxville, TN
045 Johnson City-Kingsport-Bristol, TN-VA
046 Hickory-Morganton, NC-TN
047 Lexington, KY-TN-VA-WV
048 Charleston, WV-KY-OH
049 Cincinnati-Hamilton, OH-KY-IN
050 Dayton-Springfield, OH
051 Columbus, OH
052 Wheeling, WV-OH
053 Pittsburgh, PA-WV
054 Erie, PA
055 Cleveland-Akron, OH-PA
056 Toledo, OH
057 Detroit-Ann Arbor-Flint, MI
058 Northern Michigan, MI
059 Green Bay, WI-MI
060 Appleton-Oshkosh-Neenah, WI
061 Traverse City, MI
062 Grand Rapids-Muskegon-Holland, MI
063 Milwaukee-Racine, WI
064 Chicago-Gary-Kenosha, IL-IN-WI
065 Elkhart-Goshen, IN-MI
066 Fort Wayne, IN
067 Indianapolis, IN-IL
068 Champaign-Urbana, IL
069 Evansville-Henderson, IN-KY-IL
070 Louisville, KY-IN
071 Nashville, TN-KY

072 Paducah, KY-IL
073 Memphis, TN-AR-MS-KY
074 Huntsville, AL-TN
075 Tupelo, MS-AL-TN
076 Greenville, MS
077 Jackson, MS-AL-LA
078 Birmingham, AL
079 Montgomery, AL
080 Mobile, AL
081 Pensacola, FL
082 Biloxi-Gulfport-Pascagoula, MS
083 New Orleans, LA-MS
084 Baton Rouge, LA-MS
085 Lafayette, LA
086 Lake Charles, LA
087 Beaumont-Port Arthur, TX
088 Shreveport-Bossier City, LA-AR
089 Monroe, LA
090 Little Rock-North Little Rock, AR
091 Fort Smith, AR-OK
092 Fayetteville-Springdale-Rogers, AR-MO-OK
093 Joplin, MO-KS-OK
094 Springfield, MO
095 Jonesboro, AR-MO
096 St. Louis, MO-IL
097 Springfield, IL-MO
098 Columbia, MO
099 Kansas City, MO-KS
100 Des Moines, IA-IL-MO
101 Peoria-Pekin, IL
102 Davenport-Moline-Rock Island, IA-IL
103 Cedar Rapids, IA
104 Madison, WI-IL-IA
105 La Crosse, WI-MN
106 Rochester, MN-IA-WI
107 Minneapolis-St. Paul, MN-WI-IA
108 Wausau, WI
109 Duluth-Superior, MN-WI
110 Grand Forks, ND-MN
111 Minot, ND
112 Bismarck, ND-MT-SD
113 Fargo-Moorhead, ND-MN
114 Aberdeen, SD
115 Rapid City, SD-MT-NE-ND
116 Sioux Falls, SD-IA-MN-NE
117 Sioux City, IA-NE-SD
118 Omaha, NE-IA-MO
119 Lincoln, NE
120 Grand Island, NE
121 North Platte, NE-CO
122 Wichita, KS-OK
123 Topeka, KS
124 Tulsa, OK-KS
125 Oklahoma City, OK
126 Western Oklahoma, OK
127 Dallas-Fort Worth, TX-AR-OK
128 Abilene, TX
129 San Angelo, TX
130 Austin-San Marcos, TX
131 Houston-Galveston-Brazoria, TX
132 Corpus Christi, TX
133 McAllen-Edinburg-Mission, TX
134 San Antonio, TX
135 Odessa-Midland, TX
136 Hobbs, NM-TX
137 Lubbock, TX
138 Amarillo, TX-NM
139 Santa Fe, NM
140 Pueblo, CO-NM
141 Denver-Boulder-Greeley, CO-KS-NE
142 Scottsbluff, NE-WY
143 Casper, WY-ID-UT
144 Billings, MT-WY
145 Great Falls, MT
146 Missoula, MT
147 Spokane, WA-ID
148 Idaho Falls, ID-WY
149 Twin Falls, ID
150 Boise City, ID-OR
151 Reno, NV-CA
152 Salt Lake City-Ogden, UT-ID

153 Las Vegas, NV-AZ-UT
154 Flagstaff, AZ-UT
155 Farmington, NM-CO
156 Albuquerque, NM-AZ
157 El Paso, TX-NM
158 Phoenix-Mesa, AZ-NM
159 Tucson, AZ
160 Los Angeles-Riverside-Orange County, CA-AZ
161 San Diego, CA
162 Fresno, CA
163 San Francisco-Oakland-San Jose, CA
164 Sacramento-Yolo, CA
165 Redding, CA-OR
166 Eugene-Springfield, OR-CA
167 Portland-Salem, OR-WA
168 Pendleton, OR-WA
169 Richland-Kennewick-Pasco, WA
170 Seattle-Tacoma-Bremerton, WA
171 Anchorage, AK
172 Honolulu, HI

Note: Codes are assigned, beginning with 001 in northern Maine, continuing south to Florida, then north to the Great Lakes, and continuing in a serpentine pattern to the West Coast. Except for the Western Oklahoma economic area (126), the Northern Michigan economic area (058), and the 17 economic areas mainly corresponding to CMSA's, each economic area is named for the metropolitan area or city that is the node of its largest CEA and that is usually, but not always, the largest metropolitan area or city in the economic area. The name of each economic area includes each State that contains counties in that economic area.

N**ote:** The following "BEA" Codes were created by the AAR/ALK processing team in order to maintain uniformity in this data field. These Codes are NOT recognized by the Department of Commerce.

173 Newfoundland
174 Nova Scotia
175 Prince Edward Island
176 New Brunswick
177 Quebec
178 Ontario
179 Manitoba
180 Saskatchewan
181 Alberta
182 British Columbia
183 Yukon/Northwest Territories
184 Puerto Rico
185 Mexico

Surface Transportation Codes (BEA County Listing)

Table 4-5. Surface Transportation Codes (BEA County Listing)

BEA	COUNTY	ST	BEA	COUNTY	ST	BEA	COUNTY	ST
001	AROOSTOOK	ME	003	BELKNAP	NH	003	ORANGE	VT
001	HANCOCK	ME	003	BRISTOL	MA	003	PLYMOUTH	MA
001	KENNEBEC	ME	003	BRISTOL	RI	003	PROVIDENCE	RI
001	PENOBSCOT	ME	003	CARROLL	NH	003	ROCKINGHAM	NH
001	PISCATAQUIS	ME	003	CHESHIRE	NH	003	STRAFFORD	NH
001	SOMERSET	ME	003	COOS	NH	003	SUFFOLK	MA
001	WALDO	ME	003	DUKES	MA	003	SULLIVAN	NH
001	WASHINGTON	ME	003	ESSEX	MA	003	WASHINGTON	RI
002	ANDROSCOGGIN	ME	003	ESSEX	VT	003	WINDHAM	VT
002	CUMBERLAND	ME	003	GRAFTON	NH	003	WINDSOR	VT
002	FRANKLIN	ME	003	HILLSBORO	NH	003	WORCESTER	MA
002	KNOX	ME	003	KENT	RI	004	ADDISON	VT
002	LINCOLN	ME	003	MERRIMACK	NH	004	CALEDONIA	VT
002	OXFORD	ME	003	MIDDLESEX	MA	004	CHITTENDEN	VT
002	SAGADAHOC	ME	003	NANTUCKET	MA	004	CLINTON	NY
002	YORK	ME	003	NEWPORT	RI	004	ESSEX	NY
003	BARNSTABLE	MA	003	NORFOLK	MA	004	FRANKLIN	NY

BEA	COUNTY	ST
004	FRANKLIN	VT
004	GRAND ISLE	VT
004	LAMOILLE	VT
004	ORLEANS	VT
004	RUTLAND	VT
004	WASHINGTON	VT
005	ALBANY	NY
005	COLUMBIA	NY
005	FULTON	NY
005	GREENE	NY
005	HAMILTON	NY
005	MONTGOMERY	NY
005	RENSSELAER	NY
005	SARATOGA	NY
005	SCHENECTADY	NY
005	SCHOHARIE	NY
005	WARREN	NY
005	WASHINGTON	NY
006	BROOME	NY
006	CAYUGA	NY
006	CHENANGO	NY
006	CORTLAND	NY
006	DELAWARE	NY
006	HERKIMER	NY
006	JEFFERSON	NY
006	LEWIS	NY
006	MADISON	NY
006	ONEIDA	NY
006	ONONDAGA	NY
006	OSWEGO	NY
006	OTSEGO	NY
006	SCHUYLER	NY
006	ST LAWRENCE	NY
006	SUSQUEHANNA	PA
006	TIOGA	NY
006	TOMPKINS	NY
007	BRADFORD	PA
007	CHEMUNG	NY
007	GENESEE	NY
007	LIVINGSTON	NY
007	MONROE	NY
007	ONTARIO	NY
007	ORLEANS	NY
007	SENECA	NY
007	STEUBEN	NY
007	TIOGA	PA
007	WAYNE	NY
007	WYOMING	NY
007	YATES	NY
008	ALLEGANY	NY
008	CATTARAUGUS	NY
008	CHAUTAUQUA	NY
008	ERIE	NY
008	MCKEAN	PA
008	NIAGARA	NY
008	POTTER	PA
009	BEDFORD	PA
009	BLAIR	PA
009	CAMBRIA	PA
009	CAMERON	PA
009	CENTRE	PA
009	CLEARFIELD	PA

BEA	COUNTY	ST
009	ELK	PA
009	HUNTINGDON	PA
009	JEFFERSON	PA
009	MIFFLIN	PA
009	SOMERSET	PA
010	BENNINGTON	VT
010	BERGEN	NJ
010	BERKSHIRE	MA
010	BRONX	NY
010	CARBON	PA
010	CLINTON	PA
010	COLUMBIA	PA
010	DUTCHESS	NY
010	ESSEX	NJ
010	FAIRFIELD	CT
010	FRANKLIN	MA
010	HAMPDEN	MA
010	HAMPSHIRE	MA
010	HARTFORD	CT
010	HUDSON	NJ
010	HUNTERDON	NJ
010	KINGS	NY
010	LACKAWANNA	PA
010	LEHIGH	PA
010	LITCHFIELD	CT
010	LUZERNE	PA
010	LYCOMING	PA
010	MERCER	NJ
010	MIDDLESEX	CT
010	MIDDLESEX	NJ
010	MONMOUTH	NJ
010	MONROE	PA
010	MONTOUR	PA
010	MORRIS	NJ
010	NASSAU	NY
010	NEW HAVEN	CT
010	NEW LONDON	CT
010	NEW YORK	NY
010	NORTHAMPTON	PA
010	NORTHUMBERLAN	PA
010	OCEAN	NJ
010	ORANGE	NY
010	PASSAIC	NJ
010	PIKE	PA
010	PUTNAM	NY
010	QUEENS	NY
010	RICHMOND	NY
010	ROCKLAND	NY
010	SNYDER	PA
010	SOMERSET	NJ
010	SUFFOLK	NY
010	SULLIVAN	NY
010	SULLIVAN	PA
010	SUSSEX	NJ
010	TOLLAND	CT
010	ULSTER	NY
010	UNION	NJ
010	UNION	PA
010	WARREN	NJ
010	WAYNE	PA
010	WESTCHESTER	NY
010	WINDHAM	CT

BEA	COUNTY	ST
010	WYOMING	PA
011	ADAMS	PA
011	CUMBERLAND	PA
011	DAUPHIN	PA
011	JUNIATA	PA
011	LEBANON	PA
011	PERRY	PA
011	YORK	PA
012	ATLANTIC	NJ
012	BERKS	PA
012	BUCKS	PA
012	BURLINGTON	NJ
012	CAMDEN	NJ
012	CAPE MAY	NJ
012	CECIL	MD
012	CHESTER	PA
012	CUMBERLAND	NJ
012	DELAWARE	PA
012	GLOUCESTER	NJ
012	KENT	DE
012	LANCASTER	PA
012	MONTGOMERY	PA
012	NEW CASTLE	DE
012	PHILADELPHIA	PA
012	SALEM	NJ
012	SCHUYLKILL	PA
013	ALLEGANY	MD
013	ANNE ARUNDEL	MD
013	ARLINGTON	VA
013	BALT CITY	MD
013	BALTIMORE	MD
013	BERKELEY	WV
013	CALVERT	MD
013	CAROLINE	MD
013	CAROLINE	VA
013	CARROLL	MD
013	CHARLES	MD
013	CLARKE	VA
013	CULPEPER	VA
013	DIST OF COLUMBIA	DC
013	DORCHESTER	MD
013	FAIRFAX	VA
013	FAUQUIER	VA
013	FRANKLIN	PA
013	FREDERICK	MD
013	FREDERICK	VA
013	FULTON	PA
013	GARRETT	MD
013	GRANT	WV
013	HAMPSHIRE	WV
013	HARDY	WV
013	HARFORD	MD
013	HOWARD	MD
013	JEFFERSON	WV
013	KENT	MD
013	KING GEORGE	VA
013	LOUDON	VA
013	MADISON	VA
013	MINERAL	WV
013	MONTGOMERY	MD
013	MORGAN	WV
013	ORANGE	VA

BEA	COUNTY	ST
013	PAGE	VA
013	PRINCE GEORGE	MD
013	PRINCE WILLIA	VA
013	QUEEN ANNES	MD
013	RANDOLPH	WV
013	RAPPAHANNOCK	VA
013	SAINT MARYS	MD
013	SHENANDOAH	VA
013	SPOTSYLVANIA	VA
013	STAFFORD	VA
013	TALBOT	MD
013	TUCKER	WV
013	WARREN	VA
013	WASHINGTON	MD
013	WESTMORELAND	VA
014	ACCOMACK	VA
014	NORTHAMPTON	VA
014	SOMERSET	MD
014	SUSSEX	DE
014	WICOMICO	MD
014	WORCESTER	MD
015	ALBEMARLE	VA
015	AMELIA	VA
015	BRUNSWICK	VA
015	BUCKINGHAM	VA
015	CHARLES CITY	VA
015	CHARLOTTE	VA
015	CHESTERFIELD	VA
015	CUMBERLAND	VA
015	DINWIDDIE	VA
015	ESSEX	VA
015	FLUVANNA	VA
015	GOOCHLAND	VA
015	GREENE	VA
015	GREENSVILLE	VA
015	HANOVER	VA
015	HENRICO	VA
015	KING > QUEEN	VA
015	KING WILLIAM	VA
015	LANCASTER	VA
015	LOUISA	VA
015	LUNENBURG	VA
015	MECKLENBURG	VA
015	MIDDLESEX	VA
015	NELSON	VA
015	NEW KENT	VA
015	NORTHUMBERLAN	VA
015	NOTTOWAY	VA
015	POWHATAN	VA
015	PRINCE EDWARD	VA
015	PRINCE GEORGE	VA
015	RICHMOND	VA
015	SUSSEX	VA
016	ALLEGHANY	VA
016	AUGUSTA	VA
016	BATH	VA
016	GREENBRIER	WV
016	HIGHLAND	VA
016	PENDLETON	WV
016	POCAHONTAS	WV
016	ROCKBRIDGE	VA
016	ROCKINGHAM	VA

BEA	COUNTY	ST
017	ALLEGHANY	NC
017	AMHERST	VA
017	APPOMATTOX	VA
017	BEDFORD	VA
017	BOTETOURT	VA
017	CAMPBELL	VA
017	CARROLL	VA
017	CRAIG	VA
017	FLOYD	VA
017	FRANKLIN	VA
017	GILES	VA
017	GRAYSON	VA
017	HALIFAX	VA
017	MONROE	WV
017	MONTGOMERY	VA
017	PULASKI	VA
017	ROANOKE	VA
017	WYTHE	VA
018	ALAMANCE	NC
018	CASWELL	NC
018	DAVIDSON	NC
018	DAVIE	NC
018	FORSYTH	NC
018	GUILFORD	NC
018	HENRY	VA
018	MONTGOMERY	NC
018	MOORE	NC
018	PATRICK	VA
018	PITTSYLVANIA	VA
018	RANDOLPH	NC
018	RICHMOND	NC
018	ROCKINGHAM	NC
018	STOKES	NC
018	SURRY	NC
018	WILKES	NC
018	YADKIN	NC
019	CHATHAM	NC
019	DURHAM	NC
019	EDGECOMBE	NC
019	FRANKLIN	NC
019	GRANVILLE	NC
019	HALIFAX	NC
019	HARNETT	NC
019	JOHNSTON	NC
019	LEE	NC
019	NASH	NC
019	NORTHAMPTON	NC
019	ORANGE	NC
019	PERSON	NC
019	SAMPSON	NC
019	VANCE	NC
019	WAKE	NC
019	WARREN	NC
019	WILSON	NC
020	BERTIE	NC
020	CAMDEN	NC
020	CHOWAN	NC
020	CURRITUCK	NC
020	GATES	NC
020	GLOUCESTER	VA
020	HAMPTON	VA
020	HERTFORD	NC

BEA	COUNTY	ST
020	ISLE OF WIGHT	VA
020	JAMES CITY	VA
020	MATHEWS	VA
020	NEWPORT NEWS	VA
020	NORFOLK	VA
020	PASQUOTANK	NC
020	PERQUIMANS	NC
020	SOUTHAMPTON	VA
020	SUFFOLK	VA
020	SURRY	VA
020	VIRGINIA BCH	VA
020	YORK	VA
021	BEAUFORT	NC
021	CARTERET	NC
021	CRAVEN	NC
021	DARE	NC
021	DUPLIN	NC
021	GREENE	NC
021	HYDE	NC
021	JONES	NC
021	LENOIR	NC
021	MARTIN	NC
021	ONSLOW	NC
021	PAMLICO	NC
021	PITT	NC
021	TYRRELL	NC
021	WASHINGTON	NC
021	WAYNE	NC
022	BLADEN	NC
022	CUMBERLAND	NC
022	HOKE	NC
022	ROBESON	NC
022	SCOTLAND	NC
023	ANSON	NC
023	CABARRUS	NC
023	CHESTER	SC
023	CHESTERFIELD	SC
023	CLEVELAND	NC
023	GASTON	NC
023	IREDELL	NC
023	LANCASTER	SC
023	LINCOLN	NC
023	MARLBORO	SC
023	MECKLENBURG	NC
023	ROWAN	NC
023	RUTHERFORD	NC
023	STANLY	NC
023	UNION	NC
023	YORK	SC
024	CALHOUN	SC
024	CLARENDON	SC
024	FAIRFIELD	SC
024	KERSHAW	SC
024	LEE	SC
024	LEXINGTON	SC
024	NEWBERRY	SC
024	ORANGEBURG	SC
024	RICHLAND	SC
024	SALUDA	SC
024	SUMTER	SC
025	BRUNSWICK	NC
025	COLUMBUS	NC

BEA	COUNTY	ST
025	DARLINGTON	SC
025	DILLON	SC
025	FLORENCE	SC
025	GEORGETOWN	SC
025	HORRY	SC
025	MARION	SC
025	NEW HANOVER	NC
025	PENDER	NC
025	WILLIAMSBURG	SC
026	BERKELEY	SC
026	CHARLESTON	SC
026	COLLETON	SC
026	DORCHESTER	SC
027	AIKEN	SC
027	ALLENDALE	SC
027	BAMBERG	SC
027	BARNWELL	SC
027	BURKE	GA
027	COLUMBIA	GA
027	EDGEFIELD	SC
027	GLASCOCK	GA
027	JEFFERSON	GA
027	JENKINS	GA
027	LINCOLN	GA
027	MCDUFFIE	GA
027	RICHMOND	GA
027	WARREN	GA
027	WILKES	GA
028	BEAUFORT	SC
028	BRYAN	GA
028	BULLOCH	GA
028	CANDLER	GA
028	CHATHAM	GA
028	EFFINGHAM	GA
028	EVANS	GA
028	HAMPTON	SC
028	JASPER	SC
028	LIBERTY	GA
028	LONG	GA
028	SCREVEN	GA
028	TATTNALL	GA
028	WAYNE	GA
029	ALACHUA	FL
029	ATKINSON	GA
029	BACON	GA
029	BAKER	FL
029	BRADFORD	FL
029	BRANTLEY	GA
029	CAMDEN	GA
029	CHARLTON	GA
029	CLAY	FL
029	CLINCH	GA
029	COFFEE	GA
029	COLUMBIA	FL
029	DIXIE	FL
029	DUVAL	FL
029	GILCHRIST	FL
029	GLYNN	GA
029	HAMILTON	FL
029	LAFAYETTE	FL
029	LEVY	FL
029	MCINTOSH	GA

BEA	COUNTY	ST
029	NASSAU	FL
029	PIERCE	GA
029	PUTNAM	FL
029	SAINT JOHNS	FL
029	SUWANNEE	FL
029	UNION	FL
029	WARE	GA
030	BREVARD	FL
030	CITRUS	FL
030	FLAGLER	FL
030	HARDEE	FL
030	HIGHLANDS	FL
030	LAKE	FL
030	MARION	FL
030	ORANGE	FL
030	OSCEOLA	FL
030	POLK	FL
030	SEMINOLE	FL
030	SUMTER	FL
030	VOLUSIA	FL
031	BROWARD	FL
031	DADE	FL
031	GLADES	FL
031	HENDRY	FL
031	INDIAN RIVER	FL
031	MARTIN	FL
031	MONROE	FL
031	OKEECHOBEE	FL
031	PALM BEACH	FL
031	SAINT LUCIEN	FL
032	COLLIER	FL
032	LEE	FL
033	CHARLOTTE	FL
033	DE SOTO	FL
033	MANATEE	FL
033	SARASOTA	FL
034	HERNANDO	FL
034	HILLSBOROUGH	FL
034	PASCO	FL
034	PINELLAS	FL
035	BAY	FL
035	CALHOUN	FL
035	DECATUR	GA
035	EARLY	GA
035	FRANKLIN	FL
035	GADSDEN	FL
035	GRADY	GA
035	GULF	FL
035	JACKSON	FL
035	JEFFERSON	FL
035	LEON	FL
035	LIBERTY	FL
035	MADISON	FL
035	MILLER	GA
035	SEMINOLE	GA
035	TAYLOR	FL
035	THOMAS	GA
035	WAKULLA	FL
036	BARBOUR	AL
036	COFFEE	AL
036	COVINGTON	AL
036	DALE	AL

BEA	COUNTY	ST
036	GENEVA	AL
036	HENRY	AL
036	HOLMES	FL
036	HOUSTON	AL
036	QUITMAN	GA
036	WASHINGTON	FL
037	BAKER	GA
037	BEN HILL	GA
037	BERRIEN	GA
037	BROOKS	GA
037	CALHOUN	GA
037	CLAY	GA
037	COLQUITT	GA
037	COOK	GA
037	DOUGHERTY	GA
037	ECHOLS	GA
037	IRWIN	GA
037	LANIER	GA
037	LEE	GA
037	LOWNDES	GA
037	MITCHELL	GA
037	RANDOLPH	GA
037	TERRELL	GA
037	TIFT	GA
037	TURNER	GA
037	WORTH	GA
038	APPLING	GA
038	BALDWIN	GA
038	BIBB	GA
038	BLECKLEY	GA
038	CRAWFORD	GA
038	CRISP	GA
038	DODGE	GA
038	DOOLY	GA
038	EMANUEL	GA
038	HANCOCK	GA
038	HOUSTON	GA
038	JEFF DAVIS	GA
038	JOHNSON	GA
038	JONES	GA
038	LAURENS	GA
038	MACON	GA
038	MONROE	GA
038	MONTGOMERY	GA
038	PEACH	GA
038	PULASKI	GA
038	PUTNAM	GA
038	SCHLEY	GA
038	SUMTER	GA
038	TAYLOR	GA
038	TELFAIR	GA
038	TOOMBS	GA
038	TREUTLEN	GA
038	TWIGGS	GA
038	WASHINGTON	GA
038	WHEELER	GA
038	WILCOX	GA
038	WILKINSON	GA
039	CHATTAHOOCHEE	GA
039	CLAY	AL
039	COOSA	AL
039	HARRIS	GA

BEA	COUNTY	ST
039	LEE	AL
039	MACON	AL
039	MARION	GA
039	MUSCOGEE	GA
039	RUSSELL	AL
039	STEWART	GA
039	TALLAPOOSA	AL
039	WEBSTER	GA
040	BANKS	GA
040	BARROW	GA
040	BARTOW	GA
040	BUTTS	GA
040	CARROLL	GA
040	CHAMBERS	AL
040	CHATTOOGA	GA
040	CHEROKEE	AL
040	CHEROKEE	GA
040	CHEROKEE	NC
040	CLARKE	GA
040	CLAY	NC
040	CLAYTON	GA
040	CLEBURNE	AL
040	COBB	GA
040	COWETA	GA
040	DAWSON	GA
040	DE KALB	GA
040	DOUGLAS	GA
040	ELBERT	GA
040	FANNIN	GA
040	FAYETTE	GA
040	FLOYD	GA
040	FORSYTH	GA
040	FRANKLIN	GA
040	FULTON	GA
040	GILMER	GA
040	GORDON	GA
040	GRAHAM	NC
040	GREENE	GA
040	GWINNETT	GA
040	HABERSHAM	GA
040	HALL	GA
040	HARALSON	GA
040	HART	GA
040	HEARD	GA
040	HENRY	GA
040	JACKSON	GA
040	JASPER	GA
040	LAMAR	GA
040	LUMPKIN	GA
040	MACON	NC
040	MADISON	GA
040	MERIWETHER	GA
040	MORGAN	GA
040	MURRAY	GA
040	NEWTON	GA
040	OCONEE	GA
040	OGLETHORPE	GA
040	PAULDING	GA
040	PICKENS	GA
040	PIKE	GA
040	POLK	GA
040	RABUN	GA

BEA	COUNTY	ST
040	RANDOLPH	AL
040	ROCKDALE	GA
040	SPALDING	GA
040	STEPHENS	GA
040	TALBOT	GA
040	TALIAFERRO	GA
040	TOWNS	GA
040	TROUP	GA
040	UNION	GA
040	UPSON	GA
040	WALTON	GA
040	WHITE	GA
040	WHITFIELD	GA
041	ABBEVILLE	SC
041	ANDERSON	SC
041	CHEROKEE	SC
041	GREENVILLE	SC
041	GREENWOOD	SC
041	LAURENS	SC
041	MCCORMICK	SC
041	OCONEE	SC
041	PICKENS	SC
041	POLK	NC
041	SPARTANBURG	SC
041	UNION	SC
042	BUNCOMBE	NC
042	HAYWOOD	NC
042	HENDERSON	NC
042	JACKSON	NC
042	MADISON	NC
042	SWAIN	NC
042	TRANSYLVANIA	NC
043	BLEDSOE	TN
043	BRADLEY	TN
043	CATOOSA	GA
043	DADE	GA
043	HAMILTON	TN
043	MARION	TN
043	MCMINN	TN
043	MEIGS	TN
043	MONROE	TN
043	POLK	TN
043	RHEA	TN
043	SEQUATCHIE	TN
043	WALKER	GA
044	ANDERSON	TN
044	BLOUNT	TN
044	CAMPBELL	TN
044	COCKE	TN
044	GRAINGER	TN
044	HAMBLEN	TN
044	HANCOCK	TN
044	JEFFERSON	TN
044	KNOX	TN
044	LOUDON	TN
044	MORGAN	TN
044	ROANE	TN
044	SCOTT	TN
044	SEVIER	TN
044	UNION	TN
045	CARTER	TN
045	GREENE	TN

BEA	COUNTY	ST
045	HAWKINS	TN
045	SCOTT	VA
045	SMYTH	VA
045	SULLIVAN	TN
045	UNICOI	TN
045	WASHINGTON	TN
045	WASHINGTON	VA
046	ALEXANDER	NC
046	ASHE	NC
046	AVERY	NC
046	BURKE	NC
046	CALDWELL	NC
046	CATAWBA	NC
046	JOHNSON	TN
046	MCDOWELL	NC
046	MITCHELL	NC
046	WATAUGA	NC
046	YANCEY	NC
047	ADAIR	KY
047	ANDERSON	KY
047	BATH	KY
047	BELL	KY
047	BLAND	VA
047	BOURBON	KY
047	BOYLE	KY
047	BREATHITT	KY
047	BUCHANAN	VA
047	CASEY	KY
047	CLAIBORNE	TN
047	CLARK	KY
047	CLAY	KY
047	CLINTON	KY
047	DICKENSON	VA
047	ESTILL	KY
047	FAYETTE	KY
047	FLEMING	KY
047	FLOYD	KY
047	FRANKLIN	KY
047	GARRARD	KY
047	GREEN	KY
047	HARLAN	KY
047	HARRISON	KY
047	JACKSON	KY
047	JESSAMINE	KY
047	JOHNSON	KY
047	KNOTT	KY
047	KNOX	KY
047	LAUREL	KY
047	LAWRENCE	KY
047	LEE	KY
047	LEE	VA
047	LESLIE	KY
047	LETCHER	KY
047	LINCOLN	KY
047	MADISON	KY
047	MAGOFFIN	KY
047	MARTIN	KY
047	MCCREARY	KY
047	MCDOWELL	WV
047	MENIFEE	KY
047	MERCER	KY
047	MERCER	WV

BEA	COUNTY	ST
047	MINGO	WV
047	MONTGOMERY	KY
047	MORGAN	KY
047	NICHOLAS	KY
047	OWEN	KY
047	OWSLEY	KY
047	PERRY	KY
047	PIKE	KY
047	POWELL	KY
047	PULASKI	KY
047	ROBERTSON	KY
047	ROCKCASTLE	KY
047	ROWAN	KY
047	RUSSELL	KY
047	RUSSELL	VA
047	SCOTT	KY
047	TAYLOR	KY
047	TAZEWELL	VA
047	WAYNE	KY
047	WHITLEY	KY
047	WISE	VA
047	WOLFE	KY
047	WOODFORD	KY
048	BOONE	WV
048	BOYD	KY
048	BRAXTON	WV
048	CABELL	WV
048	CALHOUN	WV
048	CARTER	KY
048	CLAY	WV
048	ELLIOTT	KY
048	FAYETTE	WV
048	GALLIA	OH
048	GILMER	WV
048	GREENUP	KY
048	JACKSON	WV
048	KANAWHA	WV
048	LAWRENCE	OH
048	LINCOLN	WV
048	LOGAN	WV
048	MASON	WV
048	MEIGS	OH
048	NICHOLAS	WV
048	PLEASANTS	WV
048	PUTNAM	WV
048	RALEIGH	WV
048	RITCHIE	WV
048	ROANE	WV
048	SUMMERS	WV
048	WASHINGTON	OH
048	WAYNE	WV
048	WEBSTER	WV
048	WIRT	WV
048	WOOD	WV
048	WYOMING	WV
049	ADAMS	OH
049	BOONE	KY
049	BRACKEN	KY
049	BROWN	OH
049	BUTLER	OH
049	CAMPBELL	KY
049	CLERMONT	OH

BEA	COUNTY	ST
049	CLINTON	OH
049	DEARBORN	IN
049	FRANKLIN	IN
049	GALLATIN	KY
049	GRANT	KY
049	HAMILTON	OH
049	HIGHLAND	OH
049	KENTON	KY
049	LEWIS	KY
049	MASON	KY
049	OHIO	IN
049	PENDLETON	KY
049	RIPLEY	IN
049	SWITZERLAND	IN
049	WARREN	OH
050	CHAMPAIGN	OH
050	CLARK	OH
050	DARKE	OH
050	GREENE	OH
050	MIAMI	OH
050	MONTGOMERY	OH
050	PREBLE	OH
050	SHELBY	OH
051	ATHENS	OH
051	COSHOCTON	OH
051	DELAWARE	OH
051	FAIRFIELD	OH
051	FAYETTE	OH
051	FRANKLIN	OH
051	GUERNSEY	OH
051	HOCKING	OH
051	JACKSON	OH
051	KNOX	OH
051	LICKING	OH
051	LOGAN	OH
051	MADISON	OH
051	MARION	OH
051	MORGAN	OH
051	MORROW	OH
051	MUSKINGUM	OH
051	NOBLE	OH
051	PERRY	OH
051	PICKAWAY	OH
051	PIKE	OH
051	ROSS	OH
051	SCIOTO	OH
051	UNION	OH
051	VINTON	OH
052	BELMONT	OH
052	BROOKE	WV
052	HANCOCK	WV
052	JEFFERSON	OH
052	MARSHALL	WV
052	MONROE	OH
052	OHIO	WV
052	TYLER	WV
052	WETZEL	WV
053	ALLEGHENY	PA
053	ARMSTRONG	PA
053	BARBOUR	WV
053	BEAVER	PA
053	BUTLER	PA

BEA	COUNTY	ST
053	DODDRIDGE	WV
053	FAYETTE	PA
053	GREENE	PA
053	HARRISON	WV
053	INDIANA	PA
053	LAWRENCE	PA
053	LEWIS	WV
053	MARION	WV
053	MONONGALIA	WV
053	PRESTON	WV
053	TAYLOR	WV
053	UPSHUR	WV
053	WASHINGTON	PA
053	WESTMORELAND	PA
054	CLARION	PA
054	CRAWFORD	PA
054	ERIE	PA
054	FOREST	PA
054	VENANGO	PA
054	WARREN	PA
055	ASHLAND	OH
055	ASHTABULA	OH
055	CARROLL	OH
055	COLUMBIANA	OH
055	CRAWFORD	OH
055	CUYAHOGA	OH
055	ERIE	OH
055	GEAUGA	OH
055	HARRISON	OH
055	HOLMES	OH
055	HURON	OH
055	LAKE	OH
055	LORAIN	OH
055	MAHONING	OH
055	MEDINA	OH
055	MERCER	PA
055	PORTAGE	OH
055	RICHLAND	OH
055	STARK	OH
055	SUMMIT	OH
055	TRUMBULL	OH
055	TUSCARAWAS	OH
055	WAYNE	OH
056	ALLEN	OH
056	AUGLAIZE	OH
056	DEFIANCE	OH
056	FULTON	OH
056	HANCOCK	OH
056	HARDIN	OH
056	HENRY	OH
056	LUCAS	OH
056	MERCER	OH
056	OTTAWA	OH
056	PAULDING	OH
056	PUTNAM	OH
056	SANDUSKY	OH
056	SENECA	OH
056	VAN WERT	OH
056	WILLIAMS	OH
056	WOOD	OH
056	WYANDOT	OH
057	ALCONA	MI

BEA	COUNTY	ST
057	ARENAC	MI
057	BAY	MI
057	CLARE	MI
057	CLINTON	MI
057	EATON	MI
057	GENESEE	MI
057	GLADWIN	MI
057	GRATIOT	MI
057	HILLSDALE	MI
057	HURON	MI
057	INGHAM	MI
057	IOSCO	MI
057	ISABELLA	MI
057	JACKSON	MI
057	LAPEER	MI
057	LENAWEE	MI
057	LIVINGSTON	MI
057	MACOMB	MI
057	MIDLAND	MI
057	MONROE	MI
057	OAKLAND	MI
057	OGEMAW	MI
057	SAGINAW	MI
057	SAINT CLAIR	MI
057	SANILAC	MI
057	SHIAWASSEE	MI
057	TUSCOLA	MI
057	WASHTENAW	MI
057	WAYNE	MI
058	ALPENA	MI
058	CHARLEVOIX	MI
058	CHEBOYGAN	MI
058	CHIPPEWA	MI
058	CRAWFORD	MI
058	EMMET	MI
058	LUCE	MI
058	MACKINAC	MI
058	MONTMORENCY	MI
058	OSCODA	MI
058	OTSEGO	MI
058	PRESQUE ISLE	MI
058	ROSCOMMON	MI
059	ALGER	MI
059	BARAGA	MI
059	BROWN	WI
059	DELTA	MI
059	DICKINSON	MI
059	DOOR	WI
059	FLORENCE	WI
059	GOGEBIC	MI
059	HOUGHTON	MI
059	IRON	MI
059	IRON	WI
059	KEWAUNEE	WI
059	KEWEENAW	MI
059	MARINETTE	WI
059	MARQUETTE	MI
059	MENOMINEE	MI
059	MENOMINEE	WI
059	OCONTO	WI
059	ONTONAGON	MI
059	SCHOOLCRAFT	MI

BEA	COUNTY	ST
059	SHAWANO	WI
060	CALUMET	WI
060	OUTAGAMIE	WI
060	WAUPACA	WI
060	WAUSHARA	WI
060	WINNEBAGO	WI
061	ANTRIM	MI
061	BENZIE	MI
061	GRAND TRAVERS	MI
061	KALKASKA	MI
061	LAKE	MI
061	LEELANAU	MI
061	MANISTEE	MI
061	MASON	MI
061	MISSAUKEE	MI
061	OSCEOLA	MI
061	WEXFORD	MI
062	ALLEGAN	MI
062	BARRY	MI
062	BRANCH	MI
062	CALHOUN	MI
062	IONIA	MI
062	KALAMAZOO	MI
062	KENT	MI
062	MECOSTA	MI
062	MONTCALM	MI
062	MUSKEGON	MI
062	NEWAYGO	MI
062	OCEANA	MI
062	OTTAWA	MI
062	VAN BUREN	MI
063	DODGE	WI
063	FOND DU LAC	WI
063	GREEN LAKE	WI
063	JEFFERSON	WI
063	MANITOWOC	WI
063	MILWAUKEE	WI
063	OZAUKEE	WI
063	RACINE	WI
063	SHEBOYGAN	WI
063	WALWORTH	WI
063	WASHINGTON	WI
063	WAUKESHA	WI
064	BOONE	IL
064	BUREAU	IL
064	CARROLL	IL
064	COOK	IL
064	DE KALB	IL
064	DE WITT	IL
064	DU PAGE	IL
064	GRUNDY	IL
064	IROQUOIS	IL
064	JASPER	IN
064	KANE	IL
064	KANKAKEE	IL
064	KENDALL	IL
064	KENOSHA	WI
064	LA PORTE	IN
064	LA SALLE	IL
064	LAKE	IL
064	LAKE	IN
064	LEE	IL

BEA	COUNTY	ST
064	LIVINGSTON	IL
064	MCHENRY	IL
064	MCLEAN	IL
064	NEWTON	IN
064	OGLE	IL
064	PORTER	IN
064	PUTNAM	IL
064	ROCK	WI
064	STEPHENSON	IL
064	WILL	IL
064	WINNEBAGO	IL
065	BERRIEN	MI
065	CASS	MI
065	ELKHART	IN
065	FULTON	IN
065	KOSCIUSKO	IN
065	LAGRANGE	IN
065	MARSHALL	IN
065	PULASKI	IN
065	SAINT JOSEPH	MI
065	ST JOSEPH	IN
065	STARKE	IN
066	ADAMS	IN
066	ALLEN	IN
066	BLACKFORD	IN
066	DE KALB	IN
066	GRANT	IN
066	HUNTINGTON	IN
066	JAY	IN
066	NOBLE	IN
066	STEUBEN	IN
066	WABASH	IN
066	WELLS	IN
066	WHITLEY	IN
067	BARTHOLOMEW	IN
067	BENTON	IN
067	BOONE	IN
067	BROWN	IN
067	CARROLL	IN
067	CASS	IN
067	CLARK	IL
067	CLAY	IN
067	CLINTON	IN
067	DECATUR	IN
067	DELAWARE	IN
067	FAYETTE	IN
067	FOUNTAIN	IN
067	GREENE	IN
067	HAMILTON	IN
067	HANCOCK	IN
067	HENDRICKS	IN
067	HENRY	IN
067	HOWARD	IN
067	JACKSON	IN
067	JENNINGS	IN
067	JOHNSON	IN
067	LAWRENCE	IN
067	MADISON	IN
067	MARION	IN
067	MIAMI	IN
067	MONROE	IN
067	MONTGOMERY	IN

BEA	COUNTY	ST
067	MORGAN	IN
067	ORANGE	IN
067	OWEN	IN
067	PARKE	IN
067	PUTNAM	IN
067	RANDOLPH	IN
067	RUSH	IN
067	SHELBY	IN
067	SULLIVAN	IN
067	TIPPECANOE	IN
067	TIPTON	IN
067	UNION	IN
067	VERMILLION	IN
067	VIGO	IN
067	WARREN	IN
067	WAYNE	IN
067	WHITE	IN
068	CHAMPAIGN	IL
068	CLAY	IL
068	COLES	IL
068	CUMBERLAND	IL
068	DOUGLAS	IL
068	EDGAR	IL
068	EFFINGHAM	IL
068	FAYETTE	IL
068	FORD	IL
068	JASPER	IL
068	MACON	IL
068	MOULTRIE	IL
068	PIATT	IL
068	SHELBY	IL
068	VERMILION	IL
069	CRAWFORD	IL
069	CRITTENDEN	KY
069	DAVIESS	IN
069	DAVIESS	KY
069	DUBOIS	IN
069	EDWARDS	IL
069	GIBSON	IN
069	HANCOCK	KY
069	HENDERSON	KY
069	HOPKINS	KY
069	KNOX	IN
069	LAWRENCE	IL
069	MARTIN	IN
069	MCLEAN	KY
069	MUHLENBERG	KY
069	OHIO	KY
069	PERRY	IN
069	PIKE	IN
069	POSEY	IN
069	RICHLAND	IL
069	SPENCER	IN
069	UNION	KY
069	VANDERBURGH	IN
069	WABASH	IL
069	WARRICK	IN
069	WAYNE	IL
069	WEBSTER	KY
069	WHITE	IL
070	BRECKINRIDGE	KY
070	BULLITT	KY

BEA	COUNTY	ST
070	CARROLL	KY
070	CLARK	IN
070	CRAWFORD	IN
070	FLOYD	IN
070	GRAYSON	KY
070	HARDIN	KY
070	HARRISON	IN
070	HENRY	KY
070	JEFFERSON	IN
070	JEFFERSON	KY
070	LARUE	KY
070	MARION	KY
070	MEADE	KY
070	NELSON	KY
070	OLDHAM	KY
070	SCOTT	IN
070	SHELBY	KY
070	SPENCER	KY
070	TRIMBLE	KY
070	WASHINGTON	IN
070	WASHINGTON	KY
071	ALLEN	KY
071	BARREN	KY
071	BEDFORD	TN
071	BUTLER	KY
071	CANNON	TN
071	CHEATHAM	TN
071	CHRISTIAN	KY
071	CLAY	TN
071	COFFEE	TN
071	CUMBERLAND	KY
071	CUMBERLAND	TN
071	DAVIDSON	TN
071	DEKALB	TN
071	DICKSON	TN
071	EDMONSON	KY
071	FENTRESS	TN
071	FRANKLIN	TN
071	GILES	TN
071	GRUNDY	TN
071	HART	KY
071	HICKMAN	TN
071	HOUSTON	TN
071	HUMPHREYS	TN
071	JACKSON	TN
071	LAWRENCE	TN
071	LEWIS	TN
071	LOGAN	KY
071	MACON	TN
071	MARSHALL	TN
071	MAURY	TN
071	METCALFE	KY
071	MONROE	KY
071	MONTGOMERY	TN
071	MOORE	TN
071	OVERTON	TN
071	PERRY	TN
071	PICKETT	TN
071	PUTNAM	TN
071	ROBERTSON	TN
071	RUTHERFORD	TN
071	SIMPSON	KY

BEA	COUNTY	ST
071	SMITH	TN
071	STEWART	TN
071	SUMNER	TN
071	TODD	KY
071	TRIGG	KY
071	TROUSDALE	TN
071	VAN BUREN	TN
071	WARREN	KY
071	WARREN	TN
071	WAYNE	TN
071	WHITE	TN
071	WILLIAMSON	TN
071	WILSON	TN
072	BALLARD	KY
072	CALDWELL	KY
072	CALLOWAY	KY
072	CARLISLE	KY
072	GRAVES	KY
072	LIVINGSTON	KY
072	LYON	KY
072	MARSHALL	KY
072	MASSAC	IL
072	MCCRACKEN	KY
073	BENTON	MS
073	BENTON	TN
073	CARROLL	TN
073	CHESTER	TN
073	CRITTENDEN	AR
073	CROCKETT	TN
073	CROSS	AR
073	DE SOTO	MS
073	DECATUR	TN
073	DYER	TN
073	FAYETTE	TN
073	FULTON	KY
073	GIBSON	TN
073	HARDEMAN	TN
073	HAYWOOD	TN
073	HENDERSON	TN
073	HENRY	TN
073	HICKMAN	KY
073	LAFAYETTE	MS
073	LAKE	TN
073	LAUDERDALE	TN
073	LEE	AR
073	MADISON	TN
073	MARSHALL	MS
073	OBION	TN
073	PANOLA	MS
073	PHILLIPS	AR
073	QUITMAN	MS
073	SHELBY	TN
073	ST FRANCIS	AR
073	TATE	MS
073	TIPTON	TN
073	TUNICA	MS
073	WEAKLEY	TN
073	YALOBUSHA	MS
074	COLBERT	AL
074	DE KALB	AL
074	ETOWAH	AL
074	FRANKLIN	AL

BEA	COUNTY	ST
074	JACKSON	AL
074	LAUDERDALE	AL
074	LAWRENCE	AL
074	LIMESTONE	AL
074	LINCOLN	TN
074	MADISON	AL
074	MARSHALL	AL
074	MORGAN	AL
075	ALCORN	MS
075	CALHOUN	MS
075	CHICKASAW	MS
075	CHOCTAW	MS
075	CLAY	MS
075	GRENADA	MS
075	HARDIN	TN
075	ITAWAMBA	MS
075	LAMAR	AL
075	LEE	MS
075	LOWNDES	MS
075	MCNAIRY	TN
075	MONROE	MS
075	MONTGOMERY	MS
075	NOXUBEE	MS
075	OKTIBBEHA	MS
075	PICKENS	AL
075	PONTOTOC	MS
075	PRENTISS	MS
075	TIPPAH	MS
075	TISHOMINGO	MS
075	UNION	MS
075	WEBSTER	MS
075	WINSTON	MS
076	BOLIVAR	MS
076	CARROLL	MS
076	COAHOMA	MS
076	HUMPHREYS	MS
076	ISSAQUENA	MS
076	LEFLORE	MS
076	SHARKEY	MS
076	SUNFLOWER	MS
076	TALLAHATCHIE	MS
076	WASHINGTON	MS
077	ADAMS	MS
077	AMITE	MS
077	ATTALA	MS
077	CATAHOULA	LA
077	CHOCTAW	AL
077	CLAIBORNE	MS
077	CLARKE	MS
077	CONCORDIA	LA
077	COPIAH	MS
077	COVINGTON	MS
077	FORREST	MS
077	FRANKLIN	MS
077	GREENE	AL
077	GREENE	MS
077	HINDS	MS
077	HOLMES	MS
077	JASPER	MS
077	JEFFERSON	MS
077	JEFFERSON DAV	MS
077	JONES	MS

BEA	COUNTY	ST
077	KEMPER	MS
077	LAMAR	MS
077	LAUDERDALE	MS
077	LAWRENCE	MS
077	LEAKE	MS
077	LINCOLN	MS
077	MADISON	LA
077	MADISON	MS
077	MARENGO	AL
077	MARION	MS
077	NESHOBA	MS
077	NEWTON	MS
077	PERRY	MS
077	PIKE	MS
077	RANKIN	MS
077	SCOTT	MS
077	SIMPSON	MS
077	SMITH	MS
077	SUMTER	AL
077	TENSAS	LA
077	WALTHALL	MS
077	WARREN	MS
077	WAYNE	MS
077	YAZOO	MS
078	BIBB	AL
078	BLOUNT	AL
078	CALHOUN	AL
078	CHILTON	AL
078	CULLMAN	AL
078	FAYETTE	AL
078	HALE	AL
078	JEFFERSON	AL
078	MARION	AL
078	SHELBY	AL
078	ST CLAIR	AL
078	TALLADEGA	AL
078	TUSCALOOSA	AL
078	WALKER	AL
078	WINSTON	AL
079	AUTAUGA	AL
079	BULLOCK	AL
079	BUTLER	AL
079	CRENSHAW	AL
079	DALLAS	AL
079	ELMORE	AL
079	LOWNDES	AL
079	MONTGOMERY	AL
079	PERRY	AL
079	PIKE	AL
080	BALDWIN	AL
080	CLARKE	AL
080	CONECUH	AL
080	ESCAMBIA	AL
080	MOBILE	AL
080	MONROE	AL
080	WASHINGTON	AL
080	WILCOX	AL
081	ESCAMBIA	FL
081	OKALOOSA	FL
081	SANTA ROSA	FL
081	WALTON	FL
082	GEORGE	MS

BEA	COUNTY	ST
082	HANCOCK	MS
082	HARRISON	MS
082	JACKSON	MS
082	STONE	MS
083	JEFFERSON	LA
083	LAFOURCHE	LA
083	ORLEANS	LA
083	PEARL RIVER	MS
083	PLAQUEMINES	LA
083	ST BERNARD	LA
083	ST CHARLES	LA
083	ST JAMES	LA
083	ST JOHN	LA
083	ST TAMMANY	LA
083	TANGIPAHOA	LA
083	TERREBONNE	LA
083	WASHINGTON	LA
084	ASCENSION	LA
084	ASSUMPTION	LA
084	E BATON ROUGE	LA
084	EAST FELICIAN	LA
084	IBERVILLE	LA
084	LIVINGSTON	LA
084	POINTE COUPEE	LA
084	ST HELENA	LA
084	W BATON ROUGE	LA
084	WEST FELICIAN	LA
084	WILKINSON	MS
085	ACADIA	LA
085	EVANGELINE	LA
085	IBERIA	LA
085	LAFAYETTE	LA
085	ST LANDRY	LA
085	ST MARTIN	LA
085	ST MARY	LA
085	VERMILION	LA
086	ALLEN	LA
086	AVOYELLES	LA
086	BEAUREGARD	LA
086	CALCASIEU	LA
086	CAMERON	LA
086	GRANT	LA
086	JEFF DAVIS	LA
086	LA SALLE	LA
086	RAPIDES	LA
086	VERNON	LA
087	HARDIN	TX
087	JASPER	TX
087	JEFFERSON	TX
087	NEWTON	TX
087	ORANGE	TX
087	TYLER	TX
088	BIENVILLE	LA
088	BOSSIER	LA
088	CADDO	LA
088	CLAIBORNE	LA
088	COLUMBIA	AR
088	DE SOTO	LA
088	LAFAYETTE	AR
088	NATCHITOCHES	LA
088	RED RIVER	LA
088	SABINE	LA

BEA	COUNTY	ST
088	WEBSTER	LA
088	WINN	LA
089	CALDWELL	LA
089	EAST CARROLL	LA
089	FRANKLIN	LA
089	JACKSON	LA
089	LINCOLN	LA
089	MOREHOUSE	LA
089	OUACHITA	LA
089	RICHLAND	LA
089	UNION	LA
089	WEST CARROLL	LA
090	ARKANSAS	AR
090	ASHLEY	AR
090	BAXTER	AR
090	BOONE	AR
090	BRADLEY	AR
090	CALHOUN	AR
090	CARROLL	AR
090	CHICOT	AR
090	CLARK	AR
090	CLEBURNE	AR
090	CLEVELAND	AR
090	CONWAY	AR
090	DALLAS	AR
090	DESHA	AR
090	DREW	AR
090	FAULKNER	AR
090	FULTON	AR
090	GARLAND	AR
090	GRANT	AR
090	HEMPSTEAD	AR
090	HOT SPRING	AR
090	HOWARD	AR
090	INDEPENDENCE	AR
090	IZARD	AR
090	JACKSON	AR
090	JEFFERSON	AR
090	JOHNSON	AR
090	LINCOLN	AR
090	LONOKE	AR
090	MARION	AR
090	MONROE	AR
090	MONTGOMERY	AR
090	NEVADA	AR
090	NEWTON	AR
090	OUACHITA	AR
090	PERRY	AR
090	PIKE	AR
090	POPE	AR
090	PRAIRIE	AR
090	PULASKI	AR
090	SALINE	AR
090	SEARCY	AR
090	SHARP	AR
090	STONE	AR
090	UNION	AR
090	VAN BUREN	AR
090	WHITE	AR
090	WOODRUFF	AR
090	YELL	AR
091	CRAWFORD	AR

BEA	COUNTY	ST
091	FRANKLIN	AR
091	HASKELL	OK
091	LATIMER	OK
091	LE FLORE	OK
091	LOGAN	AR
091	SCOTT	AR
091	SEBASTIAN	AR
091	SEQUOYAH	OK
092	ADAIR	OK
092	BENTON	AR
092	DELAWARE	OK
092	MADISON	AR
092	MCDONALD	MO
092	WASHINGTON	AR
093	BARTON	MO
093	CHEROKEE	KS
093	CRAWFORD	KS
093	JASPER	MO
093	NEWTON	MO
093	OTTAWA	OK
094	BARRY	MO
094	CAMDEN	MO
094	CHRISTIAN	MO
094	DADE	MO
094	DALLAS	MO
094	DENT	MO
094	DOUGLAS	MO
094	GREENE	MO
094	HICKORY	MO
094	HOWELL	MO
094	LACLEDE	MO
094	LAWRENCE	MO
094	MARIES	MO
094	MILLER	MO
094	MORGAN	MO
094	OREGON	MO
094	OZARK	MO
094	PHELPS	MO
094	POLK	MO
094	PULASKI	MO
094	SHANNON	MO
094	STONE	MO
094	TANEY	MO
094	TEXAS	MO
094	WEBSTER	MO
094	WRIGHT	MO
095	CLAY	AR
095	CRAIGHEAD	AR
095	DUNKLIN	MO
095	GREENE	AR
095	LAWRENCE	AR
095	MISSISSIPPI	AR
095	PEMISCOT	MO
095	POINSETT	AR
095	RANDOLPH	AR
096	ALEXANDER	IL
096	BOLLINGER	MO
096	BOND	IL
096	BUTLER	MO
096	CALHOUN	IL
096	CAPE GIRARDEA	MO
096	CARTER	MO

BEA	COUNTY	ST
096	CLINTON	IL
096	CRAWFORD	MO
096	FRANKLIN	IL
096	FRANKLIN	MO
096	GALLATIN	IL
096	GASCONADE	MO
096	HAMILTON	IL
096	HARDIN	IL
096	IRON	MO
096	JACKSON	IL
096	JEFFERSON	IL
096	JEFFERSON	MO
096	JERSEY	IL
096	JOHNSON	IL
096	LINCOLN	MO
096	MACOUPIN	IL
096	MADISON	IL
096	MADISON	MO
096	MARION	IL
096	MISSISSIPPI	MO
096	MONROE	IL
096	MONTGOMERY	MO
096	NEW MADRID	MO
096	PERRY	IL
096	PERRY	MO
096	PIKE	MO
096	POPE	IL
096	PULASKI	IL
096	RANDOLPH	IL
096	REYNOLDS	MO
096	RIPLEY	MO
096	SALINE	IL
096	SCOTT	MO
096	ST CHARLES	MO
096	ST CLAIR	IL
096	ST FRANCOIS	MO
096	ST LOUIS	MO
096	ST LOUIS CITY	MO
096	STE GENEVIEVE	MO
096	STODDARD	MO
096	UNION	IL
096	WARREN	MO
096	WASHINGTON	IL
096	WASHINGTON	MO
096	WAYNE	MO
096	WILLIAMSON	IL
097	ADAMS	IL
097	BROWN	IL
097	CASS	IL
097	CHRISTIAN	IL
097	GREENE	IL
097	LEWIS	MO
097	LOGAN	IL
097	MARION	MO
097	MENARD	IL
097	MONTGOMERY	IL
097	MORGAN	IL
097	PIKE	IL
097	RALLS	MO
097	SANGAMON	IL
097	SCHUYLER	IL
097	SCOTT	IL

BEA	COUNTY	ST
098	AUDRAIN	MO
098	BOONE	MO
098	CALLAWAY	MO
098	COLE	MO
098	COOPER	MO
098	HOWARD	MO
098	MONITEAU	MO
098	MONROE	MO
098	OSAGE	MO
098	RANDOLPH	MO
098	SHELBY	MO
099	ADAIR	MO
099	ANDERSON	KS
099	ANDREW	MO
099	ATCHISON	KS
099	BATES	MO
099	BENTON	MO
099	BOURBON	KS
099	BUCHANAN	MO
099	CALDWELL	MO
099	CARROLL	MO
099	CASS	MO
099	CEDAR	MO
099	CHARITON	MO
099	CLAY	MO
099	CLINTON	MO
099	DAVIESS	MO
099	DE KALB	MO
099	DONIPHAN	KS
099	DOUGLAS	KS
099	FRANKLIN	KS
099	GENTRY	MO
099	GRUNDY	MO
099	HARRISON	MO
099	HENRY	MO
099	HOLT	MO
099	JACKSON	MO
099	JOHNSON	KS
099	JOHNSON	MO
099	KNOX	MO
099	LAFAYETTE	MO
099	LEAVENWORTH	KS
099	LINN	KS
099	LINN	MO
099	LIVINGSTON	MO
099	MACON	MO
099	MERCER	MO
099	MIAMI	KS
099	NODAWAY	MO
099	PETTIS	MO
099	PLATTE	MO
099	PUTNAM	MO
099	RAY	MO
099	SALINE	MO
099	SCHUYLER	MO
099	ST CLAIR	MO
099	SULLIVAN	MO
099	VERNON	MO
099	WORTH	MO
099	WYANDOTTE	KS
100	ADAIR	IA
100	APPANOOSE	IA

BEA	COUNTY	ST
100	BLACK HAWK	IA
100	BOONE	IA
100	BREMER	IA
100	BUCHANAN	IA
100	BUENA VISTA	IA
100	BUTLER	IA
100	CALHOUN	IA
100	CARROLL	IA
100	CERRO GORDO	IA
100	CHICKASAW	IA
100	CLARK	MO
100	CLARKE	IA
100	CLAY	IA
100	CRAWFORD	IA
100	DALLAS	IA
100	DAVIS	IA
100	DECATUR	IA
100	DES MOINES	IA
100	DICKINSON	IA
100	EMMET	IA
100	FAYETTE	IA
100	FLOYD	IA
100	FRANKLIN	IA
100	GREENE	IA
100	GRUNDY	IA
100	GUTHRIE	IA
100	HAMILTON	IA
100	HANCOCK	IA
100	HANCOCK	IL
100	HARDIN	IA
100	HENDERSON	IL
100	HENRY	IA
100	HUMBOLDT	IA
100	JASPER	IA
100	JEFFERSON	IA
100	KEOKUK	IA
100	KOSSUTH	IA
100	LEE	IA
100	LUCAS	IA
100	MADISON	IA
100	MAHASKA	IA
100	MARION	IA
100	MARSHALL	IA
100	MITCHELL	IA
100	MONROE	IA
100	PALO ALTO	IA
100	POCAHONTAS	IA
100	POLK	IA
100	POWESHIEK	IA
100	RINGGOLD	IA
100	SAC	IA
100	SCOTLAND	MO
100	STORY	IA
100	TAMA	IA
100	UNION	IA
100	VAN BUREN	IA
100	WAPELLO	IA
100	WARREN	IA
100	WAYNE	IA
100	WEBSTER	IA
100	WINNEBAGO	IA
100	WORTH	IA

BEA	COUNTY	ST
100	WRIGHT	IA
101	FULTON	IL
101	KNOX	IL
101	MARSHALL	IL
101	MASON	IL
101	MCDONOUGH	IL
101	PEORIA	IL
101	STARK	IL
101	TAZEWELL	IL
101	WARREN	IL
101	WOODFORD	IL
102	CEDAR	IA
102	CLINTON	IA
102	HENRY	IL
102	LOUISA	IA
102	MERCER	IL
102	MUSCATINE	IA
102	ROCK ISLAND	IL
102	SCOTT	IA
102	WHITESIDE	IL
103	BENTON	IA
103	IOWA	IA
103	JOHNSON	IA
103	JONES	IA
103	LINN	IA
103	WASHINGTON	IA
104	ADAMS	WI
104	ALLAMAKEE	IA
104	CLAYTON	IA
104	COLUMBIA	WI
104	CRAWFORD	WI
104	DANE	WI
104	DELAWARE	IA
104	DUBUQUE	IA
104	GRANT	WI
104	GREEN	WI
104	IOWA	WI
104	JACKSON	IA
104	JO DAVIESS	IL
104	JUNEAU	WI
104	LAFAYETTE	WI
104	MARQUETTE	WI
104	RICHLAND	WI
104	SAUK	WI
105	HOUSTON	MN
105	JACKSON	WI
105	LA CROSSE	WI
105	MONROE	WI
105	TREMPEALEAU	WI
105	VERNON	WI
106	BUFFALO	WI
106	DODGE	MN
106	FILLMORE	MN
106	HOWARD	IA
106	MOWER	MN
106	OLMSTED	MN
106	WABASHA	MN
106	WINNESHIEK	IA
106	WINONA	MN
107	AITKIN	MN
107	ANOKA	MN
107	BARRON	WI

BEA	COUNTY	ST
107	BELTRAMI	MN
107	BENTON	MN
107	BLUE EARTH	MN
107	BROWN	MN
107	BURNETT	WI
107	CARVER	MN
107	CASS	MN
107	CHIPPEWA	MN
107	CHIPPEWA	WI
107	CHISAGO	MN
107	CLEARWATER	MN
107	COTTONWOOD	MN
107	CROW WING	MN
107	DAKOTA	MN
107	DOUGLAS	MN
107	DUNN	WI
107	EAU CLAIRE	WI
107	FARIBAULT	MN
107	FREEBORN	MN
107	GOODHUE	MN
107	GRANT	MN
107	HENNEPIN	MN
107	HUBBARD	MN
107	ISANTI	MN
107	JACKSON	MN
107	KANABEC	MN
107	KANDIYOHI	MN
107	LAC QUI PARLE	MN
107	LE SUEUR	MN
107	LINCOLN	MN
107	LYON	MN
107	MARTIN	MN
107	MCLEOD	MN
107	MEEKER	MN
107	MILLE LACS	MN
107	MORRISON	MN
107	MURRAY	MN
107	NICOLLET	MN
107	NOBLES	MN
107	OSCEOLA	IA
107	PEPIN	WI
107	PIERCE	WI
107	PINE	MN
107	POLK	WI
107	POPE	MN
107	RAMSEY	MN
107	REDWOOD	MN
107	RENVILLE	MN
107	RICE	MN
107	RUSK	WI
107	SAWYER	WI
107	SCOTT	MN
107	SHERBURNE	MN
107	SIBLEY	MN
107	ST CROIX	WI
107	STEARNS	MN
107	STEELE	MN
107	STEVENS	MN
107	SWIFT	MN
107	TODD	MN
107	WADENA	MN
107	WASECA	MN

BEA	COUNTY	ST
107	WASHBURN	WI
107	WASHINGTON	MN
107	WATONWAN	MN
107	WRIGHT	MN
107	YELLOW MED	MN
108	ASHLAND	WI
108	BAYFIELD	WI
108	CLARK	WI
108	FOREST	WI
108	LANGLADE	WI
108	LINCOLN	WI
108	MARATHON	WI
108	ONEIDA	WI
108	PORTAGE	WI
108	PRICE	WI
108	TAYLOR	WI
108	VILAS	WI
108	WOOD	WI
109	CARLTON	MN
109	COOK	MN
109	DOUGLAS	WI
109	ITASCA	MN
109	KOOCHICHING	MN
109	LAKE	MN
109	ST LOUIS	MN
110	BENSON	ND
110	CAVALIER	ND
110	EDDY	ND
110	GRAND FORKS	ND
110	KITTSON	MN
110	LAKE IN WOODS	MN
110	MARSHALL	MN
110	NELSON	ND
110	PEMBINA	ND
110	PENNINGTON	MN
110	POLK	MN
110	RAMSEY	ND
110	RED LAKE	MN
110	ROLETTE	ND
110	ROSEAU	MN
110	STEELE	ND
110	TOWNER	ND
110	TRAILL	ND
110	WALSH	ND
111	BOTTINEAU	ND
111	BURKE	ND
111	DIVIDE	ND
111	MCHENRY	ND
111	MCKENZIE	ND
111	MOUNTRAIL	ND
111	RENVILLE	ND
111	WARD	ND
111	WILLIAMS	ND
112	BILLINGS	ND
112	BOWMAN	ND
112	BURLEIGH	ND
112	CORSON	SD
112	DUNN	ND
112	EMMONS	ND
112	GOLDEN VALLEY	ND
112	GRANT	ND
112	HETTINGER	ND

BEA	COUNTY	ST
112	KIDDER	ND
112	LOGAN	ND
112	MCINTOSH	ND
112	MCLEAN	ND
112	MERCER	ND
112	MORTON	ND
112	OLIVER	ND
112	SIOUX	ND
112	SLOPE	ND
112	STARK	ND
112	WIBAUX	MT
113	BARNES	ND
113	BECKER	MN
113	CASS	ND
113	CLAY	MN
113	DICKEY	ND
113	FOSTER	ND
113	GRIGGS	ND
113	LA MOURE	ND
113	MAHNOMEN	MN
113	NORMAN	MN
113	OTTER TAIL	MN
113	PIERCE	ND
113	RANSOM	ND
113	RICHLAND	ND
113	SARGENT	ND
113	SHERIDAN	ND
113	STUTSMAN	ND
113	WELLS	ND
113	WILKIN	MN
114	BROWN	SD
114	CAMPBELL	SD
114	DAY	SD
114	DEWEY	SD
114	EDMUNDS	SD
114	FAULK	SD
114	MARSHALL	SD
114	MCPHERSON	SD
114	POTTER	SD
114	SPINK	SD
114	WALWORTH	SD
114	ZIEBACH	SD
115	ADAMS	ND
115	BENNETT	SD
115	BUTTE	SD
115	CARTER	MT
115	CHERRY	NE
115	CUSTER	SD
115	FALL RIVER	SD
115	GRANT	NE
115	HAAKON	SD
115	HARDING	SD
115	JACKSON	SD
115	JONES	SD
115	LAWRENCE	SD
115	MEADE	SD
115	MELLETTE	SD
115	PENNINGTON	SD
115	PERKINS	SD
115	SHANNON	SD
115	SHERIDAN	NE
115	TODD	SD

BEA	COUNTY	ST
115	WASHABAUGH	SD
116	AURORA	SD
116	BEADLE	SD
116	BIG STONE	MN
116	BON HOMME	SD
116	BROOKINGS	SD
116	BRULE	SD
116	BUFFALO	SD
116	CEDAR	NE
116	CHARLES MIX	SD
116	CLARK	SD
116	CLAY	SD
116	CODINGTON	SD
116	DAVISON	SD
116	DEUEL	SD
116	DOUGLAS	SD
116	GRANT	SD
116	GREGORY	SD
116	HAMLIN	SD
116	HAND	SD
116	HANSON	SD
116	HUGHES	SD
116	HUTCHINSON	SD
116	HYDE	SD
116	JERAULD	SD
116	KINGSBURY	SD
116	KNOX	NE
116	LAKE	SD
116	LINCOLN	SD
116	LYMAN	SD
116	LYON	IA
116	MCCOOK	SD
116	MINER	SD
116	MINNEHAHA	SD
116	MOODY	SD
116	PIPESTONE	MN
116	ROBERTS	SD
116	ROCK	MN
116	SANBORN	SD
116	STANLEY	SD
116	SULLY	SD
116	TRAVERSE	MN
116	TRIPP	SD
116	TURNER	SD
116	YANKTON	SD
117	CHEROKEE	IA
117	DAKOTA	NE
117	DIXON	NE
117	IDA	IA
117	MONONA	IA
117	O BRIEN	IA
117	PLYMOUTH	IA
117	SIOUX	IA
117	THURSTON	NE
117	UNION	SD
117	WOODBURY	IA
118	ADAMS	IA
118	ANTELOPE	NE
118	ATCHISON	MO
118	AUDUBON	IA
118	BOONE	NE
118	BURT	NE

BEA	COUNTY	ST
118	BUTLER	NE
118	CASS	IA
118	CASS	NE
118	COLFAX	NE
118	CUMING	NE
118	DODGE	NE
118	DOUGLAS	NE
118	FREMONT	IA
118	HARRISON	IA
118	MADISON	NE
118	MILLS	IA
118	MONTGOMERY	IA
118	NANCE	NE
118	PAGE	IA
118	PIERCE	NE
118	PLATTE	NE
118	POLK	NE
118	POTTAWATTAMIE	IA
118	SARPY	NE
118	SAUNDERS	NE
118	SHELBY	IA
118	STANTON	NE
118	TAYLOR	IA
118	WASHINGTON	NE
118	WAYNE	NE
119	FILLMORE	NE
119	GAGE	NE
119	JEFFERSON	NE
119	JOHNSON	NE
119	LANCASTER	NE
119	NEMAHA	NE
119	OTOE	NE
119	PAWNEE	NE
119	RICHARDSON	NE
119	SALINE	NE
119	SEWARD	NE
119	THAYER	NE
119	YORK	NE
120	ADAMS	NE
120	BOYD	NE
120	BROWN	NE
120	BUFFALO	NE
120	CLAY	NE
120	CUSTER	NE
120	DAWSON	NE
120	FRANKLIN	NE
120	FRONTIER	NE
120	FURNAS	NE
120	GARFIELD	NE
120	GOSPER	NE
120	GREELEY	NE
120	HALL	NE
120	HAMILTON	NE
120	HARLAN	NE
120	HAYES	NE
120	HITCHCOCK	NE
120	HOLT	NE
120	HOWARD	NE
120	KEARNEY	NE
120	KEYAPAHA	NE
120	LOUP	NE
120	MERRICK	NE

BEA	COUNTY	ST
120	NUCKOLLS	NE
120	PHELPS	NE
120	RED WILLOW	NE
120	ROCK	NE
120	SHERMAN	NE
120	VALLEY	NE
120	WEBSTER	NE
120	WHEELER	NE
121	ARTHUR	NE
121	BLAINE	NE
121	CHASE	NE
121	DEUEL	NE
121	GARDEN	NE
121	HOOKER	NE
121	KEITH	NE
121	LINCOLN	NE
121	LOGAN	NE
121	MCPHERSON	NE
121	PERKINS	NE
121	SEDGWICK	CO
121	THOMAS	NE
122	BARBER	KS
122	BARTON	KS
122	BEAVER	OK
122	BUTLER	KS
122	CIMARRON	OK
122	CLARK	KS
122	CLOUD	KS
122	COMANCHE	KS
122	COWLEY	KS
122	DECATUR	KS
122	EDWARDS	KS
122	ELK	KS
122	ELLIS	KS
122	ELLSWORTH	KS
122	FINNEY	KS
122	FORD	KS
122	GRAHAM	KS
122	GRANT	KS
122	GRAY	KS
122	GREELEY	KS
122	GREENWOOD	KS
122	HAMILTON	KS
122	HARPER	KS
122	HARVEY	KS
122	HASKELL	KS
122	HODGEMAN	KS
122	JEWELL	KS
122	KEARNY	KS
122	KINGMAN	KS
122	KIOWA	KS
122	LANE	KS
122	LINCOLN	KS
122	MARION	KS
122	MCPHERSON	KS
122	MEADE	KS
122	MITCHELL	KS
122	MORTON	KS
122	NESS	KS
122	NORTON	KS
122	OSBORNE	KS
122	OTTAWA	KS

BEA	COUNTY	ST
122	PAWNEE	KS
122	PHILLIPS	KS
122	PRATT	KS
122	RAWLINS	KS
122	RENO	KS
122	REPUBLIC	KS
122	RICE	KS
122	ROOKS	KS
122	RUSH	KS
122	RUSSELL	KS
122	SALINE	KS
122	SCOTT	KS
122	SEDGWICK	KS
122	SEWARD	KS
122	SMITH	KS
122	STAFFORD	KS
122	STANTON	KS
122	STEVENS	KS
122	SUMNER	KS
122	TEXAS	OK
122	TREGO	KS
122	WICHITA	KS
123	BROWN	KS
123	CHASE	KS
123	CLAY	KS
123	COFFEY	KS
123	DICKINSON	KS
123	GEARY	KS
123	JACKSON	KS
123	JEFFERSON	KS
123	LYON	KS
123	MARSHALL	KS
123	MORRIS	KS
123	NEMAHA	KS
123	OSAGE	KS
123	POTTAWATOMIE	KS
123	RILEY	KS
123	SHAWNEE	KS
123	WABAUNSEE	KS
123	WASHINGTON	KS
124	ALLEN	KS
124	CHAUTAUQUA	KS
124	CHEROKEE	OK
124	CRAIG	OK
124	CREEK	OK
124	KAY	OK
124	LABETTE	KS
124	MAYES	OK
124	MCINTOSH	OK
124	MONTGOMERY	KS
124	MUSKOGEE	OK
124	NEOSHO	KS
124	NOBLE	OK
124	NOWATA	OK
124	OKMULGEE	OK
124	OSAGE	OK
124	PAWNEE	OK
124	PAYNE	OK
124	PITTSBURG	OK
124	ROGERS	OK
124	TULSA	OK
124	WAGONER	OK

BEA	COUNTY	ST
124	WASHINGTON	OK
124	WILSON	KS
124	WOODSON	KS
125	ALFALFA	OK
125	ATOKA	OK
125	BLAINE	OK
125	CADDO	OK
125	CANADIAN	OK
125	CARTER	OK
125	CLEVELAND	OK
125	COAL	OK
125	COMANCHE	OK
125	COTTON	OK
125	GARFIELD	OK
125	GARVIN	OK
125	GRADY	OK
125	GRANT	OK
125	HUGHES	OK
125	JEFFERSON	OK
125	JOHNSTON	OK
125	KINGFISHER	OK
125	LINCOLN	OK
125	LOGAN	OK
125	LOVE	OK
125	MAJOR	OK
125	MARSHALL	OK
125	MCCLAIN	OK
125	MURRAY	OK
125	OKFUSKEE	OK
125	OKLAHOMA	OK
125	PONTOTOC	OK
125	POTTAWATOMIE	OK
125	SEMINOLE	OK
125	STEPHENS	OK
125	WOODS	OK
126	BECKHAM	OK
126	CUSTER	OK
126	DEWEY	OK
126	ELLIS	OK
126	GREER	OK
126	HARMON	OK
126	HARPER	OK
126	JACKSON	OK
126	KIOWA	OK
126	ROGER MILLS	OK
126	WASHITA	OK
126	WOODWARD	OK
127	ANDERSON	TX
127	ARCHER	TX
127	BAYLOR	TX
127	BELL	TX
127	BOSQUE	TX
127	BOWIE	TX
127	BROWN	TX
127	BRYAN	OK
127	CAMP	TX
127	CASS	TX
127	CHEROKEE	TX
127	CHOCTAW	OK
127	CLAY	TX
127	COLEMAN	TX
127	COLLIN	TX

BEA	COUNTY	ST
127	COMANCHE	TX
127	COOKE	TX
127	CORYELL	TX
127	DALLAS	TX
127	DELTA	TX
127	DENTON	TX
127	EASTLAND	TX
127	ELLIS	TX
127	ERATH	TX
127	FALLS	TX
127	FANNIN	TX
127	FOARD	TX
127	FRANKLIN	TX
127	GRAYSON	TX
127	GREGG	TX
127	HAMILTON	TX
127	HARDEMAN	TX
127	HARRISON	TX
127	HENDERSON	TX
127	HILL	TX
127	HOOD	TX
127	HOPKINS	TX
127	HUNT	TX
127	JACK	TX
127	JOHNSON	TX
127	KAUFMAN	TX
127	LAMAR	TX
127	LAMPASAS	TX
127	LITTLE RIVER	AR
127	MARION	TX
127	MCCURTAIN	OK
127	MCLENNAN	TX
127	MILLER	AR
127	MILLS	TX
127	MONTAGUE	TX
127	MORRIS	TX
127	NAVARRO	TX
127	PALO PINTO	TX
127	PANOLA	TX
127	PARKER	TX
127	POLK	AR
127	PUSHMATAHA	OK
127	RAINS	TX
127	RED RIVER	TX
127	ROCKWALL	TX
127	RUSK	TX
127	SAN SABA	TX
127	SEVIER	AR
127	SMITH	TX
127	SOMERVELL	TX
127	STEPHENS	TX
127	TARRANT	TX
127	THROCKMORTON	TX
127	TILLMAN	OK
127	TITUS	TX
127	UPSHUR	TX
127	VAN ZANDT	TX
127	WICHITA	TX
127	WILBARGER	TX
127	WISE	TX
127	WOOD	TX
127	YOUNG	TX

BEA	COUNTY	ST
128	CALLAHAN	TX
128	FISHER	TX
128	HASKELL	TX
128	JONES	TX
128	KING	TX
128	KNOX	TX
128	MITCHELL	TX
128	NOLAN	TX
128	SCURRY	TX
128	SHACKLEFORD	TX
128	STONEWALL	TX
128	TAYLOR	TX
129	COKE	TX
129	CONCHO	TX
129	EDWARDS	TX
129	IRION	TX
129	KIMBLE	TX
129	KINNEY	TX
129	MASON	TX
129	MCCULLOCH	TX
129	MENARD	TX
129	RUNNELS	TX
129	SCHLEICHER	TX
129	STERLING	TX
129	SUTTON	TX
129	TOM GREEN	TX
129	VAL VERDE	TX
130	BASTROP	TX
130	BLANCO	TX
130	BURNET	TX
130	CALDWELL	TX
130	HAYS	TX
130	LEE	TX
130	LLANO	TX
130	MILAM	TX
130	TRAVIS	TX
130	WILLIAMSON	TX
131	ANGELINA	TX
131	AUSTIN	TX
131	BRAZORIA	TX
131	BRAZOS	TX
131	BURLESON	TX
131	CALHOUN	TX
131	CHAMBERS	TX
131	COLORADO	TX
131	DE WITT	TX
131	FAYETTE	TX
131	FORT BEND	TX
131	FREESTONE	TX
131	GALVESTON	TX
131	GOLIAD	TX
131	GRIMES	TX
131	HARRIS	TX
131	HOUSTON	TX
131	JACKSON	TX
131	LAVACA	TX
131	LEON	TX
131	LIBERTY	TX
131	LIMESTONE	TX
131	MADISON	TX
131	MATAGORDA	TX
131	MONTGOMERY	TX

BEA	COUNTY	ST
131	NACOGDOCHES	TX
131	POLK	TX
131	ROBERTSON	TX
131	SABINE	TX
131	SAN AUGUSTINE	TX
131	SAN JACINTO	TX
131	SHELBY	TX
131	TRINITY	TX
131	VICTORIA	TX
131	WALKER	TX
131	WALLER	TX
131	WASHINGTON	TX
131	WHARTON	TX
132	ARANSAS	TX
132	BEE	TX
132	BROOKS	TX
132	DUVAL	TX
132	JIM WELLS	TX
132	KENEDY	TX
132	KLEBERG	TX
132	LIVE OAK	TX
132	MC MULLEN	TX
132	NUECES	TX
132	REFUGIO	TX
132	SAN PATRICIO	TX
133	CAMERON	TX
133	HIDALGO	TX
133	STARR	TX
133	WILLACY	TX
134	ATASCOSA	TX
134	BANDERA	TX
134	BEXAR	TX
134	COMAL	TX
134	DIMMIT	TX
134	FRIO	TX
134	GILLESPIE	TX
134	GONZALES	TX
134	GUADALUPE	TX
134	JIM HOGG	TX
134	KARNES	TX
134	KENDALL	TX
134	KERR	TX
134	LA SALLE	TX
134	MAVERICK	TX
134	MEDINA	TX
134	REAL	TX
134	UVALDE	TX
134	WEBB	TX
134	WILSON	TX
134	ZAPATA	TX
134	ZAVALA	TX
135	ANDREWS	TX
135	BORDEN	TX
135	BREWSTER	TX
135	CRANE	TX
135	CROCKETT	TX
135	DAWSON	TX
135	ECTOR	TX
135	GLASS COCK	TX
135	HOWARD	TX
135	JEFF DAVIS	TX
135	LOVING	TX

BEA	COUNTY	ST
135	MARTIN	TX
135	MIDLAND	TX
135	PECOS	TX
135	PRESIDIO	TX
135	REAGAN	TX
135	REEVES	TX
135	TERRELL	TX
135	UPTON	TX
135	WARD	TX
135	WINKLER	TX
136	CHAVES	NM
136	EDDY	NM
136	GAINES	TX
136	LEA	NM
136	YOAKUM	TX
137	BRISCOE	TX
137	COCHRAN	TX
137	CROSBY	TX
137	DICKENS	TX
137	FLOYD	TX
137	GARZA	TX
137	HALE	TX
137	HOCKLEY	TX
137	KENT	TX
137	LAMB	TX
137	LUBBOCK	TX
137	LYNN	TX
137	MOTLEY	TX
137	SWISHER	TX
137	TERRY	TX
138	ARMSTRONG	TX
138	BAILEY	TX
138	CARSON	TX
138	CASTRO	TX
138	CHILDRESS	TX
138	COLLINGSWORTH	TX
138	COTTLE	TX
138	CURRY	NM
138	DALLAM	TX
138	DE BACA	NM
138	DEAF SMITH	TX
138	DONLEY	TX
138	GRAY	TX
138	HALL	TX
138	HANSFORD	TX
138	HARDING	NM
138	HARTLEY	TX
138	HEMPHILL	TX
138	HUTCHINSON	TX
138	LIPSCOMB	TX
138	MOORE	TX
138	OCHILTREE	TX
138	OLDHAM	TX
138	PARMER	TX
138	POTTER	TX
138	QUAY	NM
138	RANDALL	TX
138	ROBERTS	TX
138	ROOSEVELT	NM
138	SHERMAN	TX
138	UNION	NM
138	WHEELER	TX

BEA	COUNTY	ST
139	GUADALUPE	NM
139	LOS ALAMOS	NM
139	MORA	NM
139	RIO ARRIBA	NM
139	SAN MIGUEL	NM
139	SANTA FE	NM
139	TAOS	NM
140	ALAMOSA	CO
140	BACA	CO
140	BENT	CO
140	CHEYENNE	CO
140	COLFAX	NM
140	CONEJOS	CO
140	COSTILLA	CO
140	CROWLEY	CO
140	HUERFANO	CO
140	KIOWA	CO
140	LAS ANIMAS	CO
140	MINERAL	CO
140	OTERO	CO
140	PROWERS	CO
140	PUEBLO	CO
140	RIO GRANDE	CO
140	SAGUACHE	CO
141	ADAMS	CO
141	ARAPAHOE	CO
141	BOULDER	CO
141	CHAFFEE	CO
141	CHEYENNE	KS
141	CLEAR CREEK	CO
141	CUSTER	CO
141	DELTA	CO
141	DENVER	CO
141	DOUGLAS	CO
141	DUNDY	NE
141	EAGLE	CO
141	EL PASO	CO
141	ELBERT	CO
141	FREMONT	CO
141	GARFIELD	CO
141	GILPIN	CO
141	GOVE	KS
141	GRAND	CO
141	GUNNISON	CO
141	HINSDALE	CO
141	JACKSON	CO
141	JEFFERSON	CO
141	KIT CARSON	CO
141	LAKE	CO
141	LARIMER	CO
141	LINCOLN	CO
141	LOGAN	CO
141	LOGAN	KS
141	MESA	CO
141	MOFFAT	CO
141	MONTROSE	CO
141	MORGAN	CO
141	OURAY	CO
141	PARK	CO
141	PHILLIPS	CO
141	PITKIN	CO
141	RIO BLANCO	CO

BEA	COUNTY	ST
141	ROUTT	CO
141	SAN MIGUEL	CO
141	SHERIDAN	KS
141	SHERMAN	KS
141	SUMMIT	CO
141	TELLER	CO
141	THOMAS	KS
141	WALLACE	KS
141	WASHINGTON	CO
141	WELD	CO
141	YUMA	CO
142	BANNER	NE
142	BOX BUTTE	NE
142	CHEYENNE	NE
142	DAWES	NE
142	GOSHEN	WY
142	KIMBALL	NE
142	MORRILL	NE
142	SCOTTS BLUFF	NE
142	SIOUX	NE
143	ALBANY	WY
143	BEAR LAKE	ID
143	CAMPBELL	WY
143	CARBON	WY
143	CARIBOU	ID
143	CONVERSE	WY
143	CROOK	WY
143	DAGGETT	UT
143	FREMONT	WY
143	HOT SPRINGS	WY
143	LARAMIE	WY
143	LINCOLN	WY
143	NATRONA	WY
143	NIOBRARA	WY
143	PLATTE	WY
143	RICH	UT
143	SUBLETTE	WY
143	SWEETWATER	WY
143	UINTA	WY
143	WASHAKIE	WY
143	WESTON	WY
144	BIG HORN	MT
144	BIG HORN	WY
144	CARBON	MT
144	CUSTER	MT
144	DANIELS	MT
144	DAWSON	MT
144	FALLON	MT
144	GALLATIN	MT
144	GARFIELD	MT
144	GOLDEN VALLEY	MT
144	JOHNSON	WY
144	MADISON	MT
144	MCCONE	MT
144	MUSSELSHELL	MT
144	PARK	MT
144	PARK	WY
144	PETROLEUM	MT
144	POWDER RIVER	MT
144	PRAIRIE	MT
144	RICHLAND	MT
144	ROOSEVELT	MT

BEA	COUNTY	ST
144	ROSEBUD	MT
144	SHERIDAN	MT
144	SHERIDAN	WY
144	STILLWATER	MT
144	SWEET GRASS	MT
144	TREASURE	MT
144	VALLEY	MT
144	YELLOWSTONE	MT
144	YELLOWSTONE P	MT
145	BLAINE	MT
145	CASCADE	MT
145	CHOUTEAU	MT
145	FERGUS	MT
145	GLACIER	MT
145	HILL	MT
145	JUDITH BASIN	MT
145	LIBERTY	MT
145	MEAGHER	MT
145	PHILLIPS	MT
145	PONDERA	MT
145	TETON	MT
145	TOOLE	MT
145	WHEATLAND	MT
146	BEAVERHEAD	MT
146	BROADWATER	MT
146	DEER LODGE	MT
146	FLATHEAD	MT
146	GRANITE	MT
146	JEFFERSON	MT
146	LAKE	MT
146	LEWIS & CLARK	MT
146	LINCOLN	MT
146	MINERAL	MT
146	MISSOULA	MT
146	POWELL	MT
146	RAVALLI	MT
146	SANDERS	MT
146	SILVER BOW	MT
147	ASOTIN	WA
147	BENEWAH	ID
147	BONNER	ID
147	BOUNDARY	ID
147	CLEARWATER	ID
147	FERRY	WA
147	GARFIELD	WA
147	IDAHO	ID
147	KOOTENAI	ID
147	LATAH	ID
147	LEWIS	ID
147	LINCOLN	WA
147	NEZ PERCE	ID
147	PEND OREILLE	WA
147	SHOSHONE	ID
147	SPOKANE	WA
147	STEVENS	WA
147	WHITMAN	WA
148	BANNOCK	ID
148	BINGHAM	ID
148	BONNEVILLE	ID
148	BUTTE	ID
148	CLARK	ID
148	CUSTER	ID

BEA	COUNTY	ST
148	FREMONT	ID
148	JEFFERSON	ID
148	LEMHI	ID
148	MADISON	ID
148	POWER	ID
148	TETON	ID
148	TETON	WY
149	BLAINE	ID
149	CAMAS	ID
149	CASSIA	ID
149	GOODING	ID
149	JEROME	ID
149	LINCOLN	ID
149	MINIDOKA	ID
149	TWIN FALLS	ID
150	ADA	ID
150	ADAMS	ID
150	BOISE	ID
150	CANYON	ID
150	ELMORE	ID
150	GEM	ID
150	HARNEY	OR
150	MALHEUR	OR
150	OWYHEE	ID
150	PAYETTE	ID
150	VALLEY	ID
150	WASHINGTON	ID
151	ALPINE	CA
151	CHURCHILL	NV
151	DOUGLAS	NV
151	ELKO	NV
151	EUREKA	NV
151	HUMBOLDT	NV
151	INYO	CA
151	LANDER	NV
151	LASSEN	CA
151	LYON	NV
151	MONO	CA
151	ORMSBY	NV
151	PERSHING	NV
151	PLUMAS	CA
151	SIERRA	CA
151	STOREY	NV
151	WASHOE	NV
151	WHITE PINE	NV
152	BOX ELDER	UT
152	CACHE	UT
152	CARBON	UT
152	DAVIS	UT
152	DUCHESNE	UT
152	EMERY	UT
152	FRANKLIN	ID
152	GRAND	UT
152	JUAB	UT
152	MILLARD	UT
152	MORGAN	UT
152	ONEIDA	ID
152	SALT LAKE	UT
152	SANPETE	UT
152	SEVIER	UT
152	SUMMIT	UT
152	TOOELE	UT

BEA	COUNTY	ST
152	UINTAH	UT
152	UTAH	UT
152	WASATCH	UT
152	WAYNE	UT
152	WEBER	UT
153	BEAVER	UT
153	CLARK	NV
153	ESMERALDA	NV
153	GARFIELD	UT
153	IRON	UT
153	LINCOLN	NV
153	MINERAL	NV
153	MOHAVE	AZ
153	NYE	NV
153	PIUTE	UT
153	WASHINGTON	UT
154	COCONINO	AZ
154	KANE	UT
154	NAVAJO	AZ
154	SAN JUAN	UT
154	YAVAPAI	AZ
155	ARCHULETTA	CO
155	DOLORES	CO
155	LA PLATA	CO
155	MONTEZUMA	CO
155	SAN JUAN	CO
155	SAN JUAN	NM
156	APACHE	AZ
156	BERNALILLO	NM
156	CATRON	NM
156	MCKINLEY	NM
156	SANDOVAL	NM
156	SOCORRO	NM
156	TORRANCE	NM
156	VALENCIA	NM
157	CULBERSON	TX
157	DONA ANA	NM
157	EL PASO	TX
157	HUDSPETH	TX
157	LINCOLN	NM
157	OTERO	NM
157	SIERRA	NM
158	GILA	AZ
158	GRAHAM	AZ
158	GRANT	NM
158	GREENLEE	AZ
158	HIDALGO	NM
158	LUNA	NM
158	MARICOPA	AZ
158	PINAL	AZ
159	COCHISE	AZ
159	PIMA	AZ
159	SANTA CRUZ	AZ
160	IMPERIAL	CA
160	KERN	CA
160	LOS ANGELES	CA
160	ORANGE	CA
160	RIVERSIDE	CA
160	SAN BERNARDIN	CA
160	SAN LUIS OBIS	CA
160	SANTA BARBARA	CA
160	VENTURA	CA

BEA	COUNTY	ST
160	YUMA	AZ
161	SAN DIEGO	CA
162	FRESNO	CA
162	KINGS	CA
162	MADERA	CA
162	TULARE	CA
163	ALAMEDA	CA
163	CALAVERAS	CA
163	CONTRA COSTA	CA
163	HUMBOLDT	CA
163	LAKE	CA
163	MARIN	CA
163	MARIPOSA	CA
163	MENDOCINO	CA
163	MERCED	CA
163	MONTEREY	CA
163	NAPA	CA
163	SAN BENITO	CA
163	SAN FRANCISCO	CA
163	SAN JOAQUIN	CA
163	SAN MATEO	CA
163	SANTA CLARA	CA
163	SANTA CRUZ	CA
163	SOLANO	CA
163	SONOMA	CA
163	STANISLAUS	CA
163	TRINITY	CA
163	TUOLUMNE	CA
164	AMADOR	CA
164	BUTTE	CA
164	COLUSA	CA
164	EL DORADO	CA
164	GLENN	CA
164	NEVADA	CA
164	PLACER	CA
164	SACRAMENTO	CA
164	SUTTER	CA
164	YOLO	CA
164	YUBA	CA
165	KLAMATH	OR
165	MODOC	CA
165	SHASTA	CA
165	SISKIYOU	CA
165	TEHAMA	CA
166	COOS	OR
166	CURRY	OR
166	DEL NORTE	CA
166	DOUGLAS	OR
166	JACKSON	OR
166	JOSEPHINE	OR
166	LANE	OR
167	BENTON	OR
167	CLACKAMAS	OR
167	CLARK	WA
167	CLATSOP	OR
167	COLUMBIA	OR
167	COWLITZ	WA
167	CROOK	OR
167	DESCHUTES	OR
167	HOOD RIVER	OR
167	JEFFERSON	OR
167	KLICKITAT	WA

BEA	COUNTY	ST
167	LAKE	OR
167	LINCOLN	OR
167	LINN	OR
167	MARION	OR
167	MULTNOMAH	OR
167	POLK	OR
167	SHERMAN	OR
167	SKAMANIA	WA
167	TILLAMOOK	OR
167	WAHKIAKUM	WA
167	WASCO	OR
167	WASHINGTON	OR
167	YAMHILL	OR
168	BAKER	OR
168	COLUMBIA	WA
168	GILLIAM	OR
168	GRANT	OR

BEA	COUNTY	ST
168	MORROW	OR
168	UMATILLA	OR
168	UNION	OR
168	WALLA WALLA	WA
168	WALLOWA	OR
168	WHEELER	OR
169	ADAMS	WA
169	BENTON	WA
169	CHELAN	WA
169	DOUGLAS	WA
169	FRANKLIN	WA
169	GRANT	WA
169	KITTITAS	WA
169	OKANOGAN	WA
169	YAKIMA	WA
170	CLALLAM	WA
170	GRAYS HARBOR	WA

BEA	COUNTY	ST
170	ISLAND	WA
170	JEFFERSON	WA
170	KING	WA
170	KITSAP	WA
170	LEWIS	WA
170	MASON	WA
170	PACIFIC	WA
170	PIERCE	WA
170	SAN JUAN	WA
170	SKAGIT	WA
170	SNOHOMISH	WA
170	THURSTON	WA
170	WHATCOM	WA
171	ANCHORAGE	AK
172	HONOLULU	HI

2008 Surface Transportation Board Public Use Waybill 247-Byte Record Layout

Table 4-6. 247-Byte STB Public Use Waybill File Record Layout

Item	Name	Number of Positions	Form	Columns
1	Waybill Date (mm/dd/yy)	6	N	1–6
2	Accounting Period (mm/yy)	4	N	7–10
3	Number of Carloads	4	N	11–14
4	Car Ownership Code	1	A	15
5	AAR Equipment Type	4	A/N	16–19
6	AAR Mechanical Designation	4	A	20–23
7	STB Car Type	2	N	24–25
8	TOFC/COFC Service Code	3	A/N	26–28
9	Number of TOFC/COFC Units	4	N	29–32
10	TOFC/COFC Unit Ownership Code	1	A	33
11	TOFC/COFC Unit Type Code	1	A	34
12	Hazardous/Bulk Material in Boxcar	1	A	35
13	Commodity Code (STCC)	5	N	36–40
14	Billed Weight in Tons	7	N	41–47
15	Actual Weight in Tons	7	N	48–54
16	Freight Revenue ($)	9	N	55–63
17	Transit Charges ($)	9	N	64–72
18	Miscellaneous Charges ($)	9	N	73–81
19	Inter/Intra State Code	1	N	82
20	Type of Move	1	N	83
21	All Rail/Intermodal Code	1	N	84
22	Type of Move via Water	1	N	85
23	Transit Code	1	N	86
24	Substituted Truck for Rail Service	1	N	87
25	Rebill Code	1	N	88
26	Estimated Short Line Miles	4	N	89–92
27	Stratum Identification	1	N	93
28	Subsample Code	1	N	94
29	Exact Expansion Factor	5	N	95–99
30	Theoretical Expansion Factor	3	N	100–102
31	Number of Interchanges	1	N	103
32	Origin BEA Area	3	N	104–106
33	Origin Freight Rate Territory	1	N	107
34	Interchange State #1	2	A	108–109
35	Interchange State #2	2	A	110–111
36	Interchange State #3	2	A	112–113
37	Interchange State #4	2	A	114–115
38	Interchange State #5	2	A	116–117
39	Interchange State #6	2	A	118–119
40	Interchange State #7	2	A	120–121
41	Interchange State #8	2	A	122–123
42	Interchange State #9	2	A	124–125

Item	Name	Number of Positions	Form	Columns
43	Termination BEA Area	3	N	126–128
44	Termination Freight Rate Territory	1	N	129
45	Waybill Reporting Period Length	1	N	130
46	Car Capacity	5	N	131–135
47	Nominal Car Capacity	3	N	136–138
48	Tare Weight of Car	4	N	139–142
49	Outside Length	5	N	143–147
50	Outside Width	4	N	148–151
51	Outside Height	4	N	152–155
52	Extreme Outside Height	4	N	156–159
53	Type of Wheel Bearings and Brakes	1	A	160
54	Number of Axles	1	A/N	161
55	Draft Gear	2	N	162–16
56	Number of Articulated Units	1	A/N	164
57	AAR Error Codes	4	N	165–168
57-A	Blank	46	N	169–214
58	Routing Error Flag	1	A	215
59	Expanded Carloads	6	N	216–221
60	Expanded Tons	9	N	222–230
61	Expanded Freight Revenue	11	N	231–241
62	Expanded Trailer/Container Count	6	N	242–247

2008 Surface Transportation Board Public Use Waybill 247-Byte Record Data Element Descriptions

Table 4-7. 247-Byte STB Public Use Waybill Data Element Descriptions

Field	Description
1	**Waybill Date (Month, Day, Year)** (6-digit numeric) The waybill date is the date on which the originating railroad prepares the waybill[1].
2	**Accounting Period (Month, Year)** (4-digit numeric) The accounting period is the month and year during which the study waybill is entered into the railroad's revenue accounting system. This information is subsequently reflected in the net income statement of the company for the specified account month[1].
3	**Number of Carloads** (4-digit numeric) The total number of carloads on the sampled waybill[1].
4	**Car Ownership Code** (1-character alpha) (P) Privately-owned car (R) Railroad-owned car[2]
5	**AAR Equipment Type** (4-character alphanumeric) Alpha-numeric code giving a general physical description of the type of equipment[2]. (See UMLER Field Descriptions, AAR Equipment Type)
6	**AAR Mechanical Designation** (4-character alpha) Mechanical designation is dependent on AAR equipment type[2]. (See UMLER Data Specification Manual, Section IX)
7	**STB Car Type** (2-digit numeric) The STB car type is inferred from the AAR equipment type, as described in item 5, and corresponds to the line number on STB Form 710 for type of car[4]. (See Table 4-9. STB Car Types)

Field	Description
8	**Intermodal (TOFC/COFC) Service Code** (3-character alphanumeric, space fill) The code for the Intermodal Service Code (ISC) must be entered in the first position of the field. If possible, when different ISC's are used during the course of the sampled waybill movement, enter the code for the applicable ISC at termination in the first position of the field, and the code for the applicable ISC at origination in the second position of the field. For example, 'B C' indicates that the TOFC movement started on ISC 20 and terminated on ISC 22. **Note:** Three blanks in this field will indicate the movement is not intermodal in nature. 'Unknown' ISCs are indicated by 'X'[1].

Table 4-8. Revised Intermodal Service Plan Code Reporting

Intermodal Service Code	Unit Owner	Service Provided by Carrier	Determination of Charges	STB Alternate Coding
15	Motor/Rail	R-R, Ramp to Ramp	Agreed between Trucker & Rail	**A**
20	Rail	T-R-T, Door to Door	Truck Competitive Rates	**B**
22	Rail	T-R, Door to Destination Ramp	Truck Competitive Rates	**C**
25	Rail	R-R, Ramp to Ramp	Special Mode of Code 20 Rates	**D**
27	Rail	R-T, Origin Ramp to Door	Truck Competitive Rates	**E**
40	Steamship/ Stack Operator	T-R-T, Door to Door	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**F**
42	Steamship/ Stack Operator	T-R, Door to Destination Ramp	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**G**
45	Steamship /Stack Operator	R-R, Ramp to Ramp	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**H**
47	Steamship/ Stack Operator	R-T, Origin Ramp to Door	Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line.	**I**
60	Patron	T-R-T, Door to Door	Patron Supplied Equipment	**K**
62	Patron	T-R, Door to Destination Ramp	Patron Supplied Equipment	**L**
65	Patron	R-R, Ramp to Ramp	Patron Supplied Equipment	**M**
67	Patron	R-T, Origin Ramp to Door	Patron Supplied Equipment	**N**
80	Steamship/ Stack Operator	T-R-T, Door to Door	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**O**
82	Steamship/ Stack Operator	T-R, Door to Destination Ramp	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**P**
85	Steamship/ Stack Operator	R-R, Ramp to Ramp	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**Q**
87	Steamship/ Stack Operator	R-T, Origin Ramp to Door	International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line.	**R**
Unknown	Unknown	Unknown	Unknown	**X**

Field	Description
9	**Number of TOFC/COFC Units** (4-digit numeric) The total number of TOFC/COFC units reported on the sampled waybill[1].
10	**TOFC/COFC Unit Ownership Code** (1-character alpha) (P) Privately-owned Trailer/Container (R) Railroad-owned Trailer/Container[2]
11	**TOFC/COFC Unit Type Code** (1-character alpha) (T) TOFC Trailer (C) COFC Container (U) Unknown[2]
12	**Hazardous/Bulk Material in Boxcar** (1-character alpha) (B) Bulk, non-hazardous material (STCC 50 series), moved in a Boxcar (H) Hazardous material (STCC 49 series) moved in any type of car (blank) neither of the above[8]
13	**Commodity Code (STCC / non-HAZMAT)** (5-digit numeric) The Standard Transportation Commodity Code (STCC) identifies the product designation for the transported commodity. This field includes the first five digits of the seven-digit STCC; however, STCC 19 series commodities are reported only at the 2-digit level. See STCC Headers for list of two to five digit STCC headers[1]. **Note:** This field does not include Hazardous materials (series 49xxx) or Bulk materials in Boxcars (series 50xxx). All STCC 49 and 50 series codes have been translated to actual product commodity codes.
14	**Billed Weight in Tons** (7-digit numeric) The billed weight of lading, calculated in tons[1].
15	**Actual Weight in Tons** (7-digit numeric) The actual weight of lading (if provided), calculated in tons[1].
16	**Freight Revenue ($)** (9-digit numeric) The total line-haul freight revenue, from origin to destination, shown in dollars[1].
17	**Transit Charges ($)** (9-digit numeric) Transit charges, where applicable, shown in dollars[1].

Field	Description
18	**Miscellaneous Charges ($)** (9-digit numeric) The total of all miscellaneous charges (excluding transit charges and freight revenue) shown in dollars[1].
19	**Inter/Intra State Code (inferred)** (1-digit numeric) Normally, an Intrastate routing is inferred if the origin and destination states are the same. However, an Interstate routing is inferred in cases where the origin and destination stations are within a state but the customary routing exits and re-enters the state. Interstate movements also include import, export, ex-lake and lake cargo movements. (1) Interstate (2) Intrastate (9) Unknown[1]
20	**Type of Move (inferred)** (1-digit numeric) (0) Neither import nor export (1) Imported commodity (2) Exported commodity (3) Commodity imported and exported, e.g., land bridge type traffic (9) Unknown[1]
21	**All Rail/Intermodal Code** (1-digit numeric) (1) All Rail (2) Intermodal - a continuous movement involving at least one railroad and another mode. (9) Unknown (X) Not reported on hardcopy waybills[1].

Field	Description
22	**Type of Move Via Water (inferred)** (1-digit numeric) (0) Not a water movement (1) Ex-Lake (from Great Lakes to reporting railroad) (2) Lake Cargo (Rail to Great Lakes) (3) Intercoastal - a continuous movement by U.S. rail which is part of an Atlantic Ocean (or Gulf) and Pacific Ocean movement, in either direction. (4) Coastwise - a continuous movement involving rail at either end of a coastwise movement between ports on the East Coast (including Gulf) or between ports on the West Coast. (5) Inland Waterways - a rail movement in combination with a barge movement on rivers and canals (other than the Great Lakes) that is not considered a part of the rail movement, e.g., rail car ferry. (9) Unknown (X) Not reported on hardcopy waybills[1].
23	**Transit Code** (1-digit numeric) (0) Not a transit movement (1) Transit—indicates that the shipment is the outbound movement from a transit point, where some service has been performed, to the destination point (which can be another transit point). (9) Unknown[1]
24	**Substituted Truck-for-Rail Service** (1-digit numeric) (0) Not substituted truck-for-rail service (1) Study movement involves substituted truck-for-rail service. (For example, a rail carrier may be authorized by the STB to institute truck for rail service when rail service is abandoned or a track is closed for various reasons.) (9) Unknown (X) Not reported on hardcopy waybills[1].
25	**Rebill Code** (1-digit numeric) (0) local shipment (1) originated—delivered (2) received—delivered (3) received—terminated
26	**Estimated Short Line Miles (rounded)** (4-digit numeric) The short line miles (shortest rail distance between origin and destination), rounded up to the nearest ten miles[6].

Field	Description
27	**Stratum Identification** (1-digit numeric)

		Carloads per Waybill	*Sampling Rate*
(1)	MRI	1–2	1 of 40
(2)	MRI	3–15	1 of 12
(3)	MRI	16–60	1 of 4
(4)	MRI	61–100	1 of 3
(5)	MRI	Over 100	1 of 2
(6)	Hardcopy	1–5	1 of 100
(7)	Hardcopy	6–25	1 of 10
(8)	Hardcopy	26 or more	1 of 5[1 or 6]

28 **Subsample Code Number** (1-digit numeric)

For MRI waybills, this coding (1, 2, 3, or 4) identifies the individual subsamples obtained under the computerized sampling procedure. This field is initialized to a blank for Hardcopy waybills, but a replicate subsample code is added during completion of the master file, using the following formula:

Code = Serial Number - ((Serial Number / 4) * 4) + 1 truncated integer

These subsample code numbers are used in a statistical fashion to estimate the standard deviation, or accuracy, of any level for the particular sample[5].

29 **Exact Expansion Factor** (7-digit numeric)

The exact expansion factor is calculated for each waybill, according to the formula shown below, and is used to expand the car, ton, trailer/container and revenue statistics to 100% levels. The format of this factor is 'nnn.nn' with an implied decimal point[6].

Factor = (Population count / Sample count)

30 **Theoretical Expansion Factor** (3-digit numeric)

The theoretical expansion factor is the inverse of the sampling rate, as indicated by the Stratum Identification number (item 27), and is used to expand the car, ton, trailer/container and revenue statistics to 100% levels. The format of this factor is an integer value[6].

31 **Number of Interchanges** (1-digit numeric)

This figure represents the total number of interchanges between railroads in the route[1].

32 **Origin BEA Area** (3-digit numeric)

The Business Economic Area code for the reported waybill movement's origin location. (See "Department of Commerce - Bureau of Economic Analysis, Business Economic Area Codes" revised for 1997)[7]

Field	Description
33	**Origin Freight Rate Territory** (1-digit numeric) The freight rate territory, as defined by the STB, in which the reported waybill movement originated. Freight rate territories are imputed from the freight rate areas, and are coded as follows[4]: (0) Cannot be Determined (1) *Official Territory:* Commencing at the eastern terminus of the United States/Canadian boundary on the Atlantic Ocean and proceeding westwardly along the border to the Straits of Mackinac, thence southwestwardly across Lake Michigan to Kewaunee, Wisconsin, thence southward along the shore of Lake Michigan to Manitowoc, Wisconsin, thence southward along the line of the Chicago and North Western Railway to Milwaukee, Wisconsin, thence northwest along the Milwaukee Railway to Rugby Junction, Wisconsin, thence south along the Soo Line to Duplainville, Wisconsin, thence west along the Milwaukee Railway through Montfort Junction, Wisconsin, to Benton, Wisconsin, thence southwest by air line to the intersection of the Wisconsin-Illinois boundary with the Mississippi River, thence south along the Mississippi River to the mouth of the Ohio River, thence eastward along the Ohio to Cincinnati, Ohio, thence eastward along the Chesapeake and Ohio Railway to Kenova, West Virginia, thence eastward along the Norfolk and Western Railway to its intersection with the former Virginian Railway (now Norfolk and Western) west of Roanoke, Virginia, thence east along the former Virginian Railway to Suffolk, Virginia, thence northeast along the Norfolk and Western Railway to Norfolk, Virginia, and then northeastward along the Atlantic Coast to the point of beginning. (2) *Southern Territory:* Commencing at Norfolk, Virginia, and proceeding westwardly along the southern border of Official Territory as described in (1) above, to the mouth of the Ohio River, thence south along the Mississippi River to its mouth, and thence east and north along the Gulf and Atlantic Coast to the point of beginning. (3) *Western Trunk Line Territory:* Commencing at the Straits of Mackinac and following the international boundary northeastward and thence westward to the western boundary of North Dakota, thence south along the North Dakota and South Dakota/Montana line to Sheridan, Wyoming, thence southward along the line of the Burlington system to the Colorado/New Mexico line, thence eastward following the northern boundary of New Mexico, Oklahoma, and Arkansas to the Mississippi River, thence northward along the Mississippi River to the Wisconsin/Illinois line, and thence back to the point of beginning following the northwest boundary of Official Territory, as described in (1) above.

Field	Description
33	**Origin Freight Rate Territory** (1-digit numeric) (cont'd) (4) *Southwestern Territory:* Commencing at the intersection of the Missouri/Arkansas boundary with the Mississippi River and proceeding westward along the southern boundary of Missouri, Kansas and Colorado to the point where the Santa Fe Railway crosses the Colorado/New Mexico line, thence southward along the Santa Fe Railway to El Paso, Texas, thence following the international boundary to the mouth of the Rio Grande River, thence along the Gulf Coast to the mouth of the Mississippi River, and thence northward along the Mississippi River to the point of beginning. (5) *Mountain-Pacific Territory:* That portion of the United States which lies west of the western boundaries of Western Trunk Line and Southwestern Territories as described in (3) and (4) above.
34	**Interchange State #1** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's first junction interchange station is located[1].
35	**Interchange State #2** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's second junction interchange station is located[1].
36	**Interchange State #3** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's third junction interchange station is located[1].
37	**Interchange State #4** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's fourth junction interchange station is located[1].
38	**Interchange State #5** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's fifth junction interchange station is located[1].
39	**Interchange State #6** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's sixth junction interchange station is located[1].
40	**Interchange State #7** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's seventh junction interchange station is located[1].

Field	Description
41	**Interchange State #8** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's eighth junction interchange station is located[1].
42	**Interchange State #9** (2-character alpha) The two-character abbreviation for the state in which the reported waybill's ninth junction interchange station is located[1].
43	**Termination BEA Area** (3-digit numeric) The Business Economic Area code for the reported waybill movement's termination location.(See Table 4-4 and Table 4-5 for "Department of Commerce - Bureau of Economic Analysis, Business Economic Area Codes")[7]
44	**Termination Freight Rate Territory** (1-digit numeric) The freight rate territory, as defined by the STB, in which the reported waybill movement terminated. See Field 33 for full descriptions. (0) Unknown (1) Official Territory (2) Southern Territory (3) Western Trunk Line Territory (4) Southwestern Territory (5) Mountain-Pacific Territory[4]
45	**Reporting Period Length** (1-digit numeric) (1) Monthly (2) Quarterly[1]
46	**Car Capacity** (5-digit numeric) Cubic foot capacity of car (for all equipment types except flat)[2]. (See UMLER Field Descriptions, Cubic Feet Capacity-Actual)
47	**Nominal Capacity** (3-digit numeric) Numeric capacity, in thousands of pounds, as stenciled on the car and defined in the AAR Interchange Rule 70[2]. (See UMLER Field Descriptions, UMLER Nominal Capacity)

Field	Description
48	**Tare Weight of Car** (4-digit numeric) The actual light weight (not an average), in hundredweight, for each car[2]. (See UMLER Field Descriptions, Tare Weight)
49	**Outside Length** (5-digit numeric) Distance between pulling faces of the couplers in normal position. The first three-digits represent feet. The last 2 digits represent inches, rounded up to the next inch in the case of a fraction. Example: 5 1/4" = 6"[2]. (See UMLER Field Descriptions, Outside Dimensions-Length)
50	**Outside Width** (4-digit numeric) Measurement of outside width of car, including attachments projecting to greatest extent. The first two digits represent feet. The last two digits represent inches, rounded up to next inch in the case of a fraction[2]. (See UMLER Field Descriptions, Outside Dimensions/Upper Eaves Width)
51	**Outside Height** (4-digit numeric) Measurement from top of rail to top of eaves at side of car. The first two digits represent feet. The last two digits represent inches, rounded up to the next inch in the case of a fraction[2]. (See UMLER Field Descriptions, Upper Eaves-Height)
52	**Extreme Outside Height** (4-digit numeric) Measurement from top of rail to location where extreme height occurs. The first two digits represent feet. The last two digits represent inches, rounded up to the next inch in the case of a fraction[2]. (See UMLER Field Descriptions, Outside Dimensions-Extreme Height)

Field	Description
53	**Type of Wheel Bearings and Brakes** (1-character alpha) (A) Plain bearings and composition brake shoes (B) Roller bearings and composition brake shoes (C) Plain bearings and cast iron brake shoes (D) Roller bearings and cast iron brake shoes (E) Roller bearings, composition brake shoes and constant contact side bearings (F) Roller bearings, cast iron brake shoes and constant contact side bearings (G) Roller bearings, composition brake shoes, and empty/load brake system (H) Roller bearings, composition brake shoes, constant contact side bearings, and empty/load brake system (I) Roller bearings, cast iron shoes and empty/load brake system (J) Roller bearings, cast iron shoes, constant contact side bearings, and empty/load brake system (K) Roller bearings, composition brake shoes and designed for high speed train operations (L) Roller bearings, composition brake shoes, empty/load brake system and designed for high speed train operations[2] (See UMLER Field Descriptions, Bearing & Brake Shoe Type)
54	**Number of Axles** (1-character alphanumeric):

Code	Axles	Code	Axles	Code	Axles
(2)	2	(F)	16	(Q)	27
(4)	4	(G)	17	(R)	28
(6)	6	(H)	18	(S)	29
(8)	8	(I)	19	(T)	30
(9)	9	(J)	20	(U)	31
(0)	10	(K)	21	(V)	32
(A)	11	(L)	22	(W)	33
(B)	12	(M)	23	(X)	34
(C)	13	(N)	24	(Y)	35
(D)	14	(O)	25	(Z)	36 or more[2]
(E)	15	(P)	26		

(See UMLER Field Descriptions, Axles)

55	**Draft Gear** (2-digit numeric) Coding is equipment type dependent; refer to Section 1 of the UMLER Specification Manual[2]. (See UMLER Field Descriptions, Draft Gear/Coupler)

Field	Description
56	**Number of Articulated Units** (1-digit numeric) An articulated car consists of two or more cars permanently coupled together in such a manner that they cannot be separated for operations in interchange service as individual cars. Such cars will be operated under one reporting mark and one reporting number. The reported code indicates the number of units permanently attached. The minimum is 2, while 9 indicates nine or more units[2]. **Note:** '0' indicates that the car in not articulated.
57	**AAR Error Codes** (4-digit numeric) Two two-digit error codes are appended to the end of each waybill record. Refer to the 900-Byte layout section entitled "Error Codes and Messages," for specific error code definitions[5].
58	**Routing Error Flag** (1-character alpha) This field contains either a 'T' (true) or an 'F' (false). An 'F' indicates that ALK was not able to sufficiently identify the actual origin or termination point of the route, so as to calculate a carrying distance for one or more railroads in the route. An 'F' in this field will be accompanied by a '99999' in the total distance field (and one or more railroad distance fields), and '99999' in all of the split revenue fields[6].
59	**Expanded Carloads** (6-digit numeric) The number of carloads (item 3) multiplied by the expansion factor (item 30)[6].
60	**Expanded Tons** (9-digit numeric) The billed weight in tons (item 14) multiplied by the expansion factor (item 30)[6].
61	**Expanded Freight Revenue** (11-digit numeric) The total freight revenue (item 16) multiplied by the expansion factor (item 30)[6].
62	**Expanded Trailer/Container Count** (6-digit numeric) The number of TOFC/COFC units (item 9) multiplied by the expansion factor (see Field 30)[6].

Sources:

1 Reported by Railroad
2 Universal Machine Language Equipment Register (UMLER) - function of Car Initial (item 6) and Car Number (item 7)
3 Centralized Station Master (CSM) - function of Railroad (item 33, 51) and Freight Station (item 32, 52)
4 Surface Transportation Board (STB) - Uniform Rail Costing System (URCS)
5 Association of American Railroads
6 ALK Associates, Inc.
7 US Department of Commerce
8 Standard Transportation Commodity Code (STCC)
9 US Census Bureau

STCC Headers

011	FIELD CROPS
0112	COTTON, RAW
01129	RAW COTTON, NEC
0113	GRAIN
01131	BARLEY
01132	CORN EXC. POPCORN SEE 01152
01133	OATS
01134	RICE, ROUGH
01135	RYE
01136	SORGHUM GRAINS
01137	WHEAT EXC. BUCKWHEAT SEE 01139
01139	GRAIN, NEC
0114	OIL KERNELS, NUTS OR SEEDS EXC. EDIBLE TREE NUTS SEE 0129 OR 2071
01141	COTTONSEEDS
01142	FLAXSEEDS
01143	PEANUTS
01144	SOYBEANS (SOYA BEANS)
01149	OIL KERNELS, NUTS OR SEEDS, NEC EXC. EDIBLE TREE NUTS SEE 01298 OR 20712
0115	FIELD SEEDS EXC. OIL SEEDS SEE 0114
01151	LAWN GRASS SEEDS
01152	POPCORN
01159	FIELD SEEDS, NEC EXC. SEEDS SEE 01141-01149
0119	MISCELLANEOUS FIELD
01191	FODDER, HAY OR ROUGHAGE EXC. CHOPPED, GROUND OR PULVERIZED SEE 01991-01992
01192	HOPS
01193	LEAF TOBACCO
01194	POTATOES, SWEET
01195	POTATOES, OTHER THAN SWEET
01196	STRAW EXC. CHOPPED, GROUND OR PULVERIZED SEE 01991
01197	SUGAR BEETS
01198	SUGAR CANE
01199	FIELD CROPS, NEC
012	FRESH FRUITS OR TREE
0121	CITRUS FRUITS
01211	GRAPEFRUIT
01212	LEMONS
01214	ORANGES
01215	TANGERINES
01219	CITRUS FRUITS, NEC
0122	DECIDUOUS FRUITS
01221	APPLES
01222	APRICOTS
01223	CHERRIES
01224	GRAPES
01225	NECTARINES
01226	PEACHES
01227	PEARS
01228	PLUMS OR PRUNES EXC. MARMALADE PLUMS SEE 01239
01229	DECIDUOUS FRUITS, NEC
0123	TROPICAL FRUITS EXC. CITRUS SEE 0121
01231	AVOCADOS
01232	BANANAS
01233	PINEAPPLES
01239	TROPICAL FRUITS, NEC CITRUS SEE 01211-01219
0129	MISCELLANEOUS FRESH FRUITS OR TREE NUTS
01291	BUSH OR CANE BERRIES
01292	CRANBERRIES
01293	STRAWBERRIES
01294	COCOA BEANS

01295	COFFEE, GREEN
01298	NUTS, EDIBLE, IN THE SHELL EXC. PEANUTS SEE 01143
01299	FRESH FRUITS OR TREE NUTS, NEC
013	FRESH VEGETABLES
0131	BULBS, ROOTS OR TUBERS, WITH OR WITHOUT TOPS POTATOES SEE 0119
01311	BEETS EXC. SUGAR BEETS SEE 01197
01312	CARROTS
01313	ONIONS, GREEN
01315	RADISHES
01317	TURNIPS
01318	ONIONS, DRY
01319	BULBS, ROOTS OR TUBERS, WITH OR WITHOUT TOPS, EXC. POTATOES, SWEET SEE 01194 OR OTHER THAN SEE 01195
0133	LEAFY FRESH VEGETABLES
01331	BROCCOLI
01332	BRUSSELS SPROUTS
01333	CABBAGE
01334	CELERY
01335	LETTUCE
01336	CHARD, KALE OR SPINACH
01337	CAULIFLOWER
01339	LEAFY FRESH VEGETABLES, NEC
0134	FIELD DRY RIPE VEGETABLE FOOD SEEDS EXC. ARTIFICIALLY DRIED SEE 2034
01341	BEANS, DRY RIPE
01342	PEAS, DRY
01343	COWPEAS, LENTILS OR LUPINES
01349	FIELD DRY RIPE VEGETABLE FOOD SEEDS, NEC EXC. ARTIFICIALLY DRIED SEE 20342-20343
0139	MISCELLANEOUS FRESH TABLES
01391	BEANS, STRING, LIMA OR WAX, OR PEAS, GREEN OR FRESH
01392	WATERMELONS
01393	SWEET CORN
01394	TOMATOES
01395	CUCUMBERS
01396	PEPPERS
01397	PUMPKINS OR SQUASH
01398	CANTALOUPES, MELONS OR MUSKMELONS EXC. WATERMELONS SEE 01392
01399	FRESH VEGETABLES, NEC
014	LIVESTOCK OR LIVESTOCK PRODUCTS
0141	LIVESTOCK EXC. HORSES OR MULES SEE 0192
01411	CATTLE VIZ. BULLS, COWS, HEIFERS, OXEN OR STEERS
01412	CALVES
01413	SWINE VIZ. BARROWS, BOARS, HOGS, PIGS OR
01414	SHEEP VIZ. EWES, LAMBS, RAMS OR WETHERS
01415	GOATS OR KIDS
01419	LIVESTOCK, NEC EXC. HORSES OR MULES SEE
0142	DAIRY FARM PRODUCTS EXC. PASTEURIZED SEE 2026
01421	DAIRY FARM PRODUCTS EXC. PASTEURIZED SEE 20251-20264
0143	ANIMAL FIBRES
01431	WOOL EXC. SCOURED SEE 22971
01432	MOHAIR (ANGORA GOAT EXC. SCOURED SEE 22971 FIBRES, NEC
015	POULTRY OR POULTRY PRODUCTS
0151	LIVE POULTRY
01511	LIVE CHICKENS EXC. BABY SEE 01513
01512	LIVE TURKEYS EXC. BABY SEE 01513
01513	LIVE BABY POULTRY
01519	LIVE POULTRY, NEC
0152	POULTRY EGGS

01521	EGGS, MARKET
01522	HATCHING EGGS, CHICKEN
01523	HATCHING EGGS, TURKEY
01529	POULTRY EGGS, NEC
019	MISCELLANEOUS FARM PRODUCTS
0191	HORTICULTURAL
01912	NURSERY STOCK VIZ. BULBS, PLANTS OR TUBERS, SHRUBS, OR TREES, FRUIT OR SHADE, OR VINES, ETC.
01915	HERBS (SEEDS, LEAVES, ROOTS, ETC.)
01916	MUSHROOMS, FRESH
01917	VEGETABLE OR BERRY
01918	FLOWER OR VEGETABLE
01919	HORTICULTURAL SPECIALTIES, NEC
01921	HORSES OR MULES, LIVE VIZ. COLTS, GELDINGS, MARES, PONIES OR STALLIONS, OR FOR MULES, ASSES, BURROS, DONKEYS, JACKS OR JENNIES
01923	HIDES, PELTS OR SKINS, NOT TANNED EXC. CATTLE, GOAT, HORSE, MULE, SHEEP OR SWINE SEE 20141, MARINE ANIMAL SEE 09132
01928	ANIMAL OR POULTRY MANURE
01929	ANIMAL SPECIALTIES, NEC
0199	FARM PRODUCTS, NEC
01991	CHOPPED, GROUND OR PULVERIZED HAY, STRAW OR RELATED AGRICULTURAL PRODUCTS EXC. ALFALFA 01992
01992	CHOPPED, GROUND OR PULVERIZED ALFALFA
01999	FARM PRODUCTS, NEC
08	FOREST PRODUCTS
084	BARKS OR GUMS, CRUDE
0842	BARKS OR GUMS, CRUDE
08422	BARKS OR GUMS, CRUDE LATEX OR ALLIED GUMS (CRUDE RUBBER) SEE 08423
08423	LATEX GUMS (CRUDE RUBBER) OR ALLIED GUMS
086	MISCELLANEOUS FOREST PRODUCTS
0861	MISCELLANEOUS FOREST PRODUCTS
08611	CHRISTMAS TREES EXC. ARTIFICIAL SEE 39621
08612	DECORATIVE EVERGREENS, HOLLY OR MISTLETOE EXC. ARTIFICIAL SEE 39621
08613	FERNS EXC. ARTIFICIAL 39621
08619	FOREST PRODUCTS, NEC, OR TREE SEEDS, INEDIBLE OIL SEEDS SEE 01141-01149
09	FRESH FISH OR OTHER MARINE PRODUCTS
091	FRESH FISH OR OTHER MARINE PRODUCTS EXC. PROCESSED SEE 203
0912	FRESH FISH OR WHALE PRODUCTS, OR FRESH UNPACKAGED (UNPROCESSED) FISH EXC. FRESH OR FRESH FROZEN PROCESSED FISH 2036
09121	FINFISH
09122	SHELLFISH
09123	WHALE PRODUCTS
0913	OTHER MARINE PRODUCTS
09131	SHELLS, OYSTER, CRAB, CLAM, ETC.
09132	MARINE ANIMAL SKINS, UNTANNED EXC. WHALE SEE 09123
09139	MISCELLANEOUS MARINE PRODUCTS, NEC
098	FISH HATCHERIES, FARMS PRESERVES
0989	FISH HATCHERIES, FARMS PRESERVES
09891	TROPICAL FISH HATCHERIES OR FARMS
10	METALLIC ORES
101	IRON ORES
1011	IRON ORES
10111	IRON DIRECT-SHIPPING ORES, CRUDE

10112	IRON BENEFICIATING-GRADE ORES, CRUDE, OR IRON TO PROCESSING OR BENEFI CIATING PLANTS
10113	IRON CONCENTRATES OR AGGLOMERATES
102	COPPER ORES
1021	COPPER ORES
10211	CRUDE COPPER ORES
10212	COPPER CONCENTRATES OR PRECIPITATES
103	LEAD OR ZINC ORES
1031	LEAD ORES
10311	CRUDE LEAD ORES
10312	LEAD CONCENTRATES
1032	ZINC ORES
10321	CRUDE ZINC ORES
10322	ZINC CONCENTRATES
1033	LEAD AND ZINC ORES COMBINED
10331	CRUDE LEAD AND ZINC ORES COMBINED
10332	LEAD AND ZINC CONCENTRATES COMBINED
104	GOLD OR SILVER ORES
1041	GOLD ORE
10411	CRUDE GOLD ORE OR TAILINGS
10412	GOLD CONCENTRATES OR PRECIPITATES OR GOLD BULLION
1042	SILVER ORE
10421	CRUDE SILVER ORE OR INGS
10422	SILVER CONCENTRATES OR SILVER MILL BULLION
105	BAUXITE OR OTHER ORES
1051	BAUXITE ORES OR OTHER ALUMINUM ORES
10511	CRUDE BAUXITE ORES
10513	CALCINED OR ACTIVATED BAUXITE ORES
10514	ALUMINUM ORES EXC. BAUXITE SEE 10511 AND 10513
106	MANGANESE ORES
1061	MANGANESE ORES
10611	MANGANESE ORES, CRUDE
10612	MANGANESE BENEFICIATING-GRADE ORE, CRUDE
10613	MANGANESE CONCENTRATES AGGLOMERATES
107	TUNGSTEN ORES
1071	TUNGSTEN ORES
10711	CRUDE TUNGSTEN ORES
10712	TUNGSTEN CONCENTRATES
108	CHROMIUM ORES
1081	CHROMIUM ORES
10811	CRUDE CHROMIUM ORES
10812	CHROMIUM CONCENTRATES
109	MISCELLANEOUS METAL ORES
1092	MISCELLANEOUS METAL ORES
10923	RADIO-ACTIVE ORES UM, RADIUM, ETC)
10929	MISCELLANEOUS METAL NEC
11	COAL
111	ANTHRACITE
1111	ANTHRACITE
11111	RAW ANTHRACITE
11112	PREPARED ANTHRACITE GROUND OR PULVERIZED OTHER THAN FOR FUEL OR STEAM PURPOSES SEE 29919
112	BITUMINOUS COAL OR LIGNITE
1121	BITUMINOUS COAL
11211	RAW BITUMINOUS COAL
11212	PREPARED BITUMINOUS COAL EXC. GROUND OR OTHER THAN FOR FUEL OR STEAM PURPOSES SEE 29919
11219	BITUMINOUS COAL WASTE
1122	LIGNITE
11221	LIGNITE, PREPARED OR RAW EXC. GROUND OR OTHER THAN FOR FUEL OR STEAM PURPOSES SEE 29919

13	CRUDE PETROLEUM, NATURAL GAS OR GASOLINE
131	CRUDE PETROLEUM OR NATU RAL GAS
1311	CRUDE PETROLEUM
13111	CRUDE PETROLEUM
1312	NATURAL GAS
13121	NATURAL GAS
132	NATURAL GASOLINE EXC. LIQUEFIED PETROLEUM SEE 291
1321	NATURAL GASOLINE EXC. LIQUEFIED PETROLEUM SEE 2912
13211	NATURAL GASOLINE EXC. LIQUEFIED PETROLEUM SEE 29121
14	NONMETALLIC MINERALS EXC. FUELS
141	DIMENSION STONE, QUARRY
1411	DIMENSION STONE, QUARRY EXC. DRESSED, POLISHED, SHAPED OR OTHERWISE FINISHED SEE 3281
14111	DIMENSION STONE, QUARRY EXC. DRESSED, POLISHED, SHAPED OR OTHERWISE FINISHED SEE 32811-32819
142	CRUSHED OR BROKEN STONE OR RIPRAP
1421	BROKEN OR CRUSHED STONE, OR RIPRAP EXC. GROUND OR OTHERWISE TREATED SEE 3295
14211	AGRICULTURAL LIMESTONE, BROKEN OR CRUSHED EXC. GROUND OR OTHERWISE TED, SEE 32959
14212	FLUXING LIMESTONE OR STONE, BROKEN OR CRUSHED
14219	BROKEN OR CRUSHED STONE OR RIPRAP, NEC EXC. GROUND OR OTHERWISE TED, SEE 32951-32959
144	GRAVEL OR SAND
1441	GRAVEL OR SAND EXC. ABRASIVE SEE 1491
14411	SAND (AGGREGATE OR BALLAST) EXC. ABRASIVE SEE 14916
14412	GRAVEL (AGGREGATE OR BALLAST)
14413	INDUSTRIAL SAND, CRUDE, GROUND OR PULVERIZED ABRASIVE SEE 14916 OR TREATED, OTHER THAN GROUND OR PULVERIZED SEE 32952
145	CLAY, CERAMIC OR REFRACTORY MINERALS
1451	CERAMIC, CLAY OR REFRACTORY MINERALS, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 3295
14511	BENTONITE, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32952
14512	FIRE CLAY, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32952
14513	FULLERS EARTH, CRUDE GROUND OR OTHERWISE TREATED SEE 32952
14514	BALL OR KAOLIN CLAY, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32952
14515	FELDSPAR, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32955
14516	BRUCITE OR MAGNESITE, CRUDE EXC.GROUND OR OTHERWISE TREATED SEE 32953 OR 32959
14519	CERAMIC OR CLAY NEC, CRUDE EXC. GROUND OTHERWISE TREATED SEE 32951-32959
147	CHEMICAL OR FERTILIZER MINERALS
1471	CHEMICAL OR FERTILIZER MINERALS, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 2871 OR 3275
14711	BARITE (BARYTES), CRUDE (HEAVY SPAR OR TIFF) GROUND OR OTHERWISE TREATED SEE 32959
14712	FLUORSPAR (FLUORITE OR FLORSPAR), CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32959
14713	BORATE, POTASH OR SODA, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32959 OR 28121-28129

14714	APATITE OR PHOSPHATE ROCK, CLAY OR SAND, EXC. GROUND OR OTHERWISE TREATED SEE 28194 OR 28712-28719
14715	ROCK SALT, CRUDE, CRUSHED, LUMP OR EXC. SODIUM CHLORIDE (COMMON SALT), SEE 28991
14716	SULPHUR, CRUDE, LIQUID, MOLTEN OR SOLID EXC. GROUND OR OTHERWISE TREATED SEE 32959
14719	CHEMICAL OR FERTILIZER MINERALS, NEC EXC. OR OTHERWISE TREATED SEE 28711-28719 OR 32951-32959
149	MISCELLANEOUS MINERALS EXC. FUELS SEE 111-112 OR 299
1491	MISCELLANEOUS MINERALS, NEC,CRUDE EXC. GROUND OR OTHERWISE TREATED AT OTHER THAN MINE SITE SEE 3295, OR FUELS SEE 1111-1122 OR 2991
14911	ANHYDRITE OR GYPSUM, CRUDE EXC. GROUND OR OTHERWISE TREATED AT OTHER THAN MINE SITE SEE 32956
14912	MICA, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32957
14913	NATIVE ASPHALT OR BITUMENS
14914	PUMICE OR PUMICITE, EXC. GROUND OR OTHERWISE TREATED SEE 32959
14915	PYROPHYLLITE, SOAPSTONE OR TALC, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32954
14916	NATURAL ABRASIVES, FLOUR OR SIZED GRAINS, OR POWDERS EXC. INDUSTRIAL DIAMOND ABRASIVES SEE 32912, OR SAND SEE 14411-14413
14917	PEAT, NATURAL EXC. OR OTHERWISE TREATED SEE 32959
14918	DIATOMACEOUS OR AL EARTH, CRUDE EXC. GROUND OR OTHERWISE TREATED AT OTHER THAN MINE SITE SEE 32952 OR 32959, OR FULLERS EARTH SEE 14513
14919	NONMETALLIC MINERALS, NEC, LOAM, SOIL OR TOP SOIL, NEC EXC. GROUND OR OTHERWISE TREATED AT OTHER THAN MINE ITE SEE 32951-32959, OR UELS SEE11111-11221 OR see STCC 6001-AJ for full DESCRIPTION
1492	WATER EXC. CARBONATED OR MINERAL SEE 2086
14921	RAW WATER, FOR CONSTRUCTION OR IRRIGATION PUR POSES
14922	WATER, DRINKING EXC. BONATED OR MINERAL SEE 20861
19	ORDNANCE OR ACCESSORIES
191	GUNS, HOWITZERS, RELATED EQUIPMENT OR PARTS, BORE OVER 30 MM (1. 18 INCH) EXC. SMALL ARMS OR PARTS 30 MM (1. 18 INCH) OR UNDER SEE 195
1911	GUNS, HOWITZERS, RELATED EQUIPMENT OR PARTS, BORE OVER 30 MM (1. 18 INCH) EXC. SMALL ARMS OR PARTS 30 MM (1. 18 INCH) OR UNDER SEE 1951
19111	GUNS, HOWITZERS, RELATED EQUIPMENT OR PARTS, BORE OVER 30 MM (1. 18 INCH) EXC. SMALL ARMS OR PARTS 30 MM (1. 18 INCH) OR UNDER SEE 19511-19512
192	AMMUNITION, OVER 30 MM (1. 18 INCH) EXC. FOR SMALL ARMS SEE 196
1925	GUIDED MISSILES OR SPACE VEHICLES, COMPLETELY ASSEMBLED
19251	GUIDED MISSILES OR SPACE VEHICLES, COMPLETELY ASSEMBLED
1929	AMMUNITION OR RELATED PARTS, NEC EXC. SMALL ARMS SEE 1961 OR PYROTECHNICS SEE 2899
19291	ARTILLERY AMMUNITION OR RELATED PARTS
19293	MILITARY BOMBS, MINES OR RELATED PARTS

19299	AMMUNITION OR RELATED PARTS, NEC, OR CHEMICAL WARFARE PROJECTILES, DEPTH CHARGES, GRENADES, ROCKETS, OTHER THAN GUIDED MISSILES OR EXC. SMALL ARMS SEE STCC 6001-AJ for full DESCRIPTION
193	FULL TRACKED COMBAT CLES OR PARTS
1931	FULL TRACKED COMBAT CLES OR PARTS EXC. WHEELED TACTICAL COMBAT VEHICLES SEE 3711
19311	MILITARY TANKS OR PARTS EXC. TANK ENGINES SEE 35199
19312	MILITARY SELF-PROPELLED COMBAT WEAPONS OR PARTS
19313	FULL TRACKED COMBAT CLE OR PARTS EXC. TACTICAL COMBAT VEHICLES SEE 37114
194	MILITARY SIGHTING OR CONTROL EQUIPMENT EXC. OPTICAL LENSES OR PRISMS SEE 383
1941	MILITARY SIGHTING OR CONTROL EQUIPMENT EXC. OPTICAL LENSES OR PRISMS SEE 3831
19411	MILITARY SIGHTING OR CONTROL EQUIPMENT EXC. OPTICAL LENSES OR PRISMS SEE 38311
195	SMALL ARMS, 30 MM (1. 18 INCH) OR UNDER, OR PARTS
1951	SMALL ARMS, 30 MM (1. 18 INCH) OR UNDER, OR PARTS
19511	MACHINE GUNS, 30 MM (1. 18 INCH) OR UNDER, OR PARTS
19512	SMALL ARMS, NEC, 30 MM (1. 18 INCH) OR UNDER, PARTS, NEC
196	SMALL ARMS AMMUNITION, 30 MM OR UNDER (1. 18 INCH OR UNDER)
1961	SMALL ARMS AMMUNITION, 30MM OR UNDER (1. 18 OR UNDER) EXC. BLASTING OR DETONATING CAPS OR SAFETY FUSES SEE 2892 OR FIREWORKS SEE 2899
19611	SMALL ARMS AMMUNITION, 30MM OR UNDER (1. 18 OR UNDER) EXC. BLASTING OR DETONATING CAPS OR SAFETY FUSES SEE 28921 FIREWORKS SEE 28993
199	MISCELLANEOUS ORDNANCE, ACCESSORIES OR PARTS
1991	MISCELLANEOUS ORDNANCE, ACCESSORIES OR PARTS
19911	MISCELLANEOUS ORDNANCE, ACCESSORIES OR PARTS
20	FOOD OR KINDRED PRODUCTS
201	MEAT, POULTRY OR SMALL GAME, FRESH, CHILLED OR FROZEN
2011	MEAT, FRESH OR CHILLED EXC. SALTED SEE 20132
20111	CARCASSES (WHOLE OR PARTS), FABRICATED OR PRIMAL CUTS, OR BONELESS MEAT, FRESH OR CHILLED
20119	MEAT, FRESH OR CHILLED, NEC EXC. SAUSAGE, FRESH SEE 20133
2012	MEAT FRESH-FROZEN
20121	CARCASSES (WHOLE OR PARTS), FABRICATED OR PRIMAL CUTS, OR BONELESS MEAT, FRESH FROZEN
20129	MEAT, FRESH FROZEN, NEC
2013	MEAT PRODUCTS
20131	LARD
20132	MEATS OR SAUSAGE, CURED, DRIED, PRESERVED, SALTED OR SMOKED
20133	SAUSAGE, FRESH
20134	CANNED MEAT
20139	MEAT PRODUCTS, NEC
2014	ANIMAL BY-PRODUCTS, INEDIBLE EXC. FATTY ACIDS 2899 OR FATTY ALCOHOLS SEE 2818
20141	HIDES, PELTS OR SKINS, NOT TANNED, CATTLE, HORSE, MULE, SHEEP OR SWINE
20143	GREASE OR INEDIBLE OR OTHER INEDIBLE ANIMAL OIL MILL PRODUCTS OR FOOTS
20144	ANIMAL REFUSE, TANKAGE, MEAT MEAL, OR DRIED OR RELATED ANIMAL BY-PRODUCTS
20149	ANIMAL BY-PRODUCTS, INEDIBLE, NEC

2015	DRESSED POULTRY OR BY-PRODUCTS OR SMALL OR BY-PRODUCTS, FRESH OR CHILLED
20151	DRESSED POULTRY OR SMALL GAME, FRESH OR CHILLED
20158	POULTRY OR SMALL GAME BY-PRODUCTS, FRESH OR CHILLED
2016	DRESSED POULTRY OR ED PRODUCTS OR SMALL OR RELATED PRODUCTS, FRESH FROZEN
20161	DRESSED POULTRY OR SMALL GAME, FRESH FROZEN
20168	POULTRY BY-PRODUCTS OR SMALL GAME BY-PRODUCTS, FRESH FROZEN
2017	PROCESSED POULTRY OR SMALL GAME, OR EGGS
20171	CANNED POULTRY OR SMALL GAME
20172	EGGS, CANNED, DRIED, FROZEN, LIQUID, ED, DESICCATED OR OTHER WISE PROCESSED
202	DAIRY PRODUCTS
2021	CREAMERY BUTTER
20211	CREAMERY BUTTER
2023	CONDENSED, EVAPORATED DRY MILK
20231	DRY MILK PRODUCTS
20233	EVAPORATED OR CONDENSED MILK PRODUCTS
20234	ICE CREAM MIX OR ICE MIX
2024	ICE CREAM OR RELATED FROZEN DESSERTS
20241	ICE CREAM OR RELATED FROZEN DESSERTS
2025	CHEESE OR SPECIAL DAIRY PRODUCTS
20251	CHEESE EXC. COTTAGE CHEESE SEE 20252
20258	CASEIN PRODUCTS
20259	SPECIAL DAIRY PRODUCTS BY-PRODUCTS, NEC
2026	PROCESSED WHOLE MILK, SKIM MILK, CREAM OR FLUID PRODUCTS
20261	BULK FLUID MILK, SKIM MILK OR CREAM
20262	PACKAGED (GLASS OR FLUID MILK, SKIM MILK OR CREAM
20264	BUTTERMILK, CHOCOLATE MILK OR OTHER FLAVORED MILK DRINKS
203	CANNED OR PRESERVED FRUITS, VEGETABLES OR SEAFOOD
2031	CANNED OR CURED SEA
20311	CANNED FISH OR OTHER FOOD, SEAFOOD CHOWDERS, SOUP OR STEWS OR LIVERS OR ROE EXC. DRIED, PICKLED, SALTED OR SEE 20314
20314	SMOKED, SALTED, PICKLED OR DRIED FISH
2032	CANNED SPECIALTIES
20321	CANNED BABY FOODS
20322	CANNED SOUPS EXC. CANNED SEAFOOD SOUPS SEE 20311, FROZEN SOUPS SEE 20381, OR FROZEN SEAFOOD SOUPS SEE 20361
20323	CANNED BEAN SPECIALTIES, PORK AND BEANS OR BAKED BEANS
20329	CANNED SPECIALTIES, NEC
2033	CANNED FRUITS, JAMS, JELLIES, PRESERVES OR VEGETABLES EXC. SEAFOOD SOUPS SEE 2031 OR 2036, OR BABY FOODS OR SOUPS OTHER THAN SEAFOOD SEE 2032
20331	CANNED FRUITS
20332	CANNED VEGETABLES
20333	CANNED HOMINY OR MUSH ROOMS
20334	JUICE, FRUIT OR VEGE TABLE, OTHER THAN FROZEN EXC. CIDER SEE 20996
20336	CATSUP OR OTHER TOMATO SAUCES
20338	JAMS, JELLIES OR PRE SERVES
20339	CANNED FRUITS OR VEGETABLES, NEC, OR NEC
2034	DEHYDRATED OR DRIED FRUITS OR VEGETABLES OR SOUP MIX EXC. FIELD DRY RIPE VEGETABLE FOOD SEE 0134

20341	DEHYDRATED OR DRIED FRUITS
20342	DEHYDRATED OR DRIED TABLES, OR SOUP MIXES EXC. FIELD DRY RIPE TABLE FOOD SEEDS SEE 01341-01349
20343	DEHYDRATED OR DRIED POTATOES OR PRODUCTS EXC. POTATO CHIPS SEE 20992
2035	PICKLED FRUITS OR BLES, SALAD DRESSINGS, SEASONINGS, OR VEGETABLE SAUCES EXC. CATSUP OR TOMATO SAUCES SEE 2033 SPICES SEE 2099
20352	PICKLES OR OTHER PICKLED PRODUCTS
20354	SALAD DRESSINGS, MAYON NAISE OR SALAD DRESSING TYPE SANDWICH SPREADS
20359	SAUCES OR SEASONINGS, EXC. CATSUP OR TOMATO SAUCES SEE 20336 OR ES SEE 20997
2036	FRESH OR FROZEN (PACKAGED) FISH OR OTHER SEAFOOD
20361	FROZEN PROCESSED (PACKAGED) FISH OR OTHER SEAFOOD
20362	FRESH PROCESSED (PACKAGED) FISH OR OTHER SEAFOOD
2037	FROZEN FRUITS, OR FRUIT JUICES
20371	FROZEN FRUITS
20372	FROZEN JUICES OR ADES
20373	FROZEN VEGETABLES
20379	FROZEN FRUITS OR VEGETABLES IN MIXED LOADS OR MIXED WITH FROZEN FRUIT JUICES
2038	FROZEN SPECIALTIES
20381	FROZEN PREPARED FOODS OR SOUPS EXC. SEA FOODS SEE 20361
2039	MIXED LOADS OF CANNED OR PRESERVED FRUITS, OR VEGETABLES, WITHOUT SEPARATE WEIGHTS
20391	MIXED LOADS OF CANNED OR PRESERVED FRUITS, OR VEGETABLES, OF COMMODITIES IN THE GROUP EXCLUSIVELY, WITHOUT SEPARATE WEIGHTS
204	GRAIN MILL PRODUCTS
2041	FLOUR OR OTHER GRAIN PRODUCTS EXC. RICE SEE 2044 OR PREPARED FLOUR MIXES SEE 2045
20411	WHEAT FLOUR EXC. BLENDED OR PREPARED SEE 20451-20452
20412	WHEAT BRAN, MIDDLINGS SHORTS
20413	CORN MEAL OR FLOUR EXC. ANIMAL OR POULTRY FEED SEE 20421-20423
20414	RYE FLOUR OR MEAL
20415	BUCKWHEAT FLOUR OR MEAL
20416	OAT MEAL OR FLOUR
20418	GRAIN MILL BY-PRODUCTS EXC. WHEAT BRAN, MID DLINGS, RED DOG OR SEE 20412
20419	FLOUR OR OTHER GRAIN PRODUCTS, NEC
2042	PREPARED FEED, ANIMAL, FISH OR POULTRY, OTHER THAN DOG, CAT OR OTHER PET FOOD, NEC EXC. CHOPPED, GROUND OR HAY, STRAW OR RELATED PRODUCTS SEE 0199
20421	PREPARED FEED, ANIMAL, FISH OR POULTRY, OTHER THAN DOG, CAT OR OTHER PET FOOD, NEC EXC. SEE 20423, OR CHOPPED, GROUND OR PULVERIZED STRAW OR RELATED see STCC 6001-AJ FOR FULL DESCRIPTION
20423	CANNED FEED, ANIMAL, OR POULTRY, OTHER THAN DOG, CAT OR OTHER PET FOOD, NEC
2043	CEREAL PREPARATIONS
20431	COOKED CEREALS, FLAKED, GRANULATED, POPPED, PUFFED, ROLLED, ROASTED OR SHREDDED
20432	CEREALS, UNCOOKED
2044	MILLED RICE, FLOUR OR MEAL
20441	RICE, CLEANED

20442	RICE FLOUR, BRAN OR MEAL
20443	BREWERS RICE
20449	MILLED RICE OR BY-PRODUCTS, NEC
2045	BLENDED OR PREPARED EXC. MILLING FLOUR FROM GRAIN SEE 2041 ED, SELF-RISING)
20452	PREPARED FLOUR MIXES PANCAKE, CAKE, BISCUIT, PIE CRUST MIXES, ETC.
2046	WET CORN MILLING OR SORGHUM GRAIN (MILO) PRODUCTS, VIZ. OIL, STARCH, SUGAR, SYRUP OR SIMILAR PRODUCTS OR BY-PRODUCTS EXC. TABLE SYRUPS OR STARCH BASE DESSERT POWDERS SEE 2099. SEE STCC 6001-AJ FOR FULL DESCRIPTION
20461	CORN SYRUP
20462	CORN STARCH
20463	CORN SUGAR
20464	DEXTRINE, CORN, TAPIOCA OR OTHER
20465	CORN OIL
20466	STARCH (POTATO, WHEAT, RICE, ETC.) EXC. CORN 20462
20467	WET PROCESS CORN OR LAR MILL BYPRODUCTS
20469	WET PROCESS CORN MILLING OR SIMILAR MILL NEC
2047	DOG, CAT OR OTHER PET FOOD, NEC
20471	DOG, CAT OR OTHER PET FOOD, NEC EXC. CANNED 20472
20472	CANNED DOG, CAT OR OTHER PET FOOD, NEC
205	BAKERY PRODUCTS
2051	BREAD OR OTHER BAKERY PRODUCTS EXC. BISCUITS, CRACKERS, PRETZELS OR OTHER DRY BAKERY SEE 2052
20511	BREAD OR OTHER BAKERY PRODUCTS EXC. BISCUITS, CRACKERS, PRETZELS OR OTHER DRY BAKERY SEE 20521-20529
2052	BISCUITS, CRACKERS OR PRETZELS
20521	BISCUITS, CRACKERS OR PRETZELS
20529	DRY BAKERY PRODUCTS, NEC
206	SUGAR, BEET OR CANE
2061	SUGAR MILL PRODUCTS OR BY-PRODUCTS
20611	RAW CANE OR BEET SUGAR
20616	SUGAR MOLASSES EXC. BLACKSTRAP SEE 20617
20617	BLACKSTRAP MOLASSES
20618	BAGASSE
20619	SUGAR MILL PRODUCTS OR BY-PRODUCTS, NEC
2062	SUGAR, REFINED, CANE BEET
20621	SUGAR, GRANULATED OR POWDERED, SUGAR CUBES OR TABLETS
20622	SUGAR, LIQUID OR SYRUP
20625	SUGAR REFINING BY-PRODUCTS
20626	MOLASSES BEET PULP
20629	SUGAR, REFINED, CANE OR BEET, NEC
207	CONFECTIONERY OR RELATED PRODUCTS
2071	CANDY OR OTHER CONFECTIONERY PRODUCTS
20711	CANDY OR CANDY BARS, OR PACKAGED
20712	NUTS, COATED, COOKED, ROASTED OR SALTED
20713	CHOCOLATE OR COCOA PRODUCTS OR BYPRODUCTS
20714	CHEWING GUM
20719	CONFECTIONERY OR RELATED PRODUCTS, NEC
208	BEVERAGES OR FLAVORING EXTRACTS
2082	MALT LIQUORS

20821	BEER, ALE, PORTER, STOUT OR OTHER FERMENTED MALT LIQUORS, IN BARRELS, BOTTLES, CANS OR KEGS
20823	MALT EXTRACTS OR BREWERS SPENT GRAINS
2083	MALT
20831	MALT
20832	MALT FLOUR OR SPROUTS
20839	MALT PRODUCTS OR BY-PRODUCTS, NEC
2084	WINES, BRANDY OR BRANDY SPIRITS
20841	WINE, BRANDY OR BRANDY SPIRITS OR FRUIT SPIRITS
2085	DISTILLED, RECTIFIED OR BLENDED LIQUORS EXC. BRANDY OR BRANDY SPIRITS SEE 2084
20851	DISTILLED, RECTIFIED OR BLENDED LIQUORS EXC. BRANDY, BRANDY SPIRITS FRUIT SPIRITS SEE 20841
20859	BY-PRODUCTS OF LIQUOR DISTILLING OR MINERAL WATERS, BOTTLED, CANNED OR IN BULK EXC. DRINKING PLAIN OR SPRING WATERS SEE 1492
20861	SOFT DRINKS OR MINERAL WATERS, BOTTLED, CANNED OR IN BULK EXC. DRINKING PLAIN OR SPRING WATERS SEE 14921
2087	MISCELLANEOUS FLAVORING EXTRACTS, SYRUPS OR COMPOUNDS EXC. CHOCOLATE SYRUPS SEE 2071
20871	MISCELLANEOUS FLAVORING EXTRACTS, SYRUPS OR COMPOUNDS EXC. CHOCOLATE SYRUPS SEE 20713
209	MISCELLANEOUS FOOD RATIONS OR KINDRED PROD UCTS
2091	COTTONSEED OIL OR DUCTS EXC. EDIBLE OILS SEE 2096 OR FATTY ACIDS SEE 2899
20911	COTTONSEED OIL, CRUDE OR REFINED EXC. EDIBLE ING OILS SEE 20961
20914	COTTONSEED CAKE OR MEAL OR BY-PRODUCTS EXC. TON LINTERS OR REGINS SEE 20915 OR FATTY SEE 28994
20915	COTTON LINTERS OR REGINS
2092	SOYBEAN OIL OR BY-PRODUCTS EXC. EDIBLE COOKING OILS SEE 2096 OR FATTY ACIDS SEE 2899
20921	SOYBEAN OIL, CRUDE OR REFINED EXC. EDIBLE ING OILS SEE 20961
20923	SOYBEAN CAKE, FLOUR, GRITS, MEAL OR OTHER BY-PRODUCTS EXC. FATTY ACIDS SEE 28994
2093	NUT OR VEGETABLE OILS OR BY-PRODUCTS EXC. CORN 2046, COTTONSEED SEE 2091, SOYBEAN SEE 2092, EDIBLE COOKING OILS SEE 2096, OILS FOR MEDICINAL USE SEE 2831 OR FATTY see STCC 6001-AJ FOR FULL DESCRIPTION
20931	LINSEED OIL, CRUDE OR REFINED EXC. EDIBLE ING OILS SEE 20961
20933	NUT OR VEGETABLE OILS EXC. CORN SEE 20465, COTTONSEED SEE 20911, SOYBEAN SEE 20921, LINSEED SEE 20931, EDIBLE COOKING OILS SEE 20961, OILS FOR MEDICINAL PURPOSES SEE 28311. SEE STCC 6001-AJ FOR FULL DESCRIPTION
20939	NUT OR VEGETABLE OIL CAKE OR MEAL OR OTHER BY-PRODUCTS, NEC EXC. CORN SEE 20469, COTTONSEED SEE 20914, SOYBEAN SEE 20923 OR FATTY ACIDS SEE 28994
2094	MARINE FATS OR OILS EXC. OILS FOR MEDICINAL PURPOSES SEE 2831, FATTY ACIDS SEE 2899 OR FATTY ALCOHOLS SEE 2818
20941	MARINE OIL MILL PRODUCTS
20942	MARINE OIL MILL BY-PRODUCTS VIZ. MEAL, SCRAP OR TANKAGE
2095	ROASTED COFFEE OR COFFEE
20951	ROASTED COFFEE OR COFFEE

2096	MARGARINE, SHORTENING OR TABLE OILS OR OTHER EDIBLE FATS OR OILS, NEC EXC. CORN OIL SEE 2046
20961	SHORTENING OR COOKING OR SALAD OILS EXC. CORN OIL SEE 20465
20962	MARGARINE
2097	ICE, NATURAL OR MANUFACTURED
20971	ICE, NATURAL OR MANUFACTURED
2098	MACARONI, SPAGHETTI, VERMICELLI OR NOODLES OR PRODUCTS THEREOF, DRY EXC. CANNED SEE 2032
20981	MACARONI, SPAGHETTI, VERMICELLI OR NOODLES OR PRODUCTS THEREOF, DRY EXC. CANNED SEE 20329
2099	MISCELLANEOUS FOOD RATIONS, NEC
20991	DESSERTS (READY TO MIX)
20992	CHIPS (POTATO, CORN, ETC.)
20993	SWEETENING SYRUPS OR MOLASSES
20994	BAKING POWDER OR YEAST
20995	MIXED LOADS OF FOOD OR KINDRED PRODUCTS, SEPARATE WEIGHTS, CONSISTING OF COMMODITIES NOT FOUND EXCLUSIVELY IN THE 203 GROUP
20996	CIDER OR VINEGAR
20997	SPICES
20998	TEA OR INSTANT TEA
20999	FOOD PREPARATIONS OR BY-PRODUCTS, NEC
21	TOBACCO PRODUCTS EXC. INSECTICIDES SEE 28
211	CIGARETTES
2111	CIGARETTES
21111	CIGARETTES EXC.SEE 28311
212	CIGARS
2121	CIGARS
21211	CIGARS
213	CHEWING OR SMOKING TOBACCO, OR SNUFF
2131	CHEWING OR SMOKING TOBACCO OR SNUFF
21311	CHEWING TOBACCO
21312	SMOKING TOBACCO
21313	SNUFF
214	STEMMED OR REDRIED TOBACCO
2141	STEMMED OR REDRIED TOBACCO
21411	TOBACCO, STEMMED OR REDRIED
21419	TOBACCO BY-PRODUCTS, LEAF
22	TEXTILE MILL PRODUCTS
221	COTTON BROAD-WOVEN FABRICS
2211	COTTON BROAD-WOVEN FABRICS, INCLUDING FINISHED EXC. CARPETS, MATS OR RUGS SEE 2271-2272 OR TIRE CORD OR FABRICS SEE 2296
22111	COTTON DUCK OR ALLIED FABRICS
22112	COTTON SHEETINGS, UN-FINISHED (GRAY GOODS) OR OTHER ALLIED PRODUCTS
22113	COTTON OR CHIEFLY COTTON BLANKETS
22119	COTTON BROAD-WOVEN FABRICS, NEC, FINISHED, OR COTTON BROAD-WOVEN SPECIALTIES EXC. CARPETS, MATS OR RUGS SEE 22711 22721, OR TIRE CORD OR FABRICS SEE 22961
222	MAN-MADE FIBRE OR SILK BROAD-WOVEN FABRICS
2221	MAN-MADE OR GLASS FIBRE BROAD-WOVEN FABRICS, UDING FINISHED EXC. CARPETS, MATS OR RUGS SEE 2271 OR 2272, OR TIRE CORD OR FABRICS SEE 2296
22211	MAN-MADE OR GLASS FIBRE BROAD-WOVEN FABRICS EXC. CARPETS, MATS OR RUGS 22711 OR 22721, OR TIRE CORD OR FABRICS SEE 22961
22213	MAN-MADE FIBRE BLANKETS, INCLUDING CHIEFLY MAN-MADE FIBRE

2222	SILK-WOVEN FABRICS, IN-CLUDING FINISHED EXC. CARPETS, MATS OR RUGS 2271 OR 2272, OR TIRE CORD OR FABRICS SEE 22961
22221	SILK-WOVEN FABRICS, IN-CLUDING FINISHED EXC. CARPETS, MATS OR RUGS 22711 OR 22721, OR TIRE CORD OR FABRICS SEE 22961
223	WOOL BROAD-WOVEN FABRICS
2231	WOOL BROAD-WOVEN INCLUDING DYED OR FIN-ISHED EXC. CARPETS, MATS OR RUGS SEE 2271 OR 2272
22311	WOOL BROAD-WOVEN INCLUDING DYED OR FINISHED EXC. CARPETS, MATS OR RUGS SEE 22711 OR 22721, OR BLANKETS SEE 22313
22313	WOOL OR CHIEFLY WOOL BLANKETS
224	NARROW FABRICS, COTTON, SILK OR WOOL, OR GLASS OTHER MAN-MADE FIBRES
2241	NARROW FABRICS, COTTON, SILK OR WOOL, OR GLASS OTHER MAN-MADE FIBRES
22411	NARROW FABRICS, COTTON, SILK OR WOOL, OR GLASS OTHER MAN-MADE FIBRES
225	KNIT FABRICS
2251	KNIT FABRICS
22511	KNIT FABRICS
227	FLOOR COVERINGS EXC. SEE 249, HARD SURFACE FLOOR COVERINGS SEE 399 OR RUBBER SEE 306
2271	WOVEN CARPETS, MATS ORRUGS, TEXTILE YARN
22711	WOVEN CARPETS, MATS OR RUGS, TEXTILE YARD
2272	TUFTED CARPETS, RUGS ORMATS, TEXTILE FIBRE
22721	TUFTED CARPETS, RUGS OR MATS, TEXTILE FIBRE
2279	CARPETS, MATS OR RUGS,NEC, ALL MATERIALS EXC.CORK SEE 2494, HARD SURFACE FLOOR COVERINGS SEE 3992 OR RUBBER SEE 3061
22799	CARPETS, MATS OR RUGS,NEC, ALL MATERIALS EXC.ORK SEE 24941, HARD SURFACE FLOOR COVERINGS SEE 39921 OR RUBBER SEE
228	THREAD OR YARN
2281	YARN
22811	COTTON YARN
22813	WOOL THREAD OR YARN
22819	YARN, NEC EXC. HEMP, JUTE, LINEN OR RAMIE
2284	THREAD EXC. HEMP, JUTE,LINEN OR RAMIE SEE 2299R WOOL SEE 2281
22841	THREAD EXC. HEMP, JUTE,LINEN OR RAMIE SEE 22999 OR WOOL SEE 22813
229	MISCELLANEOUS TEXTILEGOODS
2291	FELT GOODS EXC. FELT SEE 2351 OR 2352, OR WOVEN WOOL FELTS OR WOOL HAIRCLOTH SEE 2231
22911	FELT GOODS EXC. FELT SEE 23511 OR 23521, OR WOVEN WOOL FELTS OR WOOLHAIRCLOTH SEE 22311
2292	LACE GOODS, INCLUDING DYED OR FINISHED EXC. EMBROIDERIES SEE 2395
22921	LACE GOODS, INCLUDING DYED OR FINISHED EXC. EMBROIDERIES SEE 23951
2293	PADDINGS, UPHOLSTERY FILLINGS, BATTING OR DING EXC. EXPANDED PLASTICS SEE 3071, FOAM OR SPONGE RUBBER SEE 3061 WOOD EXCELSIOR PADS OR WRAPPERS SEE 2429
22931	PADDINGS, UPHOLSTERY FILLINGS, BATTING OR DING EXC. EXPANDED PLASTICS SEE 30716, FOAM OR SPONGE RUBBER SEE 30613 OR WOOD EXCELSIOR PADS WRAPPERS SEE 24294

2294	TEXTILE WASTE, PROCESSED OR RECOVERED FIBRES OR FLOCK EXC. PACKING OR WIPING CLOTHS RAGS SEE 2299
22941	TEXTILE WASTE, PROCESSED OR RECOVERED FIBRES OR FLOCK EXC. PACKING OR CLOTHS OR RAGS SEE 22994
2295	ARTIFICIAL LEATHER, OILCLOTH OR OTHER COATED OR IMPREGNATED FABRICS, INCLUDING FINISHED, SUCH AS LAMINATED, METALIZED, VARNISHED, WATERPROOFED, WAXED, ETC. EXC. RUBBER-see STCCAA FOR FULL DESCRIPTION
22951	ARTIFICIAL LEATHER, OILCLOTH OR OTHER COATED OR IMPREGNATED FABRICS, INCLUDING FINISHED, SUCH AS LAMINATED, METALIZED, VARNISHED, WATERPROOFED, WAXED, ETC. EXC. RUBBERIZED SEE 30619. SEE STCC 6001-AJ FOR FULL DESCRIPTION
2296	CORD OR FABRICS, TIRE, FUEL CELL, INDUSTRIAL BELTING OR FOR SIMILAR USES
22961	CORD OR FABRICS, TIRE, FUEL CELL, INDUSTRIAL BELTING OR FOR SIMILAR USES
2297	WOOL OR MOHAIR, SCOURED, COMBED OR CARBONIZED, OR WOOL OR MOHAIR GREASE, NOILS, NUBS, TOPS OR SLUGS
22971	WOOL OR MOHAIR, CARBONIZED OR SCOURED
22972	TOPS, ALL FIBRES, SED, COMBED OR CONVERTED
22973	TEXTILE FIBRES, LAPS, ILS, NUBS, ROVING, OR SLUBS, PREPARED FOR SPINNING, COMBED OR CON VERTED
22974	WOOL OR MOHAIR GREASE
2298	CORDAGE OR TWINE
22981	CORDAGE OR TWINE
2299	TEXTILE GOODS, NEC
22991	BONDED FIBRE FABRICS FELTS, WOVEN SEE 22311 UNWOVEN SEE 22911
22992	JUTE GOODS EXC. BAGS SEE 23931
22994	PACKING OR WIPING CLOTHS OR RAGS (PROCESSED TEXTILE WASTES)
22995	VEGETABLE FIBRES EXC. COTTON SEE 20915 OR 22999
22999	TEXTILE GOODS, NEC
23	APPAREL OR OTHER TEXTILE PRODUCTS OR KNIT APPAREL
231	MENS, YOUTHS OR BOYS CLOTHING OR UNIFORMS LEATHER OR SHEEP LINED, OR RAINCOATS SEE 238
2311	MENS, YOUTHS OR BOYS CLOTHING OR UNIFORMS LEATHER OR SHEEP LINED SEE 2386 OR RAINCOATS 2385
23111	MENS, YOUTHS OR BOYS CLOTHING OR UNIFORMS LEATHER OR SHEEP LINED
233	SEE 23861 OR RAINCOATS SEE 23851 WOMENS, MISSES, OR INFANTS CLOTHING EXC. FUR SEE 237, RAINCOATS SEE 238 OR SURGICAL SEE 384
2331	WOMENS, MISSES, OR INFANTS CLOTHING EXC. FUR SEE 2371, RAINCOATS SEE 2385 OR SURGICAL SEE 3842
23311	WOMENS, MISSES, OR INFANTS CLOTHING EXC. FUR SEE 23711, RAINCOATS SEE 23851 OR SURGICAL 38421
235	CAPS, HATS OR MILLINERY OR HAT BODIES EXC. FUR SEE 237
2351	MILLINERY EXC. BRAIDS OR TRIMMINGS SEE 2396 OR SEE 2371
23511	MILLINERY EXC. BRAIDS OR TRIMMINGS SEE 23961 OR FUR SEE 23711
2352	CAPS OR HATS OR HAT BODIES EXC. FUR SEE 2371 OR MILLINERY SEE 2351
23521	CAPS OR HATS OR HAT BODIES EXC. FUR SEE 23711 MILLINERY SEE 23511
237	FUR GOODS EXC. SHEEP

2371	LINED CLOTHING SEE 238FUR GOODS EXC. SHEEP LINED CLOTHING SEE 2386
23711	FUR GOODS EXC. SHEEP LINED CLOTHING SEE 23861
238	MISCELLANEOUS APPAREL OR ACCESSORIES
2381	GLOVES, MITTENS OR LININGS, DRESS OR WORK EXC. ASBESTOS SEE 3292, ALLLEATHER SEE 3151,SEE 3071, RUBBER SEE OR FUR SEE 2371
23811	DRESS GLOVES, MITTENS OR LININGS EXC. ALL LEATHERSEE 31511, PLASTIC SEE30719 OR FUR SEE 23711
23812	WORK GLOVES OR MITTENS EXC. ASBESTOS SEE 32929, ALL LEATHER SEE 31511,PLASTIC SEE 30719 OR RUBBER SEE 30619
2384	ROBES OR DRESSING GOWNS EXC. CHILDRENS OR INFANTS SEE 2331
23841	ROBES OR DRESSING GOWNS EXC. CHILDRENS OR SEE 23311
2385	RAINCOATS OR OTHER WATERPROOF OUTER GARMENTS EXC. OILED FABRIC SEE 2311 OR VULCANIZED SEE 3061
23851	RAINCOATS OR OTHER PROOF OUTER GARMENTS OILED FABRIC SEE 23111 VULCANIZED RUBBER SEE 30619
2386	LEATHER OR SHEEP LINED CLOTHING EXC. LEATHER GLOVES OR MITTENS SEE 3151, FUR GARMENTS SEE 2371
23861	LEATHER OR SHEEP LINED CLOTHING EXC. LEATHER GLOVES OR MITTENS SEE 31511, FUR GARMENTS SEE 23711
2387	APPAREL BELTS
23871	APPAREL BELTS
2389	APPAREL, NEC
23891	APPAREL, NEC
239	MISCELLANEOUS FABRICATED TEXTILE PRODUCTS
2391	CURTAINS OR DRAPERIES EXC. LACE CURTAINS
23911	WINDOW CURTAINS EXC. SEE 22921
23912	DRAPERIES OR TAPESTRIES
2392	TEXTILE HOUSEFURNISHINGS EXC. CURTAINS, DRAPERIES OR TAPESTRIES SEE 2391, EMBROIDERED SEE 2395 OR LACE SEE 2292
23921	BEDSPREADS OR BED SETS EXC. EMBROIDERED SEE 23951 OR LACE SEE 22921
23922	SHEETS OR PILLOWCASES EXC. EMBROIDERED SEE 23951
23923	TOWELS OR WASHCLOTHS EMBROIDERED SEE 23951
23924	TABLECLOTHS OR NAPKINS RELATED ARTICLES ROIDERED SEE 23951 OR LACE SEE 22921
23925	PILLOWS
23926	MOPS OR DUSTERS
23927	SLIP COVERS EXC. EMBROIDERED SEE 239511
23928	COMFORTERS OR QUILTS EMBROIDERED SEE 23951
23929	TEXTILE NEC EXC. EMBROIDERED SEE 23951 OR LACE SEE 22921
2393	TEXTILE BAGS EXC. OR LAUNDRY SEE 2392 OR PLASTIC SEE 2643
23931	TEXTILE BAGS EXC. OR LAUNDRY SEE 23929 OR PLASTIC SEE 26431
2394	CANVAS PRODUCTS EXC. SEE 2393
23941	TENTS
23942	AWNINGS OR SHADES
23943	TARPAULINS
23944	SAILS
23949	CANVAS PRODUCTS, NEC BAGS SEE 23931
2395	TEXTILE PRODUCTS, PLEATED, QUILTED, DECORATIVE OR NOVELTY STITCHED, OR RUFFLED OR TUCKED

23951	TEXTILE PRODUCTS, OR QUILTED, INCLUDING EMBROIDERED, DECORATIVE OR NOVELTY STITCHED, OR RUFFLED OR TUCKED
2396	APPAREL FINDINGS, TEXTILE, OR RELATED PRODUCTS, OR AUTOMOTIVE MINGS
23961	APPAREL FINDINGS, TEXTILE, OR RELATED PRODUCTS, OR AUTOMOTIVE MINGS
2399	FABRICATED TEXTILE PRODUCTS, NEC
23991	AUTOMOBILE SEAT COVERS
23993	SLEEPING BAGS
23994	PARACHUTES
23999	FABRICATED TEXTILE PRODUCTS, NEC
24	LUMBER OR WOOD PRODUCTS EXC. FURNITURE SEE 25
241	PRIMARY FOREST OR WOOD RAW MATERIALS VIZ. LOGS, PILING, POSTS, PULPWOOD, WOOD CHIPS, EXC. FROM SAWMILLS SEE 242, FROM PLYWOOD OR VENEER MILLS SEE 243, see STCC 6001-AJ FOR FULL DESCRIPTION
2411	PRIMARY FOREST OR WOOD RAW MATERIALS VIZ. LOGS, PILING, POSTS, PULPWOOD, WOOD CHIPS, ETC.
24111	SAWLOGS
24112	HEWN RAILROAD OR MINE TIES
24113	SHORT LOGS OR WOOD BOLTS
24114	PULPWOOD LOGS
24115	PULPWOOD OR OTHER WOOD CHIPS
24116	WOOD POSTS, POLES OR PILING
24117	FUELWOOD, HOGFUEL OR CORDWOOD
24118	WOOD MINE PROPS OR MINE TIMBERS
24119	PRIMARY FOREST OR WOOD RAW MATERIALS, NEC EXC. FROM SAWMILLS SEE 24211-24299, FROM OR VENEER MILLS SEE 24321, FROM PULP MILLS SEE 26111 OR see STCC 6001-AJ FOR FULL DESCRIPTION
242	SAWMILL OR PLANING MILL PRODUCTS EXC. BOX SHOOKS OR BOXES SEE 244, MILL WORK, PLYWOOD OR VENEER SEE 243 OR TEXTILE MACHINERY WOOD SHAPES OR TURNINGS SEE 355
2421	LUMBER OR DIMENSION EXC. BOX SHOOKS OR BOXES SEE 2441, MILLWORK SEE 2431, PLYWOOD OR VENEER SEE 2432 OR TEXTILE MACHINERY WOOD SHAPES OR TURNINGS SEE 3552
24211	LUMBER, ROUGH OR SOFTWOOD CUT STOCK OR FLOORING
24212	SAWED TIES (RAILROAD, MINE, ETC.)
24214	HARDWOOD DIMENSION STOCK OR FURNITURE PARTS OR VEHICLE STOCK
24215	HARDWOOD FLOORING
24219	LUMBER OR DIMENSION STOCK, NEC
2429	MISCELLANEOUS SAWMILL OR PLANING MILL PRODUCTS, VIZ. SHINGLES, COOPERAGE STOCK, ETC.
24291	SHINGLES
24292	COOPERAGE STOCK
24293	SHAVINGS OR SAWDUST
24294	EXCELSIOR, BALED OR
24299	SAWMILL OR PLANING MILL PRODUCTS, NEC EXC. BOX SPRINGS OR BOXES SEE 24416, MILLWORK SEE 24311-24319, PLYWOOD OR VENEER SEE 24321 OR TEXTILE MACHINERY WOOD see STCC 6001-AJ FOR FULL DESCRIPTION
243	MILLWORK OR WOOD PRODUCTS OR PLYWOOD OR VENEER

2431	MILLWORK OR CABINETWORK, TO BE BUILT IN EXC. COVERED SEE 3442 OR PREFABRICATED STRUCTURAL WOOD PRODUCTS SEE 2433
	2439
24311	WINDOW UNITS, WOOD
24312	WINDOW SASH OR COMBINATION SCREEN AND STORM SASH, WOOD EXC. WINDOW SCREENS, WOOD FRAMED
24313	WINDOW OR DOOR FRAMES OR JAMS, WOOD
24314	DOORS OR SHUTTERS OR UNITS, WOOD
24316	WOOD MOULDINGS
24319	MILLWORK, NEC, OR CABINETWORK, TO BE BUILT IN EXC. METAL COVERED SEE 34421-34425 OR ATED STRUCTURAL WOOD PRODUCTS SEE 24332-24391
2432	PLYWOOD OR VENEER OR BUILT-UP WOOD EXC. PLY WOOD OR VENEER SEE 2441 OR WOOD BOARD OR HARDBOARD SEE 2499
24321	PLYWOOD OR VENEER OR BUILT-UP WOOD EXC. PLYWOOD OR VENEER CONTAINERS SEE 24411-24414, HARD BOARD SEE 24993 OR WOOD PARTICLE BOARD SEE 24996
2433	PREFABRICATED WOODEN BUILDINGS OR PANELS OR SECTIONS
24332	PREFABRICATED BUILDINGS, WOOD
24333	READY-CUT WOOD BUILDINGS OR PANELS OR SECTIONS PREFABRICATED BUILDINGS
2434	KITCHEN CABINETS, WOOD
24341	KITCHEN CABINETS, WOOD
2439	STRUCTURAL WOOD NEC
24391	PREFABRICATED STRUCTURAL MEMBERS OR WOOD
244	WOODEN CONTAINERS
2441	WOODEN CONTAINERS OR BOX SHOOKS
24411	BOXES, CASES, CRATES OR CARRIERS EXC. ANIMAL OR POULTRY
24412	CARRIERS, COOPS OR CRATES, ANIMAL OR
24413	FRUIT OR VEGETABLE BAS KETS OR HAMPERS OR TILL BOXES OR BASKETS
24414	BASKETS OR HAMPERS EXC. AMBULANCE OR UNDERTAKER SEE 39941, BAIT OR FISH SEE 39491, FRUIT OR TABLE SEE 24413 OR TOY SEE 39411
24415	COOPERAGE
24416	BOX SHOOKS
24419	WOODEN CONTAINERS, NEC, OR CONTAINER NEC
249	MISCELLANEOUS WOOD PRODUCTS EXC. CONTAINERS SEE 244
2491	TREATED WOOD PRODUCTS, CREOSOTED, OR TREATED WITH OTHER PRESERVATIVES
24911	WOOD PILING, POSTS, OR TIMBERS, ETC., CREOSOTED, OR TREATED WITH OTHER PRESERVATIVES
24912	TIES, MINE, RAILROAD, ETC., CREOSOTED, OR TREATED WITH OTHER PRESERVATIVES
24913	LUMBER, CREOSOTED OR TREATED WITH OTHER PRESERVATIVES
24914	PLYWOOD, VENEER OR BUILT-UP WOOD, CREOSOTED OR TREATED WITH OTHER PRESERVATIVES
24919	TREATED WOOD PRODUCTS, NEC, CREOSOTED, OR ED WITH OTHER PRESERVATIVES
2492	RATTAN, BAMBOO OR WARE EXC. FURNITURE SEE 25, BASKETS OR HAMPERS SEE 2441
24921	RATTAN, BAMBOO OR WARE EXC. FURNITURE SEE 25, BASKETS OR HAMPERS SEE 24413 OR 24414
2493	LASTS OR RELATED PRODUCTS, ALL MATERIALS
24931	LASTS OR RELATED PRODUCTS, ALL MATERIALS

2494	CORK PRODUCTS
24941	CORK PRODUCTS
2495	HAND TOOL HANDLES
24951	HAND TOOL HANDLES
2496	SCAFFOLDING EQUIPMENT OR LADDERS
24961	SCAFFOLDING EQUIPMENT
24962	LADDERS OR LADDER PARTS
2497	WOODEN WARE, NOVELTIES FLATWARE
24971	WOODEN WARE
24972	WOODEN NOVELTIES OR WARE
2498	WOOD PRODUCTS, NEC EXC. CONTAINERS SEE 2441
24981	POLES, RODS OR STAKES, FINISHED
24982	BILLBOARDS OR SIGN OR RELATED ARTICLES
24983	SEATS, BATHTUB OR LAUNDRY TUB COVERS, RADIATOR COVERS OR GUARDS, SINK DRAIN OR RELATED ARTICLES
24985	BOTTLE STOPPERS, ICE CREAM STICKS, PAINT PAD DLES OR PENCIL SLATS
24987	QUILTING FRAMES OR CURTAIN STRETCHERS
24988	BOARDS OR TABLES, IRONING
2499	WOOD PRODUCTS, NEC EXC. CONTAINERS SEE 2441
24992	SKIDS, PALLETS OR PLATFORMS EXC. METAL SEE 35373
24993	HARDBOARD
24994	MASTS, SPARS OR OARS, WOODEN, OR RELATED BOAT ACCESSORIES
24995	PIPE, CONDUIT, OR FITTINGS, WOODEN
24996	WOOD PARTICLE BOARD
24997	FENCING OR GATES, WOOD
24998	WOOD REELS OR SPOOLS TEXTILE MACHINERY SPOOLS SEE 35522
24999	WOOD PRODUCTS, NEC EXC. CONTAINERS SEE 24411-24414 OR 24419
25	FURNITURE OR FIXTURES
251	HOUSEHOLD OR OFFICE FURNITURE EXC. CONCRETE SEE 327, STONE SEE 328 OR TERRA COTTA SEE 326
2511	BENCHES, CHAIRS, ROCKERS OR STOOLS, HOUSEHOLD OR OFFICE EXC. CONCRETE SEE 3271, STONE SEE 3281 OR TERRA COTTA SEE 3269
25111	BENCHES, CHAIRS, ROCKERS OR STOOLS, HOUSEHOLD OR OFFICE EXC. CONCRETE SEE 32719, STONE SEE 32819 TERRA COTTA SEE 32699
2512	TABLES OR DESKS, HOUSEHOLD OR OFFICE EXC. CONCRETE SEE 3271, STONE 3281 OR TERRA COTTA SEE 3269
25121	TABLES OR DESKS, HOUSEHOLD OR OFFICE EXC. CONCRETE SEE 32719, STONE SEE 32819 OR TERRA COTTA SEE 32699
2513	DAVENPORTS, SOFAS, ES, LOVE SEATS OR SETTEES, HOUSEHOLD OR OFFICE
25131	DAVENPORTS, SOFAS, ES, LOVE SEATS OR SETTEES, HOUSEHOLD OR
2514	BUFFETS, SERVERS OR CORNER CLOSETS, HOLD
25141	BUFFETS, SERVERS, CHINA OR CORNER CLOSETS, HOLD
2515	BEDSPRINGS OR FOR ALL PURPOSES
25151	BED OR BOX SPRINGS, OR MATTRESSES, OR ASSEMBLED SPRINGS OR SPRING CUSHIONS EXC. AUTO SEATS OR BACKS SEE 25312 OR PADDING OR UPHOLSTERY FILLINGS SEE 22931
25153	CHAIR OR SOFA BEDS, OR STUDIO COUCHES, OR CONVERTIBLE SOFAS
2516	BEDS, DRESSERS, CHESTS DRAWERS OR VANITIES, HOUSEHOLD OR OFFICE EXC. HOSPITAL BEDS SEE 2599

25161	BEDS, DRESSERS, CHESTS DRAWERS OR VANITIES, HOUSEHOLD OR OFFICE EXC. HOSPITAL BEDS SEE 25991
2517	CABINETS OR CASES, HOLD OR OFFICE EXC. CABINETS SEE 2514, PLAY CASES SEE 2541 OR 2542 OR WOOD KITCHEN CABINETS SEE 2434
25171	RADIO, PHONOGRAPH OR TELEVISION CABINETS
25173	FILING CABINETS OR CASES
25174	KITCHEN CABINETS EXC. WOOD SEE 24341
25179	CABINETS, NEC, OR CASES, NEC, HOUSEHOLD OR OFFICE EXC. CHINA CABINETS SEE 25141, DISPLAY CASES SEE 25411 OR 25421, OR EN CABINETS SEE 24341 OR 25174
2518	INFANTS OR CHILDRENS FURNITURE
25181	INFANTS OR CHILDRENS FURNITURE
2519	HOUSEHOLD OR OFFICE FURNITURE, NEC EXC. SEE 3271, STONE SEE 3281 OR TERRA COTTA SEE 3269
25199	HOUSEHOLD OR OFFICE FURNITURE, NEC EXC. SEE 32719, STONE SEE 32819 OR TERRA COTTA SEE 32699
253	PUBLIC BUILDING OR ED FURNITURE EXC. CONCRETE SEE 327, STONE SEE 328 OR TERRA COTTA SEE 326
2531	PUBLIC BUILDING OR ED FURNITURE EXC. CONCRETE SEE 3271, STONE 3281 OR TERRA COTTA SEE 3269
25311	SCHOOL FURNITURE
25312	SEATS FOR PUBLIC CONVEYANCES VIZ. AIRCRAFT, AUTOMOBILE, RAILROAD TRUCK OR SCHOOL BUS
25314	SEATS, AUDITORIUM, BLEACHER, CIRCUS, STADIUM OR THEATRE
25319	PUBLIC BUILDING FURNITURE, NEC EXC. CONCRETE SEE 32719, STONE SEE 32819 OR TERRA COTTA SEE 32699
254	LOCKERS, PARTITIONS OR SHELVING OR OFFICE OR RE FIXTURES
2541	WOOD LOCKERS, PARTITIONS OR SHELVING OR OFFICE OR STORE FIXTURES EXC. REFRIGERATED CABINETS, CASES OR LOCKERS SEE 3585
25411	WOOD LOCKERS, PARTITIONS OR SHELVING OR OFFICE OR STORE FIXTURES EXC. REFRIGERATED CABINETS, CASES OR LOCKERS SEE 35853
2542	METAL LOCKERS, OR SHELVING OR OFFICE OR STORE FIXTURES EXC. REFRIGERATED CABINETS, CASES OR LOCKERS SEE 3585, OR SAFES OR VAULTS SEE 3492
25421	METAL LOCKERS, OR SHELVING OR OFFICE OR STORE FIXTURES EXC. REFRIGERATED CABINETS, CASES OR LOCKERS SEE 35853, OR SAFES OR SEE 34921
259	MISCELLANEOUS FURNITURE OR FIXTURES EXC. SEE 327, STONE SEE 328 TERRA COTTA SEE 326
2591	VENETIAN BLINDS, SHADES, AWNINGS, CURTAIN RODS OR ACCESSORIES EXC. CANVAS AWNINGS OR SHADES SEE 2394
25911	VENETIAN BLINDS, SHADES, AWNINGS, CURTAIN RODS OR ACCESSORIES EXC. CANVAS AWNINGS OR SHADES SEE 23942
2599	FURNITURE OR FIXTURES, N.E.C. EXC. CONCRETE SEE 3271, STONE SEE 3281 OR TERRA COTTA SEE 3269
25991	HOSPITAL BEDS

25999	FURNITURE OR FIXTURES, NEC, OR RESTAURANT FURNITURE EXC. TABLE ARM CHAIRS SEE 25311, DENTAL, HOSPITAL, OPERATING ROOM OR OPTICIANS SEE 38412, HOSPITAL BEDS SEE 25991, CONCRETE SEE 32719, STONE SEE 32819 or TERRA COTTA SEE 32699. SEE STCC 6001-AJ FOR FULL DESCRIPTION
26	PULP, PAPER OR ALLIED PRODUCTS
261	PULP OR PULP MILL PRODUCTS
2611	PULP OR PULP MILL PRODUCTS
26111	PULP
26112	PULP MILL BY-PRODUCTS
262	PAPER EXC. BUILDING SEE 266
2621	PAPER EXC. BUILDING SEE 2661
26211	NEWSPRINT
26212	GROUND WOOD PAPER, UN-COATED
26213	PRINTING PAPER, COATED UNCOATED, COATED GROUND-WOOD PAPER, GROUNDWOOD PAPER CONTAINING LESS THAN 60 PERCENT GROUND-WOOD, COATED OR WRITING PAPER
26214	WRAPPING PAPER,OR COARSE PAPER
26217	SPECIAL INDUSTRIAL PAPER OR PAPER CAR LINERS
26218	SANITARY TISSUE STOCK
26219	PAPER, NEC EXC. BUILDINGPAPER SEE 26611-26619
263	FIBREBOARD, PAPERBOARD PULPBOARD EXC. BUILDING
2631	INSULATING BOARD SEE 266FIBREBOARD, PAPERBOARD PULPBOARD EXC. BUILDING INSULATING BOARD SEE
26311	FIBREBOARD, PAPERBOARDPULPBOARD EXC. BUILDING INSULATING BOARD SEE 26611-26619
264	CONVERTED PAPER OR BOARD PRODUCTS EXC. CONTAINERS OR BOXES SEE 265
2642	ENVELOPES EXC. SEE 2649
26421	ENVELOPES EXC. SEE 26491
2643	PAPER BAGS
26431	PAPER BAGS
2644	WALLPAPER
26441	WALLPAPER
2645	DIE-CUT PAPER OR PAPERBOARD PRODUCTS OR CARDBOARD
26451	OFFICE SUPPLIES
26452	COATED
26453	PAPERBOARDCLOSURES, FOR BOTTLES, CANS OR JARS VIZ. CAPS,COVERS, TOPS, ETC.
26459	DIE-CUT PAPER PRODUCTS, NEC, OR PAPERBOARD PRODUCTS OR CARDBOARD, NEC
2646	PRESSED OR MOLDED PULP GOODS
26461	BITUMINOUS FIBRE PIPE, SEWER OR DRAINAGE OR CONDUIT OR FITTINGS
26462	EGG CARTONS, CASES OR RELATED ARTICLES
26469	PRESSED OR MOLDED PULP GOODS, N. E. C.
2647	SANITARY PAPER PRODUCTS
26471	SANITARY TISSUES OR HEALTH PRODUCTS
26472	SANITARY OR COTTON SANITARY NAPKINS OR TAMPONS
2649	MISCELLANEOUS CONVERTED PAPER OR PAPERBOARD UCTS
26491	STATIONERY OR STATIONERY ENVELOPES, TABLETS OR RELATED ARTICLES
26492	WRAPPING PRODUCTS (GIFT WRAP, ETC.)
26495	BUSINESS MACHINE
26497	PACKING CUSHIONS, LINERS OR RELATED ARTICLES
26499	CONVERTED PAPER NEC, OR PAPERBOARD PRODUCTS, NEC

265	CONTAINERS OR BOXES, PAPERBOARD, FIBREBOARD PULPBOARD
2651	CONTAINERS OR BOXES, PAPERBOARD, FIBREBOARD PULPBOARD EXC. BUTTER,
26511	CONTAINERS OR BOXES, PAPERBOARD, FIBREBOARD PULPBOARD EXC. BUTTER, FROZEN FOOD, ICE CREAM MARGARINE BOXES OR CONTAINERS SEE 26542-26549
26514	BASKETS, HAMPERS OR TILL BOXES, PAPERBOARD OR FIBREBOARD
26515	PALLETS, SKIDS OR PLATFORMS, PAPERBOARD
2654	SANITARY FOOD CONTAINERS
26542	BOTTLES OR CARTONS OR OTHER LIQUID-TIGHT FOOD CONTAINERS
26543	PAPER, FIBREBOARD, BOARD OR PULPBOARD CANS, COVERS, CUPS, PAILS, STRAWS OR TUBS
26545	PAPER PLATES, DISHES, FORKS, SPOONS OR RELATED ARTICLES
26549	SANITARY FOOD NEC
2655	FIBRE CANS, DRUMS OR TUBES OR SIMILAR EXC. SANITARY FOOD CONTAINERS SEE 2654
26551	FIBRE CANS, DRUMS OR TUBES OR SIMILAR EXC. SANITARY FOOD CON TAINERS SEE 26542-26549
266	BUILDING PAPER OR BUILDING BOARD
2661	BUILDING PAPER OR BUILDING BOARD
26611	INSULATING BOARD
26612	CONSTRUCTION PAPER
26613	WALLBOARD EXC. HARDBOARD SEE 24993
26614	INSULATING MATERIAL EXC. INSULATING BOARD SEE
26615	26611 CONSTRUCTION PANELS, PARTITIONS, SIDING OR FORMS
2661927	BUILDING PAPER OR BUILDING BOARD, NEC PRINTED MATTER
271	NEWSPAPERS
2711	NEWSPAPERS
27111	NEWSPAPERS
272	PERIODICALS
2721	PERIODICALS
27211	PERIODICALS
273	BOOKS
2731	BOOKS
27311	BOOKS
274	MISCELLANEOUS PRINTED
2741	MATTER MISCELLANEOUS PRINTED
27411	MATTER CATALOGUES, DIRECTORIES, BUSINESS SERVICE TIONS OR ADVERTISING MATERIALS
27415	CARDS OR TICKETS EXC. GREETING CARDS SEE 27711
27417	LABELS, SEALS, TAGS OR WRAPPERS EXC. GOVERNMENT STAMP SEE 27419 OR ING SEE 27711
27419	PRINTED MATTER, NEC, OR BLUEPRINTS, BUILDING PLANS OR COMMERCIAL DESIGNS
276	MANIFOLD BUSINESS FORMS
2761	MANIFOLD BUSINESS FORMS
27611	MANIFOLD BUSINESS FORMS
277	GREETING CARDS, SEALS, LABELS OR TAGS
2771	GREETING CARDS, SEALS, LABELS OR TAGS
27711	GREETING CARDS, SEALS, LABELS OR TAGS
278	BLANKBOOKS, LOOSE LEAF BINDERS OR DEVICES
2781	BLANKBOOKS, LOOSE LEAF BINDERS OR DEVICES
27811	BLANKBOOKS, PADS OR TABLETS
27812	LOOSE LEAF BINDERS OR DEVICES
279	SERVICE INDUSTRIES FOR PRINTING TRADES

2791	SERVICE INDUSTRIES FOR PRINTING TRADES
27911	SERVICE INDUSTRIES FOR PRINTING TRADES, INCLUDING ELECTROTYPE, ENGRAVERS, LITHOGRAPHIC ORSTEREOTYPE PLATES, SHELLS, BLOCKS OR BARS
28	CHEMICALS OR ALLIED PRODUCTS
281	INDUSTRIAL INORGANIC OR ORGANIC CHEMICALS EXC. PESTICIDES SEE 287,DRUGS, MEDICINAL CHEMICALS OR MEDICINES SEE 283, NAVAL STORES ORDISTILLATION PRODUCTS see STCC 6001-AJ FOR FULL DESCRIPTION
2812	POTASSIUM OR SODIUM COMPOUNDS OR OTHER BASIC INORGANIC COMPOUNDS OR CHLORINE
28121	INORGANIC BLEACHING COMPOUNDS EXC. CHLORINE SEE 28128
28122	SODIUM ALKALIES
28123	SODIUM COMPOUNDS EXC. SODIUM ALKALIES SEE
28124	POTASSIUM ALKALIES
28125	POTASSIUM COMPOUNDS EXC. POTASSIUM ALKALIES SEE 28124
28126	BARIUM, CALCIUM, MAGNESIUM OR STRONTIUM COMPOUNDS EXC. BLEACHES SEE 28121 OR 28422
28128	CHLORINE
28129	ALKALIES, NEC
2813	INDUSTRIAL GASES, COMPRESSED, LIQUEFIED OR SOLID EXC. CHEMICAL WARFARE GASES SEE 2818, AMMONIA OR FLUORINE SEE 2819 OR CHLORINE SEE 2812
28132	ACETYLENE
28133	CARBON DIOXIDE
28134	ELEMENTAL GASES
28139	INDUSTRIAL GASES, NEC, COMPRESSED, SOLID OR LIQUEFIED EXC. CHEMICAL WARFARE GASES SEE 28188, AMMONIA OR AMMONIA COMPOUNDS SEE 28191 OR 28198, CHLORINE SEE 28128 OR FLUORINE SEE 28100. SEE STCC 6001-AJ FOR FULL DESCRIPTION
2814	CRUDE PRODUCTS FROM COAL TAR, NATURAL GAS OR PETROLEUM EXC. ASPHALT, PITCHES OR TAR SEE 2911
28141	CRUDE PRODUCTS FROM COAL TAR, NATURAL GAS OR PETROLEUM EXC. ASPHALT, PITCHES OR TAR SEE 29116
2815	CYCLIC INTERMEDIATES OR DYES OR ORGANIC PIGMENTS (LAKES OR TONERS)
28151	CYCLIC INTERMEDIATES BENZENE, TOLUENE, NAPHTHALENE, ANTHRACENE, PYRIDINE, CARBAZOLE OR OTHER CYCLIC CHEMICAL PRODUCTS
28152	CYCLIC INTERMEDIATES BENZENE, TOLUENE, NAPHTHALENE, ANTHRACENE, PYRIDINE, CARBAZOLE OR OTHER CYCLIC CHEMICAL PRODUCTS (SEE ALSO 28151)
28156	ORGANIC DYES
28158	ORGANIC PIGMENTS (LAKES OR TONERS)
2816	INORGANIC PIGMENTS EXC. BLACKS SEE 2899 OR IC COLOR PIGMENTS SEE 2815
28161	TITANIUM PIGMENTS
28162	LEAD PIGMENTS
28163	ZINC PIGMENTS
28169	INORGANIC PIGMENTS, NEC EXC. BLACKS SEE 28996 OR ORGANIC COLOR PIGMENTS SEE 28158
2818	INDUSTRIAL ORGANIC CHEMICALS, NEC EXC. GRAIN ALCOHOL FOR BEVERAGE PURPOSES SEE 2085, ESSENTIAL OILS OR FATTY ACIDS SEE 2899, ORGANIC DYES SEE 2815, PAINTS ORSEE STCC 6001-AJ FOR FULL DESCRIPTION

28180	MISCELLANEOUS ACYCLIC ORGANIC CHEMICAL (SEE ALSO 28181 AND 28182) EXC. ORGANIC DYES SEE 28156
28181	MISCELLANEOUS ACYCLIC ORGANIC CHEMICAL EXC. ORGANIC DYES SEE 28156
28182	MISCELLANEOUS ACYCLIC ORGANIC CHEMICAL EXC. ORGANIC DYES SEE 28156
28183	MISCELLANEOUS CYCLIC CHEMICAL PRODUCTS
28184	ALCOHOLS
28185	GLYCOLS OR GLYCERINES
28186	ORGANIC ACIDS OR SALTS EXC. ACID DYES SEE 28151-28158, OR FATTY ACIDS SEE 28994
28187	MISCELLANEOUS ACYCLIC INORGANIC PRODUCTS (SEE ALSO 28180, 28181, EXC. ORGANIC DYES SEE 28156
28188	CHEMICAL WARFARE GASES
28189	INDUSTRIAL ORGANIC CALS, NEC EXC. GRAIN ALCOHOL FOR BEVERAGE PURPOSES SEE 28511-28519, PLASTIC MATERIALS, SYNTHETIC... (see STCC 6001-AJ FOR FULL DESCRIPTION)
2819	INDUSTRIAL INORGANIC CHEMICALS, NEC EXC. MINING, MILLING OR PREPARING NATURAL BORON, SODIUM OR POTASSIUM COMPOUNDS SEE 1471, OR HOUSEHOLD BLEACHES SEE 2842. SEE STCC 6001-AJ FOR FULL DESCRIPTION.
28190	INDUSTRIAL INORGANIC CHEMICALS, NEC (SEE ALSO 28199) EXC. MINING, ING OR OTHERWISE PREPARING NATURAL BORON, OR POTASSIUM COMPOUNDS SEE 14713, OR HOUSEHOLD see STCC 6001-AJ FOR FULL DESCRIPTION
28191	AMMONIA OR AMMONIUM COMPOUNDS EXC. ANHYDROUS AMMONIA SEE 28198
28192	NITRIC ACID
28193	SULPHURIC ACID
28194	INDUSTRIAL INORGANIC ACIDS EXC. NITRIC SEE 28192, OR SULPHURIC SEE 28193
28195	COBALT, COPPER, IRON, NICKEL OR ZINC COMPOUNDS
28196	ALUMINUM COMPOUNDS
28197	RADIO-ACTIVE OR NUCLEAR CHEMICALS
28198	ANHYDROUS AMMONIA
28199	INDUSTRIAL INORGANIC CHEMICALS, NEC EXC. MINING, MILLING OR PREPARING NATURAL BORON, SODIUM OR POTASSIUM COMPOUNDS SEE 14713, OR HOUSEHOLD BLEACHES SEE 28422. SEE STCC 6001-AJ FOR FULL DESCRIPTION
282	PLASTIC MATERIALS OR SYNTHETIC FIBRES, RESINS OR RUBBER EXC. GLASS SEE 322, PLASTIC OR RUBBER PRODUCTS SEE 30 OR KNITTING, SPINNING, THROWING OR WEAVING FIBRES SEE 22
2821	PLASTIC MATERIALS OR SYNTHETIC FIBRES, RESINS,RUBBERS OR IZABLE ELASTOMERS EXC.
28211	PLASTIC MATERIALS OR SYNTHETIC RESINS OR NONVULCANIZABLE ELASTOMERS EXC. FABRICATED PLASTIC PRODUCTS SEE 30711-30719
28212	SYNTHETIC RUBBERS NIZABLE ELASTOMERS) EXC. FABRICATED RUBBER PRODUCTS SEE 30611-30619
28213	SYNTHETIC FIBERS EXC. GLASS SEE 32293
283	DRUGS (BIOLOGICAL OR BOTANICAL PRODUCTS) (MEDICINAL CHEMICALS OR PHARMACEUTICAL PREPARATIONS)
2831	DRUGS (BIOLOGICAL OR BOTANICAL PRODUCTS) (MEDICINAL CHEMICALS OR PHARMACEUTICAL PREPARATIONS)
28311	DRUGS FOR HUMAN USE
28312	DRUGS FOR VETERINARY USE

284	SOAP OR OTHER CLEANING PREPARATIONS, COSMETICS, PERFUMES OR OTHER TOILET
2841	SOAP OR OTHER DETERGENTS EXC. SPECIALTY CLEANERS SEE 2842, SHAMPOOS OR SHAVING PRODUCTS SEE 2844 OR SYNTHETIC GYLCERIN SEE 2818
28411	SYNTHETIC ORGANIC DETERGENTS EXC. SYNTHETIC GLYCERIN SEE 28185
28419	SOAP OR OTHER DETERGENTS EXC. SHAMPOOS OR SHAVING PRODUCTS, SEE 28441, SPECIALTY CLEANERS SEE 28422-28423 OR SYNTHETIC ORGANIC DETERGENTS SEE 28411
2842	SPECIALTY CLEANING, POLISHING OR SANITATION PREPARATIONS, OR HOUSEHOLD BLEACHES EXC. SOAP OR DETERGENTS SEE 2841 PESTICIDAL PREPARATIONS SEE 2879
28422	SPECIALTY CLEANING, POLISHING OR SANITATION PREPARATIONS, OR HOUSEHOLD BLEACHES EXC. CIDAL PREPARATIONS SEE 28799
28423	WAXES OR POLISHING RATIONS OR RELATED PRODUCTS
2843	SURFACE ACTIVE OR ING AGENTS, SULFONATED OILS OR ASSISTANTS
28431	SURFACE ACTIVE OR ING AGENTS, SULFONATED OILS OR ASSISTANTS
2844	COSMETICS, PERFUMES OR OTHER TOILET EXC. ESSENTIAL OILS SEE 2899, OR SYNTHETIC FLA VORING OR PERFUME MATERIALS SEE 2818
28441	COSMETICS, PERFUMES OR OTHER TOILET EXC. ESSENTIAL OILS SEE 28999, OR SYNTHETIC FLAVORING OR PERFUME MATERIALS SEE 28189
285	PAINTS, ENAMELS, LACQ UERS, SHELLACS OR VARNISHES, OR ALLIED PRODUCTS EXC. BONE, CARBON LAMP BLACKS, CALKING COMPOUNDS OR PRINTERS SEE 289, INORGANIC OR see STCC 6001-AJ FOR FULL DESCRIPTION
2851	PAINTS, ENAMELS, LACQUERS, SHELLACS OR VARNISHES, OR ALLIED PRODUCTS EXC. BONE, CARBON LAMP BLACKS SEE 2899, CAULKING COMPOUNDS SEE 2891, INORGANIC OR see STCC 6001-AJ FOR FULL DESCRIPTION
28511	PAINTS, ENAMELS, LACQUERS, SHELLACS OR VARNINISHES
28512	PAINT OILS, SOLVENTS OR THINNERS, PAINT DRYING INGREDIENTS OR RELATED PRODUCTS
28513	PUTTY
28519	PAINTS, ENAMELS, LACQUERS, SHELLACS OR VARNISHES OR ALLIED NEC, INCLUDING MIXED SHIPMENTS EXC. BONE, CARBON OR LAMP BLACKS 28996, CALKING COMPOUNDS see STCC 6001-AJ FOR FULL DESCRIPTION
286	GUM OR WOOD CHEMICALS
2861	GUM OR WOOD CHEMICALS EXC. SYNTHETIC DYES SEE 2815 OR SYNTHETIC CHEMICALS OR TANNING MATERIALS SEE 2818
28612	GUM OR WOOD CHEMICALS EXC. SYNTHETIC DYES SEE 28151-28158 OR SYNTHETIC ORGANIC CHEMICALS OR TANNING MATERIALS SEE 28181-28189
287	AGRICULTURAL CHEMICALS
2871	FERTILIZERS EXC. MILLED, MINED OR OTHERWISE PREPARED NATURAL BORON, SODIUM OR POTASSIUM COM-
28712	SUPERPHOSPHATE SOLUTION OR NITROGEN FERTILIZER SOLUTION
28714	MISCELLANEOUS FERTILIZER COMPOUNDS
28719	FERTILIZERS, NEC EXC. MILLED, MINED OR OTHERWISE PREPARED NATURAL BORON, SODIUM OR POTASSIUM COMPOUNDS SEE 14713
2879	MISCELLANEOUS AGRICULTUR AL CHEMICALS

28799	AGRICULTURAL CHEMICALS, NEC, FUNGICIDES, HERBICIDES OR PLANT HORMONES, HOUSEHOLD OR INDUSTRIAL PESTICIDAL PREPARATIONS, OR AGRICULTURAL DISINFECTANTS, INSECTICIDES OR see STCC 6001-AJ FOR FULL DESCRIPTION
289	MISCELLANEOUS CHEMICAL PRODUCTS
2891	ADHESIVES
28911	ADHESIVES, CEMENTS, GLUES, SIZES, CALKING COMPOUNDS OR SEALANTS EXC. ASBESTOS CEMENT SEE 32921-32929
2892	EXPLOSIVES EXC. AMMUNITION SEE 1929 OR 1961 FIREWORKS OR SEE 2899
28921	EXPLOSIVES EXC. AMMUNITIONTION SEE 19291-19299, 19611, FIREWORKS OR TECHNICS SEE 28993
2893	PRINTING INK
28931	PRINTING INK
2899	CHEMICALS OR CHEMICAL PREPARATIONS, NEC
28991	SALT, COMMON
28993	FIREWORKS OR
28994	FATTY ACIDS
28995	WATER TREATING COMPOUNDS
28996	BLACKS
28997	MISCELLANEOUS CHEMICAL COMPOUNDS (ALSO SEE 28998) EXC. SEALANTS SEE 28911
28998	MISCELLANEOUS CHEMICAL COMPOUNDS (ALSO SEE 28997) EXC. SEALANTS SEE 28911
28999	CHEMICAL PRODUCTS, NEC EXC. SEALANTS SEE 28911
29	PETROLEUM OR COAL PRODUCTS
291	PRODUCTS OF PETROLEUM REFINING
2911	PETROLEUM REFINING PRODUCTS EXC. LIQUEFIED PETROLEUM GASES SEE 2912 PETROLEUM COKE SEE 2991
29111	GASOLINE OR JET OR HIGH VOLATILE PETROLEUM FUELS EXC. NATURAL GAS OR LINE SEE 13121 OR 13211
29112	KEROSENE EXC. JET FUELS SEE 29111
29113	DISTILLATE FUEL OIL
29114	PETROLEUM LUBRICATING OR SIMILAR OILS, COMPOUNDS OR DERIVATIVES
29115	PETROLEUM LUBRICATING GREASES
29116	ASPHALT PITCHES OR TARS, FROM PETROLEUM, COAL COKE OVEN OR NATURAL GAS OILS OR OTHER LOW VOLATILE PETROLEUM FUELS
29119	PETROLEUM REFINING PRODUCTS, NEC EXC. LIQUEFIED PETROLEUM GASES SEE OR PETROLEUM COKE SEE 29913
2912	LIQUEFIED GASES, COAL OR PETROLEUM
29121	LIQUEFIED GASES, COAL OR PETROLEUM
295	PAVING OR ROOFING MATERIALS
2951	ASPHALT PAVING BLOCKS OR MIXTURES, INCLUDING CREOSOTED WOOD, TAR OR SITION OF ASPHALT OR TAR WITH OTHER MATERIALS
29511	ASPHALT PAVING BLOCKS OR MIXTURES, INCLUDING SOTED WOOD, TAR OR SITION OF ASPHALT OR TAR WITH OTHER MATERIALS
2952	ASPHALT COATINGS OR FELTS OR ROOFING CEMENTS EXC. PAINT SEE 2851 OR LINOLEUM OR TILE CEMENT SEE 2891
29521	ASPHALT OR TAR SATURATED FELTS, BOARDS OR ROOFING
29522	ASPHALT OR TAR CEMENTS COATINGS OR ROOFING CEMENTS OR PITCHES EXC. LINOLEUM OR TILE CEMENT SEE 28911
29523	ASPHALT SHEATHINGS,SHINGLES OR SIDINGS

29529	ASPHALT COATINGS OR FELTS, NEC EXC. PAINT 28511-28519 OR LINOLEUM OR TILE CEMENT SEE 28911
299	MISCELLANEOUS COAL OR PETROLEUM PRODUCTS
2991	MISCELLANEOUS COAL OR PETROLEUM PRODUCTS EXC. PETROLEUM REFINERY SEE 2911
29911	COAL OR COKE BRIQUETTES (FUEL BRICKS), INCLUDING ANTHRACITE CULM, BITUMINOUS SLACK, CHARCOAL,
29912	PEAT OR SAWDUST LUBRICANTS OR SIMILAR COMPOUNDS EXC. PETROLEUM REFINERY SEE 29114 OR 29115
29913	PETROLEUM COKE EXC. BRIQUETTES SEE 29911
29914	COKE PRODUCED FROM COAL
29915	DISTILLATE OR RESIDUAL FUEL OIL FROM COAL REFINING
29919	COAL OR PETROLEUM PRODUCTS, NEC EXC. DYES, DYE (CYCLIC) INTERMEDIATES SEE 28151-28158 OR PETROLEUM REFINERY SEE 29111-29119
30	RUBBER OR MISCELLANEOUS PLASTICS PRODUCTS
301	RUBBER TIRES OR INNER TUBES
3011	RUBBER TIRES OR INNER TUBES
30111	RUBBER PNEUMATIC TIRES PARTS
30114	RUBBER INNER TUBES
30115	TREAD RUBBER OR RUBBER TIRE SUNDRIES OR REPAIR MATERIALS
30119	RUBBER TIRES OR RELATED
302	PRODUCTS, NECRUBBER OR PLASTIC FOOTWEAR
3021	RUBBER OR PLASTIC FOOTWEAR, INCLUDING FABRICWITH RUBBER OR PLASTICSOLES
30211	FOOTWEAR, RUBBER OR RUBBER SOLED FABRIC, CANVASWITH RUBBER SOLES, LEATHER WITH VULCANIZED RUBBER SOLES OR PLASTIC WITH RUBBER
30212	PLASTIC FOOTWEAR, ING FABRIC WITH PLASTIC SOLES
303	RECLAIMED RUBBER
3031	RECLAIMED RUBBER
30311	RECLAIMED RUBBER
304	RUBBER OR PLASTIC HOSE BELTING
3041	RUBBER OR PLASTIC HOSEBELTING
30411	RUBBER OR PLASTIC BELTS OR BELTING
30412	RUBBER OR PLASTIC HOSE
306	MISCELLANEOUS FABRICATED RUBBER PRODUCTS
3061	MISCELLANEOUS FABRICATED RUBBER PRODUCTS
30613	SPONGE OR FOAM RUBBER GOODS
30614	RUBBER FLOOR OR WALL
30618	COVERINGS FABRICATED RUBBER PRODUCTS, NEC EXC. ELASTIC WEBBING SEE 22411, ELASTIC WEBBING PRODUCTS OR RUBBERIZED FABRIC GARMENTS SEE 23, SYNTHETIC RUBBERS SEE 28212, see STCC 6001-AJ FOR FULL DESCRIPTION
30619	FABRICATED RUBBER PRODUCTS, NEC EXC. ELASTIC WEBBING SEE 22411, ELASTIC WEBBING PRODUCTS OR RUBBERIZED FABRIC GARMENTS SEE 23, SYNTHETIC RUBBERS SEE 28212, see STCC 6001-AJ FOR FULL DESCRIPTION
307	MISCELLANEOUS PLASTIC PRODUCTS
3071	MISCELLANEOUS PLASTIC PRODUCTS EXC. ARTIFICIAL
30711	LEATHER SEE 2295 OR TIC MATERIALS SEE 2821 PLASTIC DINNERWARE OR HOUSEWARES
30712	PLASTIC PIPE, TUBING OR FITTINGS
30713	INDUSTRIAL (MOLDED) TIC PRODUCTS
30714	UNSUPPORTED VINYL OR POLYETHYLENE FILM OR SHEETING

30715	UNSUPPORTED PLASTIC OR WALL COVERINGS
30716	EXPANDED OR FOAMED PLASTICS
30717	PLASTIC LAMINATED RODS, SHEETS OR TUBES
30718	PLASTIC PACKAGING OR SHIPPING CONTAINERS, BASKETS, BOTTLES, BOXES,CANS, CUPS, DRUMS, JARS,TUBS, TUBES OR TUMBLERSOR CAPS, CLOSURES, IN-SERTS, OR LINERS FOR see STCC 6001-AJ FOR FULL DESCRIPTION
30719	MISCELLANEOUS FABRICATEDPLASTIC PRODUCTS, NECEXC. ARTIFICIAL LEATHER SEE 22951, PLASTIC MATERIALS SEE 28211, FOOTWEAR SEE 30212, TIC BELTING SEE 30411 OR see STCC 6001-AJ FOR FULL DESCRIPTION
3072	MISCELLANEOUS PLASTIC PRODUCTS EXC. ARTIFICIAL LEATHER SEE 2295 OR TIC MATERIALS SEE 2821
30729	MISCELLANEOUS FABRICATED PLASTIC PRODUCTS, NEC EXC. ARTIFICIAL LEATHER SEE 22951, PLASTIC MATERIALS SEE 28211, PLASTICFOOTWEAR SEE 30212,TIC BELTING SEE 30411 OR see STCC 6001-AJ FOR FULL DESCRIPTION
31	DESCRIPTIONLEATHER OR LEATHER PRODUCTS
311	LEATHER
3111	LEATHER, FINISHED OR TANNED
31111	LEATHER, FINISHED OR TANNED
312	INDUSTRIAL LEATHER BELTING
3121	INDUSTRIAL LEATHER BELTING
31211	INDUSTRIAL LEATHER BELTING
313	BOOT OR SHOE CUT STOCK FINDINGS, ALL MATERIALS
3131	BOOT OR SHOE CUT STOCK FINDINGS, ALL MATERIALS
31311	BOOT OR SHOE CUT STOCK FINDINGS, ALL MATERIALS
314	FOOTWEAR, LEATHER OR OTHER MATERIALS EXC. RUBBER OR PLASTIC SEE
3141	FOOTWEAR, LEATHER OR OTHER MATERIALS EXC. RUBBER OR PLASTIC SEE 3021 OR HOUSE SLIPPERS SEE 3142
31411	FOOTWEAR, LEATHER OR OTHER MATERIALS EXC. RUBBER SEE 30211, SEE 30212 OR HOUSE SLIPPERS SEE 31421
3142	HOUSE SLIPPERS, LEATHER OR OTHER MATERIALS
31421	HOUSE SLIPPERS, LEATHER OR OTHER MATERIALS
315	LEATHER GLOVES OR MITTENS
3151	LEATHER DRESS OR WORK GLOVES OR MITTENS EXC. ATHLETIC OR SPORTING SEE 3949 OR CLOTH AND COMBINED SEE 2381
31511	LEATHER DRESS OR WORK GLOVES OR MITTENS EXC. ATHLETIC OR SPORTING SEE 3949 OR CLOTH AND COMBINED SEE 23811-23812
316	LUGGAGE OR HANDBAGS, LEATHER OR OTHER MATERIALS, OR OTHER PERSONAL LEATHER GOODS EXC. PRECIOUS METAL SEE 391
3161	LUGGAGE OR HANDBAGS, LEATHER OR OTHER MATERIALS, OR OTHER PERSONAL LEATHER GOODS EXC. PRECIOUS METAL SEE 3911
31611	LUGGAGE OR HANDBAGS, LEATHER OR OTHER MATERIALS, OR OTHER PERSONAL LEATHER GOODS EXC. HAT BOXES, PAPER OR PAPERBOARD SEE 26511 OR PRECIOUS METAL SEE 39111
319	LEATHER GOODS, NEC
3199	LEATHER GOODS, NEC
31999	LEATHER GOODS, NEC
32	CLAY, CONCRETE, GLASS OR STONE PRODUCTS
321	FLAT GLASS
3211	FLAT GLASS
32111	SHEET (WINDOW) GLASS
32112	PLATE GLASS

32113	LAMINATED OR SAFETY
32119	FLAT GLASS, NEC
322	GLASS OR GLASSWARE, PRESSED OR BLOWN
3221	GLASS CONTAINERS
32211	GLASS CONTAINERS, OR GLASS CAPS OR COVERS GLASS BOTTLES SEE 32212
32212	GLASS BOTTLES
32219	GLASS CONTAINERS, NEC
3229	GLASS OR GLASSWARE, OR PRESSED, NEC EXC. ELECTRIC LIGHT BULBS SEE 3641, FLAT GLASS SEE 3211, GLASS CONTAINERS SEE 3221, GLASS WOOL INSULATION PRODUCTS (MINERAL WOOL) SEE 3296 OR OPTICAL LENSES SEE 3831. SEE STCC 6001-AJ FOR FULL DESCRIPTION
32291	ART, KITCHEN, NOVELTY OR TABLE GLASSWARE
32292	LIGHTING GLASSWARE EXC. COMPLETE ELECTRIC LIGHT BULBS SEE 36411
32293	GLASS FIBRE
32294	GLASS MIRRORS
32295	GLASS BLOCKS, BRICK, SKYLIGHTS OR RELATED PRODUCTS
32296	ELECTRONIC GLASSWARE COMPLETE ELECTRONIC SEE 36711
32299	GLASS OR GLASSWARE, OR PRESSED, NEC EXC. GLASS SEE 32111-32119, GLASS CONTAINERS SEE 32211-32119, GLASS WOOL INSULATION PRODUCTS ERAL WOOL) SEE 32961 OR See STCC 6001-AJ FOR FULL DESCRIPTION
324	HYDRAULIC CEMENT
3241	HYDRAULIC CEMENT
32411	HYDRAULIC CEMENT, NATURAL, PORTLAND OR MASONRY
32412	READY-MIX CEMENT OR CONCRETE, DRY
325	STRUCTURAL CLAY PRODUCTS
3251	CLAY BRICK OR STRUCTURAL CLAY TILE EXC. CERAMIC FLOOR OR WALL TILE SEE 3253, CLAY OR NONCLAY REFRACTORIES SEE 3255, GLASS SEE 3229 OR SAND LIME SEE 3299
32511	BRICK OR BLOCKS, CLAY OR SHALE EXC. CLAY OR NONCLAY REFRACTORIES SEE 32551-32552, GLASS SEE 32295 OR SAND LIME SEE 32999
32512	GLAZED BRICK OR BLOCKS, CLAY, SHALE OR CERAMIC, OR FACING MOLDING OR TILE OR STRUCTURAL HOLLOW TILE, GLAZED OR NOT GLAZED EXC. CERAMIC FLOOR OR WALL TILE SEE 32531... (SEE STCC 6001-AJ FOR FULL DESCRIPTION)
3253	CERAMIC FLOOR OR WALL TILE EXC. DRAIN TILE SEE3259 OR STRUCTURAL CLAY TILE SEE 3251
32531	CERAMIC, ENAMEL,FAIENCE, PROMENADE OR QUARRY FLOOR OR WALL TILE EXC. DRAIN TILE SEE 32592 OR STRUCTURAL CLAY TILE SEE 32512
3255	REFRACTORIES, CLAY OR NONCLAY
32551	CLAY REFRACTORIES
32552	NONCLAY REFRACTORIESDEAD BURNED MAGNESIA OR MAGNESITE SEE 32953
3259	MISCELLANEOUS STRUCTURAL CLAY PRODUCTS
32591	CLAY CONDUIT, CULVERTS,PIPE OR FITTINGS
32592	CLAY DRAIN TILE
32593	CLAY ARCHITECTURAL TERRA COTTA
32594	CLAY ROOFING TILE
32595	CLAY TILE BEAMS, CHANNELS, DOUBLE TREES, GIRDERS OR JOISTS, REINFORCED
32599	STRUCTURAL CLAYPRODUCTS, NEC
326	POTTERY OR RELATED PRODUCTS

3261	VITREOUS CHINA PLUMBING FIXTURES OR VITREOUS CHINA OR EARTHENWARE BATHROOM ACCESSORIES OR FITTINGS
32611	VITREOUS CHINA PLUMBING FIXTURES OR VITREOUS CHINA OR EARTHENWARE BATHROOM ACCESSORIES OR FITTINGS
3262	VITREOUS CHINA KITCHEN TABLE ARTICLES OR FINE EARTHENWARE OR WHITEWARE)
32621	VITREOUS CHINA KITCHEN TABLE ARTICLES OR FINE EARTHENWARE OR WHITEWARE)
3264	PORCELAIN ELECTRICAL SUPPLIES, STEATITE OR OTHER CERAMIC ELECTRICAL SUPPLIES
32641	PORCELAIN ELECTRICAL SUPPLIES, STEATITE OR OTHER CERAMIC ELECTRICAL SUPPLIES
3269	MISCELLANEOUS POTTERY PRODUCTS
32699	POTTERY PRODUCTS, NEC
327	CONCRETE, GYPSUM, OR PLASTER PRODUCTS
3271	CONCRETE PRODUCTS EXC. READY-MIX CONCRETE SEE 3273
32711	CONCRETE BRICK OR BLOCKS
32713	CONCRETE PILING, POLES POSTS
32714	CONCRETE CONDUIT, CULVERTS, DRAINS, PIPE OR TILE
32715	CONCRETE STRUCTURAL SHAPES, REINFORCED
32719	CONCRETE PRODUCTS, NEC
3273	READY-MIX CONCRETE, WET
32731	READY-MIX CONCRETE, WET
3274	LIME OR LIME PLASTER
32741	LIME OR LIME PLASTER
3275	GYPSUM PRODUCTS
32751	GYPSUM LATH
32752	GYPSUM PLASTER
32753	GYPSUM BUILDING EXC. LATH SEE 32751, PLASTER SEE 32752 OR WALLBOARD SEE 32754
32754	GYPSUM WALLBOARD
32759	GYPSUM PRODUCTS EXC. GYPSUM BUILDING SEE 32751-32753
328	CUT STONE OR STONE PROD UCTS
3281	CUT STONE OR STONE PROD UCTS
32811	CUT GRANITE OR GRANITE PRODUCTS
32812	CUT LIMESTONE OR LIME STONE PRODUCTS
32813	CUT MARBLE OR MARBLE PRODUCTS
32814	CUT SLATE, SOAPSTONE, TALC OR RELATED PRODUCTS
32819	CLAY STONE OR STONE UCTS, NEC
329	ABRASIVES, ASBESTOS UCTS OR MISCELLANEOUS NONMETALLIC MINERAL PRODUCTS
3291	ABRASIVE PRODUCTS
32911	NONMETALLIC ARTIFICIAL ABRASIVES, FLOUR TIC ABRASIVES), POWDERS OR SIZED GRAINS
32912	NONMETALLIC BONDED ABRASIVE PRODUCTS, NONMETALLIC COATED ABRASIVES, OR DIAMOND ABRASIVES
32914	METAL ABRASIVES OR METAL SCOURING PADS, SOAP IMPREGNATED
32919	ABRASIVE PRODUCTS, NEC
3292	ASBESTOS PRODUCTS OR ASPHALT FLOOR TILE EXC. ASBESTOS PAPER SEE 2661, OR GASKETS OR PACKING 3293
32921	ASBESTOS FRICTION MATERIAL
32922	ASBESTOS CEMENT PRODUCTS
32923	ASPHALT OR VINYL FLOOR TILE EXC. ASPHALTED FELT BASE OR OTHER HARD SURFACE FLOOR COVERINGS SEE 39921 OR CORK TILE SEE 24941
32924	ASBESTOS INSULATION
32929	ASBESTOS PRODUCTS, NEC EXC. ASBESTOS PAPER SEE 26612, OR GASKETS OR PACKING SEE 32931-32932

3293	GASKETS OR PACKING
32931	GASKETS, ALL TYPES
32932	PACKING, ALL TYPES
3295	NONMETALLIC EARTHS OR MINERALS, GROUND OR TREATED IN ANY OTHER NER EXC. COAL SEE 1111-1122 OR 2991, CRUSHED STONE SEE 1421, DIATOMACEOUS OR see STCC 6001-AJ FOR FULL description
32951	VERMICULITE, EXFOLIATED, LOOSE
32952	LIGHT WEIGHT AGGREGATES, CLAYS OR SLAGS, GROUND TREATED IN ANY OTHER MANNER EXC. GROUND OR OTHERWISE TREATED AT SITE SEE 14911-14919, OR DIATOMACEOUS OR see STCC 6001-AJ FOR FULL DESCRIPTION
32953	MAGNESITE OR MAGNESIA, CALCINED, DEAD BURNED OR GROUND
32954	PYROPHILLITE, STEATITE (SOAPSTONE) OR TALC, GROUND OR OTHERWISE TREATED
32955	FELDSPAR, GROUND OR OTH ERWISE TREATED
32956	GROUND UNCALCINED GYPSITE OR ANHYDRITE
32957	MICA, GROUND OR TREATED
32958	NATURAL GRAPHITE (BLACK LEAD), BLENDED, GROUND, PULVERIZED OR REFINED
32959	NONMETALLIC MINERALS OR EARTHS, GROUND OR IN ANY OTHER MANNER EXC. COAL SEE 11111-11222, CRUSHED STONE SEE 14211-14219 OR SAND SEE 14413
3296	MINERAL WOOL EXC. ASBESTOS INSULATION SEE 3292 OR TEXTILE GLASS FIBRES SEE 3229
32961	MINERAL WOOL EXC. ASBESTOS INSULATION SEE 32924 OR TEXTILE GLASS FIBRES SEE 32293
3299	MISCELLANEOUS MINERAL PRODUCTS
32996	NONMETALLIC MINERAL LATING MATERIALS EXC. ASBESTOS SEE 32924, GYPSUM SEE 32753, MINERAL WOOL SEE 32961 OR PAPER SEE 26614
32999	NONMETALLIC MINERAL UCTS, NEC, PAPIERMACHE ART GOODS, STATUARY GOODS, URNS OR VASES
33	PRIMARY METAL PRODUCTS, INCLUDING GALVANIZED COATING OR OTHER ALLIED PROCESSING SEE 34994
331	STEEL WORKS, ROLLING MILL, OR OTHER REDUCTION PLANT PRODUCTS, GALVANIZED PRODUCTS EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994
3311	BLAST OR METALLIZING FURNACE OR COKE OVEN PRODUCTS EXC. COKE, OR COKE BREEZE OR
33111	PIG IRON
33112	FURNACE SLAG EXC. GROUND OR OTHERWISE TREATED SEE 32952
33115	METALLIZING PLANT PRODUCTS
33119	BLAST FURNACE, OPEN HEARTH, ROLLING MILL OR COKE OVEN PRODUCTS, NEC XC. ASPHALT, PITCHES OR ARS SEE 29116, CRUDE RODUCTS, OR CHEMICALS 28, METALLIC ORES SEE10
3312	PRIMARY IRON OR STEEL PRODUCTS, INCLUDING GALVANIZED PRODUCTS EXC. COATING OR ALLIED PROCESSING SEE 34994 OR OVEN PRODUCTS SEE 3311
33121	STEEL INGOT OR SEMI-FINISHED SHAPES
33122	IRON OR STEEL PLATES
33123	IRON OR STEEL SHEET OR STRIP
33124	IRON OR STEEL BARS, BAR SHAPES OR RODS
33125	STRUCTURAL SHAPES OR PILING, STEEL MILL PRODUCTS
33126	IRON OR STEEL PIPE, OR FITTINGS
33127	TIN MILL PRODUCTS

33128	RAILWAY TRACK MATERIAL VIZ. RAILS, JOINT BARS, TIE PLATES OR RELATED PRODUCTS
33129	PRIMARY IRON OR STEEL PRODUCTS, N.E.C.
3313	ELECTROMETALLURGICAL PRODUCTS EXC. COPPER
33131	FERROMANGANESE
33132	FERROCHROME
33133	FERROSILICON
33134	ADDITIVE ALLOYS EXC. COPPER
33135	ELECTROMETALLURGICAL PRODUCTS, NEC EXC. ALUMINUM, MAGNESIUM OR COPPER
33139	FERROALLOYS, NEC
3315	STEEL WIRE, NAILS OR SPIKES, INCLUDING GALVANIZED EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994
33151	NONINSULATED FERROUS ROPE, CABLE OR STRAND
33152	STEEL NAILS, STAPLES, TACKS, BRADS OR SPIKES EXC. RAILWAY SPIKES SEE 33128
33155	STEEL WIRE EXC. NEOUS FABRICATED WIRE PRODUCTS SEE 34812-34819
332	IRON OR STEEL CASTINGS, INCLUDING GALVANIZED COATING OR OTHER ALLIED PROCESSING SEE 34994
3321	IRON OR STEEL CASTINGS, INCLUDING GALVANIZED COATING OR OTHER ALLIED PROCESSING SEE 34994
33211	IRON OR STEEL CAST PIPE OR FITTINGS
33219	IRON OR STEEL CASTINGS, NEC
333	NONFERROUS METAL PRIMARY SMELTER PRODUCT VIZ. SLAB, INGOT, PIG, ETC., OR RESIDUES
3331	PRIMARY COPPER SMELTER PRODUCTS
33311	PRIMARY COPPER OR COPPER BASE ALLOY PIG, SLAB OR INGOTS, ETC.
33312	COPPER MATTE, SPEISS, FLUE DUST OR RESIDUES, ETC.
3332	PRIMARY LEAD SMELTER PRODUCTS
33321	LEAD PIG, SLAB, INGOTS BULLION EXC. SOLDER, BITT OR TYPE METAL SEE 33567
33322	LEAD MATTE, SPEISS, FLUE DUST, DROSS, SLAG, SKIMMINGS, ETC.
3333	PRIMARY ZINC SMELTER PRODUCTS
33331	ZINC SMELTER PRODUCTS, VIZ. SPELTER, PIG SLAB INGOTS
33332	ZINC DROSS, RESIDUES, ASHES, ETC.
3334	PRIMARY ALUMINUM SMELTER PRODUCTS
33341	PRIMARY ALUMINUM BLOOMS, PIG, SLAB OR INGOTS
33342	ALUMINUM RESIDUES, ETC.
3339	MISCELLANEOUS PRIMARY NONFERROUS METAL PRODUCTS, VIZ. ANODES, DES, BILLETS, BLOOMS, IG, SLAB OR INGOTS
33391	MAGNESIUM PIG, SLAB OR INGOTS
33392	MANGANESE PIG, SLAB OR INGOTS
33393	MOLYBDENUM PIG, SLAB OR INGOTS
33394	NICKEL PIG, SLAB OR INGOTS
33395	TIN OR TIN BASE ALLOY PIG, SLAB OR INGOTS EXC. SOLDER, BABBITT OR TYPE METAL SEE 33567
33396	TITANIUM PIG, SLAB OR INGOTS
33398	MISCELLANEOUS NONFERROUS METAL RESIDUES, SOLDER, BABBITT OR TYPE METAL RESIDUES
33399	PRIMARY NONFERROUS METAL INGOTS, PIG OR SLAB, NEC
335	NONFERROUS METAL BASIC SHAPES EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994
3351	BRASS, BRONZE OR COPPER BASIC OR OTHER COPPER BASE ALLOY SHAPES EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994

33511 COPPER, BRASS OR BRONZE OR OTHER COPPER BASE ALLOY RODS OR BARS

33512 COPPER, BRASS, BRONZE OR OTHER COPPER BASE ALLOY PLATE, SHEET OR STRIP

33513 COPPER, BRASS, BRONZE OR OTHER COPPER BASE ALLOY PIPE OR TUBE

33519 COPPER, BRASS, BRONZE OR OTHER COPPER BASE ALLOY SHAPES, NEC

3352 ALUMINUM OR ALUMINUM ALLOY BASIC SHAPES EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994 OR ALUMINUM FOIL OR FOIL STOCK SEE 34992

33521 ALUMINUM OR ALUMINUM ALLOY PLATE OR SHEET

33523 ALUMINUM OR ALUMINUM ALLOY RODS OR BARS

33524 ALUMINUM OR ALUMINUM ALLOY PIPE OR TUBE

33529 ALUMINUM OR ALUMINUM ALLOY BASIC SHAPES, NEC EXC. ALUMINUM FOIL OR FOIL STOCK SEE 34992

3356 MISCELLANEOUS NONFERROUS METAL BASIC SHAPES, VIZ. BARS, PIPE, PLATES, SHEET, STRIP OR TUBING EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994

33561 MAGNESIUM OR MAGNESIUM BASE ALLOY BASIC SHAPES

33562 LEAD OR LEAD BASE ALLOY BASIC SHAPES EXC. SOLDER, BABBITT OR TYPE METAL SEE 33567

33563 NICKEL OR NICKEL BASE ALLOY BASIC SHAPES

33564 ZINC OR ZINC BASE ALLOY BASIC SHAPES

33565 TITANIUM BASIC SHAPES

33566 WELDING RODS, BARS OR WIRE

33567 SOLDER, BABBITT OR TYPE METAL SHAPES

33569 NONFERROUS METAL BASIC SHAPES, NEC EXC. INCLUDED IN PRIMARY IN DUSTRIES SEE 33398

3357 NONFERROUS METAL OR

LATED WIRE EXC. COATING

OR OTHER ALLIED PROCESS

ING SEE 34994

33571 ALUMINUM OR ALUMINUM ALLOY WIRE, CABLE OR STRAND, BARE

33572 COPPER OR COPPER BASE ALLOY WIRE, STRAND OR CABLE, BARE

33573 NONFERROUS METAL OR NONFERROUS METAL BASE ALLOY WIRE, BARE EXC. ALUMINUM SEE 33571 OR COPPER SEE 33572

33574 WIRE OR CABLE, ENAMELED OR COVERED, ALL TYPES

336 NONFERROUS METAL OR NONFERROUS METAL BASE ALLOY CASTINGS EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994

3361 ALUMINUM OR ALUMINUM ALLOY CASTINGS EXC. ING OR OTHER ALLIED PRO-

33612 CESSING SEE 34994 ALUMINUM OR ALUMINUM ALLOY CASTINGS EXC. ING UTENSILS SEE 36311

3362 BRASS, BRONZE, COPPER OR OTHER COPPER BASE ALLOY CASTINGS EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994

33621 BRASS, BRONZE, COPPER OR OTHER COPPER BASE ALLOY CASTINGS

3369 MISCELLANEOUS NONFERROUS METAL CASTINGS EXC. ING OR OTHER ALLIED PROCESSING SEE 34994

33691 MAGNESIUM OR MAGNESIUM BASE ALLOY CASTINGS

33692 ZINC OR ZINC BASE ALLOY CASTINGS

33693 LEAD, LEAD BASE ALLOY, BABBITT OR WHITE METAL CASTINGS

33699	NONFERROUS METAL CASTINGS, N.E.C.
339	MISCELLANEOUS PRIMARY METAL PRODUCTS EXC. ING OR OTHER ALLIED PRO-CESSING SEE 34994
3391	IRON OR STEEL FORGINGSEXC. COATING OR OTHERALLIED PROCESSING SEE 34994
33911	IRON OR STEEL FORGINGS
3392	NONFERROUS METAL EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994
33921	NONFERROUS METAL
3399	PRIMARY METAL PRODUCTS,NEC EXC. COATING OR ALLIED PROCESSING SEE 34994
33991	METAL POWDER, FLAKES ORPASTE
33992	NONFERROUS METAL NAILS,BRADS, SPIKES OR STAPLES
33999	PRIMARY METAL PRODUCTS,NEC
34	FABRICATED METAL EXC. ORDNANCE SEE 19,MACHINERY SEE 35 OR 36,OR TRANSPORTATION EQUIP-MENT SEE 37
341	METAL CANS
3411	METAL CANS
34111	METAL CANS, INCLUDINGMIXED WITH CAN BOTTOMS TOPS
342	CUTLERY, HAND TOOLS ORGENERAL HARDWARE
3421	CUTLERY, OTHER THANTRICAL
34211	KITCHEN OR TABLE CUTLERY OR RELATED CUTTING ANCES, OTHER THAN ELEC-TRICAL
34213	SCISSORS OR SHEARS, THAN ELECTRICAL
34215	RAZOR BLADES OR RAZORS, OTHER THAN ELECTRICAL
34219	CUTLERY, NEC, OTHER THAN ELECTRICAL
3423	EDGE OR HAND TOOLS EXC. HAND SAWS OR SAW BLADES SEE 3425 OR MACHINE SEE 3541 OR 3542
34231	MECHANICS HAND SERVICE TOOLS OR LIGHT FORGED HAMMERS
34232	EDGE TOOLS
34233	FILES, RASPS OR FILE ACCESSORIES
34234	SHOVELS, SPADES, OR SCRAPERS
34235	HEAVY FORGED TOOLS VIZ. SLEDGES, PICKS, PICK MATTOCKS, MAULS, OR BARS
34236	AGRICULTURAL HAND TOOLS OR PARTS VIZ. FORKS, HOES, HUSKERS, RAKES, ROLLERS, WEEDERS, ETC. EXC. EDGED TOOLS SEE 34232, WHEELED TRANSPORTATION EQUIPMENT SEE 3799
34239	HAND TOOLS, NEC EXC. SAWS OR SAW BLADES SEE 34251 OR MACHINE TOOLS SEE 35412 OR 35421
3425	HAND SAWS OR SAW BLADES
34251	HAND SAWS OR BLADES OR SAW ACCESSORIES
3428	BUILDERS OR CABINET WARE OR FIREPLACE EQUIPMENT
34281	DOOR OR WINDOW HARDWARE
34282	FIREPLACE EQUIPMENT, DAMPERS, IRONS OR FIRE SCREENS, HARDWARE
34283	HINGES, HASPS OR BUTTS EXCEPT CABINET SEE 34264
34284	CABINET HARDWARE, HINGES OR LOCKS
34285	HOOKS, CLAMPS, CLIPS, FASTENERS OR SHELF HARDWARE OR HANGERS EXC. OR WINDOW SEE 34281
34289	BUILDERS HARDWARE, NEC
3429	MISCELLANEOUS HARDWARE EXC. BUILDERS SEE 3428
34291	TRANSPORTATION EQUIPMENT HARDWARE
34292	FURNITURE HARDWARE OR HARDWARE FOR OFFICE OR HOUSEHOLD FURNITURE
34293	VACUUM OR INSULATED BOTTLES, JUGS OR CHESTS

34294	HOSE FITTINGS, NOZZLES, COUPLINGS OR REELS
34298	HARDWARE, NEC
34299	HARDWARE, NEC
343	PLUMBING FIXTURES OR HEATING APPARATUS EXC. ELECTRIC SEE 36
3431	METAL SANITARY WARE, INCLUDING ENAMELED EXC. VITREOUS SANITARY WARE SEE 3261
34311	CAST IRON SANITARY WARE, INCLUDING ENAMELED
34312	METAL SANITARY WARE, OTHER THAN CAST IRON, INCLUDING ENAMELED
3432	PLUMBING FIXTURE OR TRIM (BRASS GOODS)
34321	PLUMBING FIXTURE OR TRIM VIZ. BATH, SHOW ER, SINK OR LAVATORYFITTINGS, LAVATORY LEGS, STRAINERS, ETC. (BRASS GOODS)
3433	HEATING EQUIPMENT, OTHER THAN ELECTRICAL
34331	OIL BURNERS, RESIDENTIAL OR INDUSTRIAL
34332	WARM AIR FURNACES EXC. FLOOR OR WALL SEE 34339
34333	CAST IRON HEATING BOILERS, RADIATORS OR TORS
34334	DOMESTIC HEATING STOVES, OTHER THAN ELECTRICAL
34335	STEEL HEATING BOILERS
34336	PARTS FOR NONELECTRIC HEATING EQUIPMENT
34339	HEATING EQUIPMENT, NEC, OTHER THAN ELECTRICAL
344	FABRICATED STRUCTURAL METAL PRODUCTS
3441	FABRICATED STRUCTURAL METAL PRODUCTS
34411	FABRICATED STRUCTURAL IRON OR STEEL PRODUCTS
34412	FABRICATED STRUCTURAL METAL PRODUCTS EXC. IRON OR STEEL SEE 34411
3442	METAL OR METAL COVERED DOORS, SASH, FRAMES, MOLDING OR TRIM
34421	METAL DOORS OR DOOR FRAMES EXC. SCREEN AND STORM DOORS SEE 34425
34422	METAL WINDOW FRAMES OR SASH EXC. STORM SASH OR SCREEN AND STORM SASH 34425
34423	METAL MOLDING OR TRIM OR STORE FRONTS EXC. MOTOR VEHICLE BODY TRIM SEE 34613
34425	METAL DOOR OR WINDOW SCREENS, SCREEN OR STORM DOORS, STORM WINDOWS, COMBINATION SCREEN AND STORM DOORS OR WINDOWS, OR METAL WEATHER STRIP
3443	FABRICATED PLATE (BOILER SHOP PRODUCTS)
34431	HEAT EXCHANGERS OR STEAM CONDENSERS
34432	FABRICATED STEEL PLATE FOR PIPE, PENSTOCKS, TUNNEL LININGS, ETC.
34433	STEEL POWER BOILERS, PARTS OR ATTACHMENTS
34434	GAS CYLINDERS (PRESSURE TANKS)
34435	METAL TANKS EXC. PRESSURE SEE 34434
34439	FABRICATED PLATE PRODUCTS, NEC
3444	SHEET METAL PRODUCTS CONTAINERS, SUCH AS BOXES, KEGS, PAILS, ETS, CRATES, ETC. SEE 34615
34441	SHEET METAL ROOFING, CEILING OR SIDING
34442	SHEET METAL CULVERTS, FLUMES, IRRIGATION PIPE OR SIMILAR ARTICLES
34443	SHEET METAL CORNICES, SKYLIGHTS OR ROOF VENTILATORS
34444	SHEET METAL STOVE, FURNACE OR CHIMNEY PIPE, ELBOWS, DUCTS OR

34445	SHEET METAL ROOF EQUIPMENT
34446	SHEET METAL OR METAL COVERED BINS, VATS OR TUBS
34447	SHEET METAL AWNINGS OR CANOPIES
34449	SHEET METAL PRODUCTS,
3446	ARCHITECTURAL OR TAL METAL WORK
34461	ORNAMENTAL METAL WORK, LAMP POSTS, LATTICEWORK, GRILLWORK, ETC.
34462	SCAFFOLDING, LADDERS OR RELATED ARTICLES
34464	STAIRS, STAIRCASES, BALCONIES, FIRE ESCAPES, RAILINGS, PORTABLE GANGWAYS, PLATFORMS, STAIRWAYS, ETC.
34469	ARCHITECTURAL METAL NEC
3449	MISCELLANEOUS METAL WORK
34492	PREFABRICATED OR METAL BUILDINGS OR PARTS
34499	METAL CONSTRUCTION MATERIALS, N. E. C.
345	BOLTS, NUTS, SCREWS, RIVETS, WASHERS OR OTHER INDUSTRIAL FASTENERS
3452	BOLTS, NUTS, SCREWS, RIVETS, WASHERS OR OTHER INDUSTRIAL FASTENERS
34521	BOLTS, NUTS, SCREWS, RIVETS OR WASHERS EXC. TOGGLE OR EXPANSION SEE 34529
34529	INDUSTRIAL FASTENERS, VIZ. DOWELS, COTTER EXPANSION OR TOGGLE BOLTS, ETC.
346	METAL STAMPINGS
3461	METAL STAMPINGS
34611	VITREOUS ENAMELED METAL PRODUCTS VIZ. COOKING KITCHEN UTENSILS, REFRIGERATOR PARTS, WASHING MACHINE PARTS, ETC.
34612	STAMPED OR SPUN COOKING OR KITCHEN HOLD UTENSILS
34613	AUTOMOBILE STAMPINGS
34614	METAL CLOSURES VIZ. CAPS, COVERS, BOTTOMS TOPS
34615	METAL BOXES, BASKETS, BUCKETS, PAILS OR CRATES EXC. SHIPPING SEE 34912-34919 OR 34997
34616	DISPENSERS, HOLDERS OR CONTAINERS, NAPKIN, TISSUE OR TOWEL, ETC.
34619	METAL STAMPINGS, NEC
348	MISCELLANEOUS FABRICATED WIRE PRODUCTS EXC. STEEL WIRE SEE 3315
3481	MISCELLANEOUS FABRICATED WIRE PRODUCTS
34812	WIRE SPRINGS
34813	WIRE FENCING OR FENCE POSTS OR GATES OR FITTINGS
34814	WIRE CLOTH OR OTHER WIRE PRODUCTS
34815	WIRE CHAIN
34816	BARBED OR TWISTED WIRE
34817	WELDED WIRE FABRIC OR MESH
34819	FABRICATED WIRE NEC
349	MISCELLANEOUS FABRICATED METAL PRODUCTS
3491	METAL SHIPPING VIZ. BARRELS, CANS, DRUMS, KEGS, PAILS, ETC.
34912	STEEL SHIPPING VIZ. BARRELS, CANS, DRUMS, KEGS, PAILS, ETC.
34913	METAL SHIPPING REELS
34919	METAL SHIPPING CONTAINERS, NEC. VIZ. BARRELS, CANS, DRUMS, KEGS, ETC.
3492	METALS SAFES OR VAULTS
34921	METAL SAFES OR VAULTS
3493	STEEL SPRINGS EXC. WIRE SPRINGS SEE 3481
34931	STEEL SPRINGS EXC. WIRE SPRINGS SEE 34812

3494	VALVES OR PIPE FITTINGS OR FABRICATED PIPE OR PIPE FITTINGS EXC. PLUMBERS BRASS GOODS OR FITTINGS SEE 3432
34941	METAL VALVES FOR PIPING, PLUMBING OR HEATING SYSTEMS
34942	METAL FITTINGS FOR SYSTEMS OR METAL UNIONS
34943	METAL PIPE COILS
34944	FABRICATED PIPE OR PIPE FITTINGS
3499	FABRICATED METAL PRODUCTS, NEC
34991	METAL COLLAPSIBLE TUBES, INCLUDING TOOTHPASTE, COSMETICS, ETC.
34992	METAL FOIL OR LEAF, OR PRODUCTS THEREFROM EXC. FOIL SANITARY FOOD CONTAINERS SEE 34996
34993	METAL FURNITURE PARTS
34994	COATING, ANODIZING, COLORING, ELECTROPLATING, ENGRAVING, PLATING OR POLISHING, ETC. , OF METALS OR METAL PRODUCTS EXC. GALVANIZING SEE 33
34996	FOIL SANITARY FOOD CONTAINERS
34997	METAL SHIPPING CONTAINERS, BOXES OR RACKS EXC. BARRELS, CANS, DRUMS, KEGS, PAILS OR REELS SEE 34912-34919
34998	FABRICATED METAL PRODUCTS, NEC
34999	FABRICATED METAL PRODUCTS, NEC
35	MACHINERY EXC. SEE 36
351	ENGINES OR TURBINES
3511	STEAM ENGINES, TURBINES, TURBINE GENERATOR SETS, OR PARTS
35112	STEAM ENGINES, TURBINES, TURBINE GENERATOR SETS, OR PARTS
3519	MISCELLANEOUS INTERNAL COMBUSTION ENGINES
35195	OUTBOARD MOTORS OR PARTS
35199	INTERNAL COMBUSTION ENGINES, NEC EXC. MISSILE OR SPACE VEHICLE SEE 37221-37222, MOTOR VEHICLE SEE 37144
352	FARM MACHINERY OR EQUIPMENT
3522	FARM MACHINERY OR EQUIPMENT
35222	WHEEL TRACTORS, PARTS OR ATTACHMENTS EXC. GARDEN OR LAWN EQUIPMENT SEE 35241 OR CONTRACTORS OFF-HIGHWAY TRACTORS SEE 35311
35223	PLANTING, SEEDING OR FERTILIZING MACHINERY OR PARTS
35224	PLOWS, LISTERS, HARROWS, ROLLERS, PULVERIZERS, STALK CUTTERS OR PARTS
35225	HARVESTING OR HAY ERY OR PARTS
35227	MACHINES FOR PREPARING CROPS FOR MARKET OR FOR USE
35228	BARN, BARNYARD OR POULTRY EQUIPMENT
35229	FARM MACHINERY OR EQUIPMENT, NEC
3524	GARDEN TRACTORS, LAWN OR GARDEN EQUIPMENT OR SNOW BLOWERS
35241	GARDEN TRACTORS, LAWN OR GARDEN EQUIPMENT OR SNOW BLOWERS
353	CONSTRUCTION, MINING OR MATERIALS HANDLING MACHINERY OR EQUIPMENT
3531	CONSTRUCTION MACHINERY EQUIPMENT
35311	CONTRACTORS OFF-HIGHWAY WHEEL TRACTORS OR TRACTORS
35312	RAILWAY MAINTENANCE MACHINERY, EQUIPMENT OR PARTS, VIZ. LOCOMOTIVE CRANES, RAIL LAYERS, BALLAST SPREADERS, ETC.
35313	TRACKLAYING ATTACHMENTS OR PARTS OR CONTRACTORS OFF-HIGHWAY WHEEL OR TRACKED TRACTOR ATTACHMENTS OR PARTS

35314	POWER CRANES, DRAGLINES, SHOVELS, TRACTORSHOVEL LOADERS OR PARTS
35316	MIXERS, PAVER OR RELATED EQUIPMENT
35318	SCRAPERS, GRADERS, ROLLERS OR OFF-HIGHWAY TRUCKS, TRAILERS OR WAGONS
35319	CONSTRUCTION MACHINERY EQUIPMENT, NEC
3532	MINING MACHINERY, EQUIPMENT OR PARTS EXC. OIL FIELD MACHINERY OR MENT SEE 3533
35321	UNDERGROUND MINING MACHINERY, EQUIPMENT OR PARTS
35322	CRUSHING, PULVERIZING OR SCREENING PLANTS OR
35329	MINING MACHINERY, EQUIPMENT OR PARTS, NEC EXC. OIL FIELD MACHINERY, EQUIPMENT OR PARTS SEE 35331-35339
3533	OIL FIELD MACHINERY OR EQUIPMENT
35331	GAS OR OIL FIELD OR PRODUCTION MACHINERY, EQUIPMENT OR PARTS
35339	GAS OR OIL FIELD MACHINERY OR TOOLS, NEC
3534	ELEVATORS OR MOVING STAIRWAYS OR PARTS
35341	ELEVATORS, MOVING STAIRWAYS, EQUIPMENT OR PARTS
3535	CONVEYORS, CONVEYING EQUIPMENT OR PARTS
35351	CONVEYORS, CONVEYING EQUIPMENT OR PARTS EXC. FARM ELEVATORS SEE 35229 OR HOISTS SEE 35361
3536	HOISTS, INDUSTRIAL OR MONORAIL SYSTEMS
35361	HOISTS
35362	OVERHEAD TRAVELING OR MONORAIL SYSTEMS
3537	INDUSTRIAL TRUCKS, TRACTORS, TRAILERS OR STACKERS
35371	INDUSTRIAL TRUCKS, TRACTORS, TRAILERS STACKERS, OR PARTS
35373	INDUSTRIAL PALLETS, FORMS OR SKIDS, METAL EXC. WOOD AND IRON COMBINED SEE 24992
354	METALWORKING MACHINERY EQUIPMENT
3541	MACHINE TOOLS, METAL CUTTING TYPES
35412	MACHINE TOOLS, METAL CUTTING TYPES, OR PARTS
3542	MACHINE TOOLS, METAL FORMING TYPES
35421	MACHINE TOOLS, METAL FORMING TYPES, OR PARTS
3544	SPECIAL DIES, TOOLS, DIE SETS, JIGS OR FIXTURES
35441	SPECIAL DIES, TOOLS, DIE SETS, JIGS OR DIE OR FIXTURES, OR INDUSTRIAL MOLDS OR PATTERNS
3545	MACHINE TOOL ACCESSORIES OR MEASURING DEVICES
35451	MACHINE TOOL ACCESSORIES OR MEASURING DEVICES
3548	METALWORKING MACHINERY EXC. MACHINE TOOLS SEE 3541 OR 3542
35481	ROLLING MILL MACHINERY EQUIPMENT
35484	AUTOMOTIVE MAINTENANCE EQUIPMENT OR AUTOMOBILE LIFTS OR RUNWAYS
35489	METALWORKING MACHINERY, NEC EXC. MACHINE TOOLS SEE 35412 OR 35421
355	SPECIAL INDUSTRY MACHINERY EXC. METAL WORKING MACHINERY SEE 3548
3551	FOOD PRODUCTS MACHINERY
35511	DAIRY OR MILK PRODUCT PLANT MACHINERY OR MENT
35512	BAKERY MACHINERY OR EQUIPMENT
35513	MEAT OR POULTRY PACKING PLANT MACHINERY

35514	FRUIT OR VEGETABLE CANNING OR PACKING
35515	BOTTLING MACHINERY EXC. DAIRY SEE 35511
35516	FLOUR MILL OR GRAIN MILL MACHINERY
35519	FOOD PRODUCTS MACHINERY, NEC
3552	TEXTILE MACHINERY, ATTACHMENTS OR PARTS
35522	TEXTILE MACHINERY, ATTACHMENTS OR PARTS
3553	WOODWORKING MACHINERY
35531	WOODWORKING MACHINERY
3554	PAPER INDUSTRIES MACHINERY
35541	PAPER INDUSTRIES MACHINERY, PARTS OR
3555	PRINTING TRADES OR EQUIPMENT
35552	PRINTING TRADES OR EQUIPMENT EXC. PRINTERS MATRICES OR PLATES SEE 27911
3559	MISCELLANEOUS SPECIAL INDUSTRY MACHINERY
35591	CHEMICAL MACHINERY OR EQUIPMENT VIZ. CHEMICAL MANUFACTURING INDUSTRIES ONLY
35592	FOUNDRY MACHINERY OR EQUIPMENT EXC. METAL FURNACES SEE 35671 OR DUSTRIAL MOLDS OR PATTERNS SEE 35441
35594	PLASTIC OR RUBBER MACHINERY OR EQUIPMENT EXC. INDUSTRIAL MOLDS OR PATTERNS SEE 35441
35595	PETROLEUM REFINERY MACHINERY OR EQUIPMENT
35596	COTTON GINNING MACHINERY OR EQUIPMENT
35597	CLAY WORKING MACHINERY VIZ. BRICK, TILE OR CERAMICS
35599	SPECIAL INDUSTRY MACHINERY, NEC
356	GENERAL INDUSTRIAL MACHINERY OR EQUIPMENT
3561	INDUSTRIAL PUMPS OR ING EQUIPMENT OR AIR OR GAS COMPRESSORS
35611	INDUSTRIAL PUMPS, EQUIPMENT OR PARTS
35614	AIR OR GAS COMPRESSORS PARTS EXC. REFRIGERATION COMPRESSORS OR PARTS SEE 35854
35619	INDUSTRIAL PUMPS, EQUIPMENT OR AIR OR GAS COMPRESSORS OR PARTS,
3562	BALL OR ROLLER BEARINGS
35621	BALL OR ROLLER BEARINGS, COMPLETE OR MOUNTED, OR PARTS
3564	EXHAUST BLOWERS OR LATING FANS OR FILTERS
35641	INDUSTRIAL FANS OR BLOWERS
35642	DUST COLLECTION OR AIR PURIFICATION EQUIPMENT AIR WASHERS OR FILTERS
3566	MECHANICAL POWER TRANSMISSION EQUIPMENT EXC. BALL OR ROLLER BEARINGS SEE 3562
35661	PLAIN BEARINGS
35669	MECHANICAL EQUIPMENT, VIZ. FOR POWER TRANSMISSION ONLY
3567	INDUSTRIAL PROCESS FURNACES OR OVENS
35671	INDUSTRIAL PROCESS FURNACES OR OVENS
3569	MISCELLANEOUS GENERAL INDUSTRIAL MACHINERY OR EQUIPMENT
35691	MISCELLANEOUS GENERAL MACHINERY OR EQUIPMENT, NEC, OR PACKAGING OR WRAPPING MACHINES EXC. FOOD SEE 35511-35119, FILTERS, STRAINERS, HYDRAULIC JACKS, CENTRIFUGALS... (SEE STCC 6001-AJ FOR FULL DESCRIPTION)
357	OFFICE, COMPUTING OR ACCOUNTING MACHINES
3572	TYPEWRITERS OR PARTS
35721	TYPEWRITERS OR PARTS

3573	ELECTRONIC DATA PROCESSING MACHINES OR ASSOCIATED EQUIPMENT EXC. WRITERS OR PARTS SEE
35731	ELECTRONIC DATA PROCESSING MACHINES OR ASSOCIATED EQUIPMENT EXC. TYPEWRITERS OR PARTS SEE 3572
3574	ACCOUNTING OR MACHINES OR CASH REGISTERS
35741	ACCOUNTING OR MACHINES OR CASH REGIS TERS
3576	SCALES OR BALANCES EXC. LABORATORY SEE 3811
35761	SCALES OR BALANCES EXC. LABORATORY SEE 38113
3579	MISCELLANEOUS OFFICE MACHINES
35791	ADDRESSING, DICTATING OR DUPLICATING MACHINES
35799	OFFICE MACHINES, NEC
358	SERVICE INDUSTRY
3581	AUTOMATIC MERCHANDISING MACHINES (COIN OPERATED ONLY)
35811	AUTOMATIC MERCHANDISING MACHINES (COIN OPERATED ONLY)
3582	COMMERCIAL LAUNDRY, DRY CLEANING OR PRESSING MACHINES
35821	COMMERCIAL LAUNDRY MENT OR PRESSES
35822	COMMERCIAL DRY CLEANING EQUIPMENT OR CLOTHES PRESSES
3585	REFRIGERATORS OR REFRIGERATION MACHINERY OR COMPLETE AIR UNITS EXC. HOUSEHOLD REFRIGERATORS SEE 3632
35851	HEAT TRANSFER EQUIPMENT
35853	COMMERCIAL REFRIGERATION EQUIPMENT
35854	COMPRESSORS OR UNITS, ALL REFRIGERANTS
35855	CONDENSING UNITS, ALL REFRIGERANTS
35856	ICE MAKING MACHINERY OR EQUIPMENT
35857	AIR CONDITIONING, OR DEHUMIDIFYING EQUIPMENT
35859	REFRIGERATORS OR REFRIGERATION MACHINERY, NEC
3589	MISCELLANEOUS SERVICE INDUSTRY MACHINES OR INDUSTRIAL VACUUM CLEANERS
35891	COMMERCIAL COOKING OR FOOD WARMING EQUIPMENT
35892	COMMERCIAL OR INDUSTRIAL VACUUM CLEANERS, PARTS ATTACHMENTS
35899	SERVICE INDUSTRY MACHINES, NEC, WATER SOFTENERS, PURIFIERS, FLOOR WAXING, POLISHING OR SCRUBBING MACHINES, CARPET SWEEPERS, MACHINES, ETC.
359	MISCELLANEOUS MACHINERY OR PARTS EXC. ELECTRICAL SEE 36
3592	CARBURETORS, PISTONS, RINGS OR VALVES
35921	CARBURETORS, PISTONS OR PISTON RINGS
35922	INTAKE OR EXHAUST INTERNAL COMBUSTION ENGINE
3599	MISCELLANEOUS MACHINERY OR PARTS EXC. ELECTRICAL SEE 36 OR CARBURETORS, PISTONS, RINGS OR VALVES SEE 3592
35993	FLEXIBLE METAL HOSE OR TUBING EXC. FLEXIBLE CONDUIT SEE 36442
35994	AMUSEMENT OR CARNIVAL MACHINES OR EQUIPMENT EXC. COIN OPERATED SEE 39992
35999	MACHINERY OR PARTS, NEC EXC. ELECTRICAL SEE 36 CARBURETORS, PISTONS, RINGS OR VALVES SEE 13592
36	ELECTRICAL MACHINERY, EQUIPMENT OR SUPPLIES
361	ELECTRICAL TRANSMISSION OR DISTRIBUTION
3611	ELECTRICAL MEASURING INSTRUMENTS OR TEST EQUIPMENT

36111	ELECTRICAL METERS, WATT-HOUR, AMPERE-HOUR, DEMAND OR OTHER ING METERS OR PARTS
36112	TEST EQUIPMENT FOR TESTING ELECTRICAL OR RADIO COMMUNICATION CIRCUITS, OR MOTORS
36113	INDICATING, MEASURING OR RECORDING INSTRUMENTS (ELECTRICAL QUALITIES OR CHARACTERISTICS)
3612	POWER, DISTRIBUTION OR SPECIALTY TRANSFORMERS EXC. RADIO OR VOICE FREQUENCY CHOKES, COILS OR TRANSFORMERS SEE 3679 OR RESISTOR WELDING TRANSFORMERS SEE 3623
36121	TRANSFORMERS OR PARTS OR FLUORESCENT BALLASTS
36123	POWER REGULATORSERS OR REACTORS
36129	POWER, DISTRIBUTION OR SPECIALTY TRANSFORMERS, NEC EXC. RADIO OR VOICE FREQUENCY CHOKES, COILS OR TRANSFORMERS SEE OR RESISTOR WELDING TRANSFORMERS SEE 36231
3613	SWITCHGEAR OR APPARATUS EXC. CURRENT CARRYING WIRING DEVICES SEE 3643 OR INDUSTRIAL CONTROLS SEE 3622
36131	SWITCHGEAR OR APPARATUS OR POWER SWITCHGEAR ASSEMBLIES OR OTHER SWITCHING OR RUPTING DEVICES
36132	CIRCUIT BREAKERS, FUSES OR FUSE EQUIPMENT
362	ELECTRICAL INDUSTRIAL APPARATUS
3621	MOTORS OR GENERATORS
36211	MOTORS
36212	GENERATORS EXC. FOR LAND TRANSPORTATION SEE 36213
36213	LAND TRANSPORTATION MOTORS, GENERATORS OR CONTROL EQUIPMENT OR PARTS
36214	PRIME MOVER GENERATOR SETS EXC. STEAM OR HYDRAULIC TURBINE SEE 35112
36215	MOTOR GENERATOR SETS, ELECTRIC
36216	PARTS OR SUPPLIES FOR MOTORS, GENERATORS OR MOTOR GENERATOR SETS LAND TRANSPORTATION SEE 36213
36219	MOTORS OR GENERATORS,
3622	INDUSTRIAL CONTROLS OR PARTS
36221	INDUSTRIAL CONTROLS OR PARTS
3623	WELDING APPARATUS
36231	ARC OR RESISTANCE MACHINES, COMPONENTS OR ACCESSORIES EXC. ELEC TRODES SEE 36232
36232	ARC WELDING ELECTRODES EXC. CARBON ELECTRODES SEE 36241
3624	CARBON OR GRAPHITE PRODUCTS FOR ELECTRICAL APPLICATION, OR CARBON ELECTRODES
36241	CARBON OR GRAPHITE PRODUCTS FOR ELECTRICAL APPLICATION, OR CARBON ELECTRODES
3629	MISCELLANEOUS ELECTRICAL INDUSTRIAL APPARATUS
36291	CAPACITORS FOR USE EXC. FOR ELECTRONIC APPLICATION SEE 36791
36292	RECTIFYING APPARATUS OR PARTS
36299	ELECTRICAL INDUSTRIAL APPARATUS, NEC
363	HOUSEHOLD APPLIANCES
3631	HOUSEHOLD COOKING EQUIPMENT, ALL TYPES EXC. SMALL COOKING APPLIANCES SEE 3634
36311	HOUSEHOLD RANGES, OVENS OR SURFACE COOKING MENT, OR PARTS, ALL
3632	HOUSEHOLD REFRIGERATORS OR HOME OR FARM ALL TYPES
36321	HOUSEHOLD REFRIGERATORS OR HOME OR FARM ALL TYPES
3633	HOUSEHOLD LAUNDRY EQUIPMENT
36331	HOUSEHOLD WASHING MACHINES OR DRYERS OR WASHER-DRYER OR PARTS

36332	OTHER HOUSEHOLD LAUNDRY EQUIPMENT, IRONING MACHINES, WRINGERS, OR PARTS
3634	ELECTRIC HOUSEWARES OR FANS
36341	ELECTRIC FANS EXC. ATTIC FANS, OR COMMERCIAL OR INDUSTRIAL EXHAUST OR VENTILATING FANS OR ERS SEE 35641
36343	SMALL ELECTRIC COOKING HEATING APPLIANCES EXC. WATER HEATERS SEE 36392
36346	SMALL HOUSEHOLD ELECTRIC APPLIANCES, ATTACHMENTS OR PARTS EXC. COOKING OR HEATING APPLIANCES SEE 36343 OR FANS SEE 36341
36347	PERSONAL ELECTRIC APPLIANCES, ATTACHMENTS OR PARTS, VIZ. DRY SHAVERS, MANICURE SETS, PORTABLE HAIRDRIERS, RAZORS, BRUSHES, ETC.
36349	ELECTRIC HOUSEWARES, ELECTRIC CAN OPENERS, KNIFE SHARPENERS, VAPORIZERS, ETC.
3635	HOUSEHOLD VACUUM
36351	HOUSEHOLD VACUUM CLEANERS, PARTS OR
3636	SEWING MACHINES OR PARTS EXC. CASES OR CABINETS SEPARATELY SEE 2517
36361	SEWING MACHINES OR PARTS EXC. CASES OR CABINETS SEPARATELY SEE 25179
3639	MISCELLANEOUS HOUSEHOLD APPLIANCES
36392	WATER HEATERS, ALL TYPES
36393	HOUSEHOLD DISHWASHING MACHINES
36399	HOUSEHOLD APPLIANCES, NEC, FLOOR WAXING OR POLISHING MACHINES, FOOD DISPOSERS OR OTHER HOUSEHOLD SERVICE MACHINES
364	ELECTRIC LIGHTING OR EQUIPMENT
3641	ELECTRIC LAMPS (BULBS ONLY)
36411	ELECTRIC LAMPS (BULBS ONLY) OR SEALED BEAM LAMPS
3642	LIGHTING FIXTURES
36421	ELECTRIC FIXTURES, RESIDENTIAL, COMMERCIAL, INSTITUTIONAL OR INDUSTRIAL TYPE
36424	VEHICULAR LIGHTING MENT, ELECTRICAL
36425	OUTDOOR, AREA OR FLOOD LIGHTING EQUIPMENT, ALL TYPES
36429	LIGHTING FIXTURES OR PARTS, NEC, FLASHLIGHTS, LANTERNS, MINERS LIGHTS, EMERGENCY WARNING MERCURY OR SODIUM VAPOR LIGHTING OR RELATED EQUIPMENT
3643	CURRENT CARRYING WIRE DEVICES OR LIGHTNING
36432	CONVENIENCE OR POWER OUTLETS OR SOCKETS
36433	SWITCHES EXC. KNIFE, TIME, SOLENOID OR TIVE SEE 36131
36434	LIGHTNING RODS
36435	OVERHEAD TROLLEY LINE MATERIAL EXC. POLES, OR CABLE, POLE LINE WARE, EXPANSION SHELLS PLUGS FOR ROOF BOLTING MINES SEE 36441
36439	CURRENT CARRYING WIRE DEVICES, NEC
3644	NONCURRENT CARRYING WIRING DEVICES
36441	POLE LINE OR HARDWARE
36442	ELECTRIC OR FLEXIBLE CONDUITS OR CONDUIT FITTINGS
36449	NONCURRENT CARRYING WIRING DEVICES, NEC
365	RADIO OR TELEVISION RECEIVING SETS EXC. COMMUNICATION TYPES SEE 366
3651	RADIO OR TELEVISION RECEIVING SETS EXC. COMMUNICATION TYPES SEE 3662
36511	HOUSEHOLD OR AUTOMOTIVE RADIOS OR COMBINATIONS

36512	HOUSEHOLD TELEVISION RECEIVERS OR TELEVISION COMBINATIONS
3652	PHONOGRAPH RECORDS
36521	PHONOGRAPH RECORDS, RECORD BLANKS OR RECORDED TAPES
366	COMMUNICATION EQUIPMENT
3661	TELEPHONE OR TELEGRAPH EQUIPMENT
36611	TELEPHONE SWITCHING OR SWITCHBOARD EQUIPMENT
36612	TELEPHONE OR TELEGRAPH EQUIPMENT EXC. SWITCHING OR SWITCHBOARD EQUIPMENT SEE 36611
3662	RADIO OR TELEVISION SMITTING EQUIPMENT OR APPARATUS, OR SIGNALING OR DETECTION EQUIPMENT APPARATUS
36621	RADIO, TELEVISON TRANSMITTING, SIGNALING OR DETECTION EQUIPMENT OR APPARATUS
367	ELECTRONIC COMPONENTS OR ACCESSORIES
3671	ELECTRONIC TUBES EXC. X-RAY TUBES SEE 3693
36711	ELECTRONIC TUBES EXC. X-RAY TUBES SEE 36931
3674	SOLID STATE DEVICES
36741	SOLID STATE DEVICES, DIODES, TORS OR CELLS
3679	MISCELLANEOUS ELECTRONIC
36791	MISCELLANEOUS ELECTRONIC COMPONENTS OR
369	MISCELLANEOUS ELECTRICAL MACHINERY, EQUIPMENT OR SUPPLIES
3691	STORAGE BATTERIES OR PLATES
36911	STORAGE BATTERIES OR PLATES
3692	PRIMARY BATTERIES (DRY WET)
36921	PRIMARY BATTERIES (DRY WET)
3693	RADIOGRAPHIC X-RAY, ROSCOPIC X-RAY, TIC X-RAY OR OTHER X-RAY APPARATUS, OR X-RAY
36931	RADIOGRAPHIC X-RAY, ROSCOPIC X-RAY, TIC X-RAY OR OTHER X-RAY APPARATUS, OR X-RAY
3694	ELECTRICAL EQUIPMENT FOR INTERNAL COMBUSTION ENGINES
36941	ELECTRICAL EQUIPMENT FOR INTERNAL COMBUSTION ENGINES
3699	ELECTRICAL MACHINERY, EQUIPMENT OR SUPPLIES, NEC
36999	ELECTRICAL MACHINERY, EQUIPMENT OR SUPPLIES, NEC, OR LAMP BULB COMPONENTS, EXC. GLASS BLANKS SEE 32292
37	TRANSPORTATION EQUIPMENT
371	MOTOR VEHICLES OR EQUIPMENT
3711	MOTOR VEHICLES
37111	MOTOR PASSENGER OR AIR CARS, ASSEMBLED
37112	MOTOR TRUCKS OR TRUCK TRACTORS, ASSEMBLED
37113	MOTOR COACHES, TROLLEY BUSSES OR FIRE VEHICLES, ASSEMBLED EXC. CHEMICAL FIRE ING EQUIPMENT OR PARTS SEE 39991
37114	MOTOR COMBAT VEHICLES EXC. TRACKED SEE 9313
37115	MOTOR PASSENGER CARS OR CAR CHASSIS, KNOCKED
37116	MOTOR BUSSES, TRUCKS, MOTOR COACHES, FIRE DE PARTMENT VEHICLES OR TRUCK TRACTORS, OR CHAS SIS, KNOCKED DOWN
37119	MOTOR VEHICLES, NEC, OR GOLF CARTS
3712	PASSENGER MOTOR CAR BODIES
37121	PASSENGER MOTOR CAR BODIES
3713	MOTOR BUS OR TRUCK
37131	MOTOR TRUCK BODIES
37132	MOTOR BUS BODIES
3714	MOTOR VEHICLE PARTS OR ACCESSORIES
37142	MOTOR VEHICLE
37143	MOTOR VEHICLE FRAMES

37144	MOTOR CAR INTERNAL COMBUSTION ENGINES OR PARTS EXC. AIRCRAFT OR MISSILE ENGINES OR PARTS SEE 37221-37222 OR OTHER MOTOR VEHICLE INTERNAL COMBUSTION ENGINES OR see STCC 6001-AJ FOR FULL DESCRIPTION
37145	MOTOR VEHICLE BRAKES OR PARTS
37146	MOTOR VEHICLE STEERING GEARS OR PARTS
37147	MOTOR VEHICLE BODY PARTS
37148	MOTOR VEHICLE WHEELS OR PARTS
37149	MOTOR VEHICLE OR PARTS, NEC, INCLUDING MIXED LOADS
3715	TRUCK TRAILERS
37151	TRUCK TRAILERS
372	AIRCRAFT OR PARTS
3721	AIRCRAFT EXC. GUIDED MISSILES, ASSEMBLED, SEE 1925
37211	COMPLETE MILITARY AIRCRAFT
37213	COMPLETE COMMERCIAL, PERSONAL OR UTILITY TYPE TRANSPORT AIRCRAFT (PASSENGER OR CARGO)
3722	AIRCRAFT, MISSILE OR SPACE VEHICLE ENGINES OR PARTS
37221	AIRCRAFT ENGINES OR
37222	MISSILE OR SPACE VEHICLE ENGINES OR PARTS
3723	AIRCRAFT PROPELLERS OR PROPELLER PARTS
37231	AIRCRAFT PROPELLERS OR PARTS
3729	MISCELLANEOUS AIRCRAFT PARTS OR EQUIPMENT, NEC
37299	AIRCRAFT PARTS, NEC, OR AUXILIARY EQUIPMENT, NEC
373	SHIPS OR BOATS
3732	SHIPS OR BOATS
37321	INBOARD MOTOR BOATS
37322	OUTBOARD MOTOR BOATS
37323	NONPROPELLED SHIPS ES OR DREDGES)
37324	CAR FLOATS, PONTOON OR PORTABLE BRIDGES
37329	SHIPS, BOATS OR PARTS, NEC
374	RAILROAD EQUIPMENT
3741	LOCOMOTIVES OR PARTS
37411	LOCOMOTIVES OR TENDERS
37413	PARTS FOR LOCOMOTIVES, ALL TYPES
3742	RAILROAD OR STREET CARS EXC. RAILWAY MAINTENANCE MACHINERY, EQUIPMENT OR PARTS SEE 3531
37421	PASSENGER TRAIN CARS
37422	FREIGHT TRAIN CARS
37423	STREET CARS OR SELF-PROPELLED RAILROAD CARS
37424	MAINTENANCE OR REPAIR CARS VIZ. WEED BURNERS, INSPECTION, ETC.
37426	RAILROAD CAR WHEELS
37428	PARTS OR ACCESSORIES FOR RAILROAD OR STREET CARS EXC. WHEELS SEE 37426
37429	PARTS OR ACCESSORIES FOR RAILROAD OR STREET CARS EXC. WHEELS SEE 37426
375	MOTORCYCLES, BICYCLES OR PARTS
3751	MOTORCYCLES, BICYCLES OR PARTS EXC. VELOCIPEDES, TRICYCLES OR PARTS SEE 3943
37511	MOTORBIKES, MOTORCYCLES, MOTORSCOOTERS OR BODIES, CHASSIS OR SIDE CARS
37512	BICYCLES
37513	PARTS OR ACCESSORIES, BICYCLE, MOTORBIKE, MOTORCYCLE OR MOTORSCOOTER
376	GUIDED MISSILE OR SPACE VEHICLE PARTS, NEC, OR AUXILIARY EQUIPMENT
3769	GUIDED MISSILE OR SPACE VEHICLE PARTS, NEC, OR AUXILIARY EQUIPMENT

37691	GUIDED MISSILE OR SPACE VEHICLE PARTS, NEC, OR AUXILIARY EQUIPMENT
379	MISCELLANEOUS TION EQUIPMENT
3791	TRAILER COACHES
37911	TRAILER COACHES, HOUSING TYPE
37912	TRAVEL TRAILERS OR CAMPERS
3799	TRANSPORTATION NEC
37992	HORSE-DRAWN OR SIMILAR VEHICLES EXC. SLEIGHS OR SLEDS SEE 37995
37993	HAND CARTS, WAGONS, WHEELBARROWS, OR PARTS
37994	HORSE-DRAWN OR SIMILAR VEHICLE PARTS EXC. OR SLED PARTS SEE 37995
37995	SLEIGHS, SLEDS OR PARTS, HORSE-DRAWN
37999	TRANSPORTATION PARTS OR ACCESSORIES, EXC. INDUSTRIAL TRUCKS, TRACTORS, TRAILERS OR STACKERS OR PARTS SEE 35371 OR 35372
38	INSTRUMENTS, GOODS, OPTICAL GOODS, WATCHES OR CLOCKS
381	ENGINEERING, LABORATORY OR SCIENTIFIC
3811	ENGINEERING, LABORATORY OR SCIENTIFIC
38111	AIRCRAFT FLIGHT, OR NAVIGATIONAL INSTRUMENTS, OR AUTOMATIC PILOTS
38112	SURVEYING OR DRAFTING INSTRUMENTS
38113	LABORATORY OR SCIENTIFIC INSTRUMENTS, OR RY FURNITURE
38119	ENGINEERING, LABORATORY OR SCIENTIFIC INSTRUMENTS, NEC
382	MEASURING, CONTROLLING INDICATING INSTRUMENTS
3821	MECHANICAL MEASURING OR CONTROLLING INSTRUMENTS EXC. AUTOMATIC TEMPERATURE CONTROLS SEE 3822
38212	GAS, WATER OR OTHER LIQUID METERS OR RECORDING DEVICES
38213	WEATHER MEASURING MENTS OR GAUGES
38219	MECHANICAL MEASURING OR CONTROLLING INSTRUMENTS, NEC
3822	AUTOMATIC TEMPERATURE CONTROLS
38221	AUTOMATIC TEMPERATURE CONTROLS
383	OPTICAL INSTRUMENTS OR LENSES
3831	OPTICAL INSTRUMENTS OR LENSES
38311	OPTICAL INSTRUMENTS, LENSES, RANGE OR HEIGHT FINDERS EXC. SIGHT OR FIRE CONTROL EQUIPMENT SEE 19411
384	SURGICAL, MEDICAL OR DENTAL INSTRUMENTS OR SUPPLIES
3841	SURGICAL OR MEDICAL INSTRUMENTS OR APPARATUS
38411	SURGICAL OR MEDICAL INSTRUMENTS OR APPARATUS
38412	HOSPITAL, DENTAL, OPTICIANS OR OPERATING ROOM FURNITURE EXC. HOSPITAL BEDS SEE 25991
3842	ORTHOPEDIC, PROSTHETIC SURGICAL SUPPLIES OR APPLIANCES
38421	ORTHOPEDIC, PROSTHETIC SURGICAL SUPPLIES OR APPLIANCES
3843	DENTAL EQUIPMENT OR SUPPLIES
38431	DENTAL INSTRUMENTS, SUPPLIES OR EQUIPMENT
385	OPHTHALMIC OR OPTICIANS GOODS
3851	OPHTHALMIC OR OPTICIANS GOODS
38511	SPECTACLES, EYEGLASSES, SUNGLASSES OR RELATED OPHTHALMIC OR OPTICIANS GOODS EXC. OPTICAL INSTRUMENTS OR LENSES SEE 38311
386	PHOTOGRAPHIC EQUIPMENT SUPPLIES
3861	PHOTOGRAPHIC EQUIPMENTSUPPLIES

38612	PHOTOGRAPHIC DEVELOPING,PHOTOCOPY, MICROFILMING,BLUEPRINTING, VAN DYKEWHITE PRINTING EQUIPMENT
38613	STILL OR MOTION PICTURE EQUIPMENT, FILMOR PARTS
38615	PHOTOGRAPHIC SENSITIZED FILM, PLATES,IC PAPER OR CLOTH
38618	PREPARED PHOTOGRAPHIC CHEMICALS
38619	PHOTOGRAPHIC EQUIPMENTSUPPLIES, NEC
387	WATCHES, CLOCKS, CLOCK-WORK OPERATED DEVICES,PARTS
3871	WATCHES, CLOCKS, CLOCK-WORK OPERATED DEVICES,PARTS
38711	WATCHES, CLOCKS, CLOCK-WORK OPERATED DEVICES,PARTS
39	MISCELLANEOUS PRODUCTS
391	MANUFACTURINGJEWELRY, SILVERWARE ORPLATED WARE
3914	SILVERWARE OR PLATED
39141	SILVERWARE, PLATED WARE, STAINLESS STEEL WARE OR FLATWARE
393	MUSICAL INSTRUMENTS OR PARTS
3931	MUSICAL INSTRUMENTS OR PARTS
39311	PIANOS
39312	ORGANS
39313	PIANO OR ORGAN PARTS
39319	MUSICAL INSTRUMENTS, ACCESSORIES OR PARTS INSTRUMENT BENCHES SEE 25112 OR INSTRUMENT SEE 31611
394	TOYS, AMUSEMENT, OR ATHLETIC GOODS
3941	GAMES OR TOYS EXC. DOLLS OR STUFFED TOY ANIMALS SEE 3942, CHILDRENS CLES SEE 3943
39411	GAMES OR TOYS EXC. DOLLS OR STUFFED TOY ANIMALS SEE 39421, CHILDRENS VEHICLES SEE 39431-39439
3942	DOLLS OR STUFFED TOY ANIMALS
39421	DOLLS OR STUFFED TOY ANIMALS
3943	CHILDRENS VEHICLES OR PARTS, NEC EXC. BICYCLES OR MOTORCYCLES, OR PARTS SEE 3751
39431	BABY OR DOLL CARRIAGES, STROLLERS OR WALKERS
39439	CHILDRENS VEHICLES OR PARTS, NEC EXC. BICYCLES OR MOTORCYCLES, OR PARTS SEE 37511-37513
3949	SPORTING OR ATHLETIC GOODS
39491	FISHING TACKLE, EQUIPMENT OR PARTS
39492	BILLIARD OR POOL TABLES, PLAYING SUPPLIES, BALLS, CUE OR PARTS
39493	BOWLING ALLEYS, BALLS, SUPPLIES, OR PARTS
39494	GOLF CLUBS, BALLS, MENT, SUPPLIES OR PARTS
39496	TENNIS, BADMINTON, BASEBALL, CRICKET, SOFTBALL, FOOTBALL, BASKETBALL, SOCCER OR HOCKEY EQUIPMENT, SUPPLIES, PARTS, BALLS
39497	PLAYGROUND OR GYMNASIUM EQUIPMENT OR PARTS
39499	SPORTING OR ATHLETIC GOODS OR PARTS, NEC
395	PENS, PENCILS, OR OTHER OFFICE MATERIALS, OR ARTISTS MATERIALS
3951	PENS OR PARTS
39511	PENS OR PARTS
3952	PENCILS, CRAYONS, OR ARTISTS MATERIALS
39521	PENCILS OR CRAYONS
39522	ARTISTS MATERIALS
3953	MARKING DEVICES
39531	MARKING DEVICES
3955	CARBON PAPER OR INKED RIBBONS
39551	CARBON OR STENCIL PAPER OR INK RIBBONS

396	COSTUME JEWELRY, NOVELTIES OR NOTIONS
3961	COSTUME JEWELRY OR TIES EXC. PRECIOUS METAL SEE 3911
39611	COSTUME JEWELRY OR TIES EXC. PRECIOUS METAL SEE 39111
3962	FEATHERS, PLUMES OR FICIAL OR DECORATIVE FLOWERS OR FRUITS EXC. GLASS SEE 3229
39621	FEATHERS, PLUMES OR ARTIFICIAL, DECORATIVE OR PRESERVED FLOWERS OR FRUITS EXC. GLASS SEE 32299, DECORATIVE EVERGREENS, HOLLY OR MISTLETOE, OR FERNS, OR LIVE see STCC 6001-AJ FOR FULL DESCRIPTION
3963	BUTTONS
39631	BUTTONS OR PARTS EXC. PRECIOUS OR METALS OR PRECIOUS OR SEMI-PRECIOUS STONES
3964	NEEDLES, PINS, HOOKS, EYES OR SIMILAR NOTIONS
39641	ZIPPERS OR SLIDE FASTENERS
39642	NEEDLES, PINS, FASTENERS OR SIMILAR NOTIONS EXC. SLIDE FASTENERS SEE 39641
399	MISCELLANEOUS MANUFACTURED PRODUCTS
3991	BROOMS OR BRUSHES FOR CARPET SWEEPERS, VACUUM CLEANERS OR OTHER ROTARY MACHINES, OR PAINT ROLLERS
39911	BROOMS OR BRUSHES FOR CARPET SWEEPERS, VACUUM CLEANERS OR OTHER ROTARY MACHINES, OR PAINT ROLLERS
3992	COVERINGS, FACING OR FLOORING
39921	COVERINGS, FACING OR FLOORING
3993	SIGNS OR ADVERTISING DISPLAYS
39931	LUMINOUS TUBING OR BULB SIGNS
39932	NONELECTRIC ADVERTISING SIGNS, DISPLAYS OR TIES EXC. ROAD OR SIGNS SEE 39934 OR PAPER OR PAPERBOARD DISPLAYS OR NOVELTIES SEE 26499
39934	NONELECTRIC ROAD OR FIC SIGNS
3994	MORTICIANS GOODS
39941	MORTICIANS GOODS
3996	MATCHES
39961	MATCHES
3997	FURS, DRESSED OR DYED
39971	FURS, DRESSED OR DYED
3999	MANUFACTURED PRODUCTS, NEC
39991	CHEMICAL FIRE ING EQUIPMENT OR PARTS
39992	COIN OPERATED AMUSEMENT OR SERVICE MACHINES
39993	BEAUTY OR BARBER SHOP FURNITURE OR EQUIPMENT
39994	HAIR WORK, VIZ. BRAIDS, NETS, SWITCHES, TOUPEES, WIGS, ETC.
39995	TOBACCO PIPES, CIGARETTE HOLDERS, ACCESSORIES OR PARTS
39996	CHRISTMAS TREE OR DECORATIONS EXC. CHRISTMAS TREE BULBS OR SETS SEE 36999
39998	MISCELLANEOUS MANUFACTURED PRODUCTS, NEC
39999	MISCELLANEOUS MANUFACTURED PRODUCTS, NEC
40	WASTE OR SCRAP MATERIALS NOT IDENTIFIED BY PRODUCING INDUSTRY
401	ASHES
4011	ASHES
40112	ASHES
402	WASTE OR SCRAP EXC. SEE 401
4021	METAL SCRAP, WASTES OR TAILINGS
40211	IRON OR STEEL SCRAP, WASTES OR TAILINGS
40212	BRASS, BRONZE, COPPER OR ALLOY SCRAP, TAILINGS OR WASTES
40213	LEAD, ZINC OR ALLOY SCRAP, TAILINGS OR

40214	ALUMINUM OR ALLOY SCRAP, TAILINGS OR WASTES
40219	NONFERROUS METAL OR SCRAP, TAILINGS OR WASTES, NEC
4022	TEXTILE WASTE, SCRAP OR SWEEPINGS
40221	TEXTILE WASTE, SCRAP OR SWEEPINGS
4023	WOOD SCRAP OR WASTE
40231	WOOD SCRAP OR WASTE
4024	PAPER WASTE OR SCRAP
40241	PAPER WASTE OR SCRAP
4025	CHEMICAL OR PETROLEUM WASTE, INCLUDING SPENT
40251	CHEMICAL OR PETROLEUM WASTE, INCLUDING SPENT
4026	RUBBER OR PLASTIC SCRAP OR WASTE
40261	RUBBER OR PLASTIC SCRAP OR WASTE
4027	STONE, CLAY OR GLASS WASTE OR SCRAP
40271	STONE, CLAY OR GLASS WASTE OR SCRAP
4028	LEATHER WASTE OR SCRAP
40281	LEATHER WASTE OR SCRAP
4029	MISCELLANEOUS WASTE OR SCRAP
40291	WASTE OR SCRAP, NEC
41	MISCELLANEOUS FREIGHT SHIPMENTS
411	MISCELLANEOUS FREIGHT SHIPMENTS
4111	MISCELLANEOUS FREIGHT SHIPMENTS
41111	OUTFITS OR KITS
41112	USED PLANT OR OFFICE EQUIPMENT, RECORDS OR SUPPLIES
41113	RAILWAY CARS, OTHER THAN NEW
41114	ARTICLES, USED EXC. REPAIR OR RECONDITIONING SEE 41115, RETURNED PTY SEE 42111 OR 142112 OR REMELTING SEE 402 1 OR 4029
41115	ARTICLES, USED, RETURNED FOR REPAIR OR RECONDITIONING
41116	HOUSEHOLD GOODS OR EMIGRANT MOVABLES
41117	MILITARY IMPEDIMENTA
41118	USED VEHICLES
41119	MISCELLANEOUS FREIGHT SHIPMENTS, NEC
412	SPECIAL COMMODITIES NOT TAKEN IN REGULAR FREIGHT SERVICE
4121	SPECIAL COMMODITIES NOT TAKEN IN REGULAR FREIGHT SERVICE
41211	SPECIAL COMMODITIES NOT TAKEN IN REGULAR FREIGHT SERVICE
42	CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNED EMPTY
421	NONREVENUE MOVEMENT OF CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNING IN REVERSE OF ROUTE USED IN LOADED MOVEMENT, AND SO CERTI- FIED
4211	NONREVENUE MOVEMENT OF CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNING IN REVERSE OF ROUTE USED IN LOADED MOVEMENT, AND SO CERTIFIED
42111	NONREVENUE MOVEMENT OF CONTAINERS, BAGS, BARRELS, BOTTLES, BOXES, CRATES, CORES, DRUMS, KEGS, REELS, TUBES, OR CARRIERS, NEC, EMPTY, RETURNING IN REVERSE OF see STCC 6001-AJ FOR FULL DESCRIPTION
42112	NONREVENUE MOVEMENT OF SHIPPING DEVICES, CONSISTING OF BLOCKING, BOLSTERS, CRADLES, PALLETS, RACKS, SKIDS, EMPTY, RETURNING IN REVERSE OF ROUTE USED IN see STCC 6001-AJ FOR FULL DESCRIPTION

42113	NONREVENUE REJECTED SHIPMENTS
422	TRAILERS, RETURNED EMPTY
4221	TRAILERS, RETURNED EMPTY
42211	TRAILERS, SEMI-TRAILERS, OR CONTAINERS, RETURNED EMPTY
423	REVENUE MOVEMENT OF CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNING IN REVERSE OF ROUTE USED IN LOADED MOVEMENT, AND SO CERTIFIED
4231	REVENUE MOVEMENT OF CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNING IN REVERSE OF ROUTE USED IN LOADED MOVEMENT, AND SO CERTIFIED
42311	REVENUE MOVEMENT OF CONTAINERS, BAGS, BARRELS, BOTTLES, BOXES, CRATES, CORES, DRUMS, KEGS, REELS, TUBES, OR CARRIERS, NEC, EMPTY, RETURNING IN REVERSE OF ROUTE see STCC 6001-AJ FOR FULL DESCRIPTION
42312	REVENUE MOVEMENT OF PIPING DEVICES, CONSISTING OF BLOCKING, BOLSTERS, CRADLES, PALLETS, RACKS, SKIDS, ETC. , EMPTY,
43	MAIL, EXPRESS OR OTHER CONTRACT TRAFFIC
431	MAIL AND EXPRESS TRAFFIC
4311	MAIL AND EXPRESS TRAFFIC
43111	MAIL
43115	EXPRESS
432	OTHER CONTRACT TRAFFIC
4321	OTHER CONTRACT TRAFFIC
43211	TRAILER TRAIN CONTRACT TRAFFIC
44	FREIGHT FORWARDER
441	FREIGHT FORWARDER
4411	FREIGHT FORWARDER
44111	FREIGHT FORWARDER
45	SHIPPER ASSOCIATION OR SIMILAR TRAFFIC
451	SHIPPER ASSOCIATION OR SIMILAR TRAFFIC
4511	SHIPPER ASSOCIATION OR SIMILAR TRAFFIC
45111	SHIPPER ASSOCIATION OR SIMILAR TRAFFIC
46	MISCELLANEOUS MIXED SHIPMENTS
461	MISCELLANEOUS MIXED SHIPMENTS EXC. FORWARDER SEE 441, OR SHIPPER ASSOCIATION SEE 451
4611	MISCELLANEOUS MIXED MENTS, NEC EXC. SEE 4411, OR SHIPPER ASSOCIATION SEE 4511
46111	ALL FREIGHT RATE SHIP MENTS, NEC, OR TRAILER-ON-FLAT-CAR (TOFC) SHIPMENTS EXC. WHERE IDENTIFIED BY COMMODITY RETURNING IN REVERSE OF ROUTE USED IN LOADED see STCC 6001-AJ FOR FULL DESCRIPTION
462	MIXED SHIPMENTS, 2 OR MORE MAJOR GROUPS VIZ. COMMODITIES REPRESENTING TWO OR MORE MAJOR STCC GROUPS, WHERE IT IS IMPOSSIBLE TO DETERMINE PREDOMINANT GROUP, FOR see STCC 6001-AJ FOR FULL DESCRIPTION
4621	MIXED SHIPMENTS, 2 OR MORE MAJOR GROUPS VIZ. COMMODITIES REPRESENTING TWO OR MORE MAJOR STCC GROUPS, WHERE IT IS IM- POSSIBLE TO DETERMINE PREDOMINANT GROUP, FOR see STCC 6001-AJ FOR FULL DESCRIPTION
46211	MIXED SHIPMENTS, 2 OR MORE MAJOR GROUPS VIZ. COMMODITIES REPRESENTING TWO OR MORE MAJ OR STCC GROUPS, WHERE IT IS IMPOSSIBLE TO DETERMINE THE PREDOMINANT GROUP, FOR EXAMPLE, FURNITURE, MAJOR 25 AND BICYCLES, MAJOR 37, MIXED. SEE STCC 6001-AJ FOR FULL DESCRIPTION
47	SMALL PACKAGED FREIGHT SHIPMENTS
471	SMALL PACKAGED FREIGHT SHIPMENTS

4711	SMALL PACKAGED FREIGHT SHIPMENTS
47111	SMALL PACKAGED FREIGHT SHIPMENTS VIZ. LESS THAN CARLOAD, TRUCKLOAD, ETC.
48	WASTE HAZARDOUS OR WASTE HAZARDOUS SUBSTANCES
4804	WASTE NONFLAMMABLE COMPRESSED GASES
48041	WASTE NONFLAMMABLE COMPRESSED GASES
48045	WASTE NONFLAMMABLE COMPRESSED GASES
4805	WASTE FLAMMABLE COMPRESSED GASES
48057	WASTE FLAMMABLE COMPRESSED GASES
48058	WASTE FLAMMABLE COMPRESSED GASES
4806	WASTE FLAMMABLE LIQUIDS
48066	WASTE FLAMMABLE LIQUIDS THERMALLY UNSTABLE AND CORROSIVE
4807	WASTE FLAMMABLE LIQUIDS
48072	WASTE FLAMMABLE LIQUIDS POLYMERIZABLE
48074	WASTE FLAMMABLE LIQUIDS POISONOUS
48078	WASTE FLAMMABLE LIQUIDS CORROSIVE, BASIC
4808	WASTE FLAMMABLE LIQUIDS
48081	WASTE FLAMMABLE LIQUIDS
48082	WASTE FLAMMABLE LIQUIDS
4809	WASTE FLAMMABLE LIQUIDS
48091	WASTE FLAMMABLE LIQUIDS
48092	WASTE FLAMMABLE LIQUIDS
48093	WASTE FLAMMABLE LIQUIDS
4810	WASTE FLAMMABLE LIQUIDS, MISCELLANEOUS
48101	WASTE FLAMMABLE LIQUIDS, MISCELLANEOUS
48102	WASTE FLAMMABLE LIQUIDS, MISCELLANEOUS
48103	WASTE FLAMMABLE LIQUIDS, MISCELLANEOUS
48105	WASTE FLAMMABLE LIQUIDS, MISCELLANEOUS
4813	WASTE COMBUSTIBLE
48131	WASTE COMBUSTIBLE
4815	WASTE COMBUSTIBLE
48151	WASTE COMBUSTIBLE
48152	WASTE COMBUSTIBLE
48153	WASTE COMBUSTIBLE
48155	WASTE COMBUSTIBLE
4816	WASTE FLAMMABLE SOLIDS
48161	WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET
48162	WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET
48163	WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET
48164	WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET
48166	WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET
48167	WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET
4817	WASTE FLAMMABLE SOLIDS
48171	WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET
48173	WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET
4818	WASTE OXIDIZING
48181	WASTE OXIDIZING
48183	WASTE OXIDIZING
48185	WASTE OXIDIZING
48187	WASTE OXIDIZING
4821	WASTE POISONOUS

48212	WASTE POISONOUS
48214	WASTE POISONOUS
48215	WASTE POISONOUS
4823	WASTE POISONOUS
48231	WASTE POISONOUS
48232	WASTE POISONOUS
48233	WASTE POISONOUS
48234	WASTE POISONOUS
48235	WASTE POISONOUS
4825	WASTE INFECTIOUS SUBSTANCES
48259	WASTE INFECTIOUS SUBSTANCES
4826	WASTE RADIOACTIVE MATERIALS
48262	WASTE RADIOACTIVE MATERIALS
48263	WASTE RADIOACTIVE MATERIALS
4827	WASTE RADIOACTIVE MATERIALS
48272	WASTE RADIOACTIVE MATERIALS
48274	WASTE RADIOACTIVE MATERIALS
48277	WASTE RADIOACTIVE MATER- IALS, EMPTY CONTAINERS
4828	WASTE RADIOACTIVE MATERIALS
48281	WASTE RADIOACTIVE MATERIALS
48282	WASTE RADIOACTIVE MATERIALS
4829	WASTE RADIOACTIVE MATERIALS
48292	WASTE RADIOACTIVE MATERIALS
4830	WASTE CORROSIVE
48300	WASTE CORROSIVE MATERI- ALS, ACIDIC, POISONOUS
48302	WASTE CORROSIVE MATERIALS, ACIDIC
4831	WASTE CORROSIVE
48313	WASTE CORROSIVE
48314	WASTE CORROSIVE
48317	WASTE CORROSIVE
4832	WASTE CORROSIVE
48323	WASTE CORROSIVE
4833	WASTE CORROSIVE
48330	WASTE CORROSIVE
48333	WASTE CORROSIVE
4834	WASTE CORROSIVE
48342	WASTE CORROSIVE
4835	WASTE CORROSIVE
48350	WASTE CORROSIVE
48352	WASTE CORROSIVE
48355	WASTE CORROSIVE
48356	WASTE CORROSIVE
4836	WASTE CORROSIVE
48360	WASTE CORROSIVE
48363	WASTE CORROSIVE
48365	WASTE CORROSIVE
4840	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48403	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
4841	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48411	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48412	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
4844	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48441	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48443	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
4845	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48455	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48457	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
4850	WASTE MIXED FREIGHT
48501	WASTE MIXED FREIGHT
4860	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48601	WASTE MISCELLANEOUS HAZARDOUS MATERIALS

48606	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
4861	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48611	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48613	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48616	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
4862	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48621	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48623	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48625	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48626	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
4863	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48631	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48633	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48637	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48638	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
4866	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48661	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48663	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48666	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48667	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
48669	WASTE MISCELLANEOUS HAZARDOUS MATERIALS
4871	WASTE STREAM FLAMMABLE
48712	WASTE STREAM FLAMMABLE LIQUIDS
48717	WASTE STREAM COMBUSTIBLE LIQUIDS
4875	WASTE STREAM OTHER REGULATED
48755	WASTE STREAM OTHER REGULATED MATERIALS
48756	WASTE STREAM OTHER REGU LATED MATERIALS

Surface Transportation Board Car Types

Table 4-9. STB Car Types

Schedule 710 Line Number	Description	Car Type Code
36	Plain Box Cars 40'	B1__ - B2__
37	Plain Box Cars 50' and longer	B3_0 -7, B4_0-7, B5__, B6__, B7__, B8__
38	Equipped Box Cars	All Code A except A_5_
39	Plain Gondola Cars	All Code G and J__1, J__2, J __3, and J__4
40	Equipped Gondola Cars	All Code E
41	Covered Hopper Cars	All Code C __1, __2, __3,__4
42	Open Top Hopper Cars–General Service	All Code H
43	Open Top Hopper Cars–Special Service	All Code K, J__0
44	Refrigerator Cars–Mechanical	R_5_, R_6_, R_7_, R_8, and R_9_
45	Refrigerator Cars–Non-Mechanical	R_0_, R_1_, and R_2_
46	Flat Cars TOFC/COFC	All Code P and Q and S except Q8__
47	Flat Cars–Multi-Level	All Code V
48	Flat Cars–General Service	F10_, F20_, and F30_
49	Flat Cars–Other	F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, and F40_
50	Tank Cars–Under 22,000 Gallons	T__0, T__1, T__2, T__3, T__4, and T__5
51	Tanks Cars–22,000 Gallons And Over	T__6, T__7, T__8, and T__9
52	All Other Freight Cars	All Code L, Q8, A_5_ andF_7_
54	Caboose	Code M930

Umler Field Descriptions—Data Layout Detail

Table 4-10. Umler Field Descriptions–Data Layout Detail

Description	Field Length	Format	Equipment Type
1) AAR Equipment Type Code	**4**	**A**	**All**

Alphanumeric, report the Equipment Type Code (see Exhibit D, Section IX) that corresponds to the car's Mechanical Designation and special attributes.

For articulated/multi-units, when the Equipment Type Code requires a load limit (Data No. 61), the Equipment Type Code must correspond to the total load limit of the unit.

Note: For reporting articulated/multi-units, see Section VII.

2) Cubic Feet Capacity-Actual	**5**	**N**	**All**

Numeric actual, i.e., drawing dimension, inside volume of car in cubic feet—end to end, side to side, and from floor to carline.

- *Box:* Minimum 02000 to 11000 Maximum

  Note: If automobile box cars equipped with loading racks and can be loaded with other commodities, report a cubic capacity reduced the amount corresponding to the overall depth of the racks when raised in a stored position against roof of car.)

- *Gondola, Converted Hopper & Hopper:* Minimum 00400 to 08500 Maximum

  Note: For covered hoppers this field must agree with Equipment Type Code.)

- *Stock:* Minimum 01000 to 10000 Maximum
- *Refrigerator:* Minimum 01400 to 06700 Maximum

Note: For ARTICULATED/MULTI-UNIT SETS, report the sum of the units' cubic capacity. If total cubic capacity of the units is greater than 99999, report 99999. (For ARTICULATION see Section VII).

3) Zeros (Formerly UMLER Nominal Capacity)	**3**	**N**	**All**

Note: Report zeros. If blanks are reported they will be output as zeros.

4) Tare Weight (00)	**4**	**N**	**All**

Do NOT report an average tare weight for car series (except advance registration).

Numeric, the actual light weight (tare) in hundreds of pounds for each car. If ARTICULATED, report in hundreds of pounds the sum of the lightweight, for the total number of units of the consist. Rounding instructions, e.g., actual 17550 report as 0175; actual 17551 report as 0176.

Note: When reporting new cars (except advance registration) and cars that have been reweighed, the Weighing Road (Data No. 46) and Weighing Date (Data No, 47) must be reported.

- *Box:* Minimum 0160 to 1600 Maximum
- *Gondola:* Minimum 0300 to 1100 Maximum
- *Covered Hopper and Hopper:* Minimum 0230 to 1200 Maximum
- *Stock:* Minimum 0300 to 1200 Maximum
- *Refrigerator:* Minimum 0160 to 1400 Maximum

Description	Field Length	Format	Equipment Type
5) Outside Dimensions—Length	**5**	**N**	**All**

Numeric distance over pulling faces of couplers in normal positions. For ARTICULATED/MULTI-UNIT sets report the maximum coupled length of the set. (For ARTICULATION see Section VII). *- Must be between 2 and 16 feet greater than inside length. Feet in Pos. 20-22, inches in Pos. 23-24. Round fraction to the higher inch, e.g., 05 ¼” = 06.

- *E*
  ox: Minimum 03000 to 09811 Maximum
- *C*
  ondola: Minimum 02500 to 09500 Maximum
  Exception: GT ore jenny (Equipment Type Code J__00) Minimum 02400 to 05111 Maximum
- *C*
  overed Hopper and Hopper: Minimum 02000 to 08011 Maximum
  Exception: HMA ore jenny (Equipment Type Code K _8_): Minimum 02000 to 05111 Maximum
- *S*
  tock (A_5_): Minimum 03800 to 09611 Maximum
- *F*
  efrigerator: Minimum 03000 to 09811 Maximum

Note 1: Articulated/Multi-Unit sets in excess of 1,000 feet, report 99911.

Note2: Cars having a Gross Rail Load (GRL) of 286,000 lbs. must have minimum outside length greater than 41’ 11”.

Note 3: The edit criteria for Articulated/Multi-Unit sets for the outside length is equal to or greater than the number of articulated units x the minimum edit parameter for the equipment type. Ex: Box—5 x 03000 = 15000.

6) Outside Dimensions/Upper Eaves Width	**4**	**N**	**All**

Numeric, measurement over top of eaves at side of car.

Must: (1) not exceed the outside extreme width, (2) not be greater than lower eaves width if lower eaves width is reported, (3) agree relationally with height from rail to upper eaves for clearance code reported (See Exhibit F, Section IX to cross check these two fields). Feet in Pos. 37-38, inches in Pos. 39-40. Round fraction to the higher inch, e.g., 05 ¼” = 06.

If clearance is A	Minimum—04 00 to Maximum—10 10
If clearance is B	Minimum—04 00 to Maximum—10 08
If clearance is C	Minimum—04 00 to Maximum—10 08
If clearance is E	Minimum—04 00 to Maximum—10 08
If clearance is F	Minimum—04 00 to Maximum—10 08
If clearance exceeds plates B, C, E, F (Code G)	Minimum—04 00 to Maximum—10 11

For ARTICULATED/MULTI-UNIT SETS, report the dimension of the largest UNIT in the set. (For ARTICULATION see Section VII).

Description	Field Length	Format	Equipment Type
7) Upper Eaves—Height	**4**	**N**	**All**

Numeric, measurement is from rail to top of eaves at side of car.

Must: (1) not exceed extreme height, (2) not be less than the lower eaves height, if lower eaves height is reported, (3) agree relationally with upper eaves width for clearance code reported (See Exhibit F, Section IX to cross check these two fields). Feet in Pos. 41-42, inches in Pos. 43-44. Round fraction to the higher inch, e.g., 05 ¼" = 06.

- *Box, Stock, Refrigerator:*

If clearance is A	Minimum—08 00 to Maximum—15 01
If clearance is B	Minimum—08 00 to Maximum—15 01
If clearance is C	Minimum—08 00 to Maximum—15 06
If clearance is E	Minimum—08 00 to Maximum—15 09
If clearance is F	Minimum—08 00 to Maximum—17 00
If clearance exceeds plates B, C, E, F (Code G)	Minimum—08 00 to Maximum—17 11

- *Gondola, Covered Hopper & Hopper:*

If clearance is A	Minimum—02 00 to Maximum—15 01
If clearance is B	Minimum—02 00 to Maximum—15 01
If clearance is C	Minimum—02 00 to Maximum—15 06
If clearance is E	Minimum—02 00 to Maximum—15 09
If clearance is F	Minimum—02 00 to Maximum—17 00
If clearance exceeds plates B, C, E, F (Code G)	Minimum—02 00 to Maximum—17 11

For ARTICULATED/MULTI-UNIT SETS, report the dimension of the largest UNIT in the set. (For ARTICULATION see Section VII).

8) Outside Dimensions-Extreme Height	**4**	**N**	**All**

Numeric, height from top of rail to extreme projection height, Feet in Pos. 33-34, inches in Pos. 35-36. Round fraction to the higher inch, e.g., 05 ¼" = 06.

If clearance is B	Minimum—02 00 to Maximum—15 01
If clearance is C	Minimum—02 00 to Maximum—15 06
If clearance is E	Minimum—02 00 to Maximum—15 09
If clearance is F	Minimum—02 00 to Maximum—17 00
If clearance exceeds plates B, C, E, F (Code G)	Minimum—02 00 to Maximum—18 01

For ARTICULATED/MULTI-UNIT SETS, report the dimension of the largest UNIT in the set. (For ARTICULATION see Section VII).

Description	Field Length	Format	Equipment Type
9) Bearing & Brake Shoe Type	**1**	**A**	**All**

Alphabetic code indicating the type of journal bearings and brake shoes.

(A) Plain bearings and composition brake shoes
(B) Roller bearings and composition brake shoes
(C) Plain bearings and cast iron brake shoes
(D) Roller bearings and cast iron brake shoes
(E) Roller bearings, composition brake shoes and constant contact side bearings
(F) Roller bearings, cast iron brake shoes and constant contact side bearings
(G) Roller bearings, composition brake shoes and empty/load brake system
(H) Roller bearings, composition brake shoes, constant contact side bearings and empty/load brake system
(I) Roller bearings, cast iron brake shoes and empty/load brake system
(J) Roller bearings, cast iron brake shoes, constant contact side bearings and empty/load brake system
(K) Roller bearings, composition brake shoes and designed for high speed train operations
(L) Roller bearings, composition brake shoes, empty/load brake system and designed for high speed train operations

Note 1: Cars having plain bearing codes A or C will be edited to ensure compliance with AAR interchange Rules. The code A or C may be present in the record if the transportation codes are equal to XJ.

Note 2: Cars built/rebuilt on 1/1/1993 and subsequent with bearing codes A or C reported will be flagged in error.

10) Axles	**1**	**A**	**All**

Report the applicable alphanumeric code indicating the number of axles per car.

Note 1: Mandatory for cars with 286,000 - pound total weight on rail.

Note 2: For ARTICULATED/MULTI-UNIT SETS, axles reported must be equal to or greater than: (2 x nbr. artic. Units) + 2.

Unit A		Unit D		Unit C		Unit B	
2	1	1	1	1	1	1	2

(For ARTICULATION see Section VII).

Axle Code	Axles per Car	Axle Code	Axles per Car	Axle Code	Axles per Car	Axle Code	Axles per Car
2	2	C	13	K	21	S	29
4	4	D	14	L	22	T	30
6	6	E	15	M	23	U	31
8	8	F	16	N	24	V	32
9	9	G	17	O	25	W	33
0	10	H	18	P	26	X	34
A	11	I	19	Q	27	Y	35
B	12	J	20	R	28	Z	36 or more

Description	Field Length	Format	Equipment Type
11) Draft Gear/Coupler	**2**	**N**	**All**

Numeric, report the code indicating the type of draft gear and coupler.

55 Solid drawbar on both ends.
56 Articulated connector at intermediate connection.
57 Standard Draft Gear with solid drawbar rotary at the other end.
58 Solid drawbar one end with solid drawbar rotary at the other end.
59 Solid drawbar one end with draft gear rotary other end.
60 Solid drawbar one end E, F or E/F coupler.
66 Standard Draft Gear (24-5/8” pocket) with E, F or E/F bottom shelf coupler.
67 Hydraulic Draft Gear (3.25” to 6” stroke) with E, F or E/F bottom shelf coupler.
77 Standard Draft Gear (24-5/8” pocket) with E, F or E/F double (top and bottom) shelf coupler.
78 Hydraulic Draft Gear (3.25” to 6” stroke) with E, F or E/F double (top and bottom) shelf coupler.
88 Standard Draft Gear (24-5/8” pocket) with E or E/F coupler.
89 Hydraulic Draft Gear (3.25” to 6” stroke) with E or E/F coupler.
94 Hydraulic Draft Gear (3.25” to 6” stroke) with single rotary coupler at the B end.
95 Standard Draft Gear (24-5/8” pocket) with single rotary coupler at the B end.
96 Standard Draft Gear (24-5/8” pocket) with two rotary couplers.
97 Hydraulic Draft Gear (3.25” to 6” stroke) with two rotary couplers.
98 Hydraulic Draft Gear (3.25” to 6” stroke) with one rotary coupler at the A end.
99 Standard Draft Gear (24-5/8” pocket) with one rotary coupler at the A end.

Car equipped with sliding center sills or cushioned draft gear, report the inches of travel from normal position to maximum position to maximum extension for one end of car.

Inches of Travel Minimum 05 to 36 Maximum

Note 1: Equipment with rotary couplers, codes 57 through 59 and 95 through 99 must have the codes FROTARY or EROTARY reported accordingly in Coupler A-End and Coupler B-End (Data Nos. 41 and 42).

Note 2: See Exhibit L, Relational Fields, Section IX.

AAR Equipment Type

The following 18 pages have been extracted from the UMLER Specification Manual and the UMLER Data Specification Manual. The entire set of UMLER specification manuals are available on the Railinc.com web site.

SECTION VII

Format A: Articulated Transaction for All Equipment Except Tanks and Flats

Format A

Data Layout Detail, Effective 1/1/2005

Data No.	Field Positions	Line [Equipment Type]	Positions
1	1-1	U	1
Line Code		**[All]**	

Line Code must always be U. NOTE: When submitting unit information, a "U" transaction for each unit in the articulated/multi-unit set must be submitted.

Data No.	Field Positions	Line [Equipment Type]	Positions
2	2-2	U	2
Transaction Type		**[All]**	

This field should be left blank. Information pertaining to the articulated/multi-unit set should be reported in the base transaction. NOTE: Railinc's edit will determine add, change and/or delete transactions as necessary.

The Transaction Code on the OUTPUT will be used to define the transaction as follows: (5) Delete; (6) Add; (7) Change or (8) No Change - this code is sent as information only when no change has been made to the individual unit, however, a change occurred to another unit in the set.

Data No.	Field Positions	Line [Equipment Type]	Positions
3	3-6	U	3-6
Unit Initial		**[All]**	

Alphabetic, report the Reporting Mark stencilled on the side of the unit.

Data No.	Field Positions	Line [Equipment Type]	Positions
4	7-12	U	7-12
Lower Unit Number		**[All]**	

Numeric, report the low unit number of the articulated/multi-unit set. Must equal low number in base record.

EXAMPLE: Unit number is 123, report 000123.

Data No.	Field Positions	Line [Equipment Type]	Positions
5	13-18	U	13-18
High Unit Number		**[All]**	

Numeric, must be equal to low unit number in (Data No. 4). If the field is left blank, it will be assumed that it is equal to the low number.

Data No.	Field Positions	Line [Equipment Type]	Positions
6	19-20	U	19-20
Unit Position		**[All]**	

Alphanumeric, RIGHT JUSTIFIED report the code that identifies the unit within the articulated/multi-unit set. "U" transactions must follow the base transaction and they must be in ascending order by Unit Position. The 99 codes are as follows:

Unit Pos. Code	Position of Unit Within Articulated/Multi-Unit Set
_A	The A-end unit of the articulated/multi-unit set; the end unit with handbrake facing towards the other units in the articulated/multi-unit set.
_B	The B-end unit of the articulated/multi-unit set; the end unit with handbrake facing away from the other units in the articulated/multi-unit set.
_C	Unit next to B-end unit
_D	2nd unit from B-end; next to "_C" unit
_E	3rd unit from B-end; next to "_D" unit
_F	4th unit from B-end; next to "_E" unit
_G	5th unit from B-end; next to "_F" unit
_H	6th unit from B-end; next to "_G" unit
_I	7th unit from B-end; next to "_H" unit
_J	8th unit from B-end; next to "_I" unit
_K	9th unit from B-end; next to "_J" unit
_ L	10th unit from B-end; next to "_K" unit
_M	11th unit from B-end; next to "_L" unit
_N	12th unit from B-end; next to "_M" unit
_O	13th unit from B-end; next to "_N" unit
_P	14th unit from B-end; next to "_O" unit
_Q	15th unit from B-end; next to "_P" unit
_R	16th unit from B-end; next to "_Q" unit
_S	17th unit from B-end; next to "_R" unit
_T	18th unit from B-end; next to "_S" unit
_U	19th unit from B-end; next to "_T" unit
_V	20th unit from B-end; next to "_U" unit
_W	21st unit from B-end; next to "_V" unit
_X	22nd unit from B-end; next to "_W" unit
_Y	23rd unit from B-end; next to "_X" unit
_Z	24th unit from B-end; next to "_Y" unit
AA	25th unit from B-end; next to "_Z" unit
AB	26th unit from B-end; next to "AA" unit
AC	27th unit from B-end; next to "AB" unit
AD	28th unit from B-end; next to "AC" unit
AE	29th unit from B-end; next to "AD" unit
AF	30th unit from B-end; next to "AE" unit
AG	31st unit from B-end; next to "AF" unit
AH	32nd unit from B-end; next to "AG" unit
AI	33rd unit from B-end; next to "AH" unit
AJ	34th unit from B-end; next to "AI" unit
AK	35th unit from B-end; next to "AJ" unit
AL	36th unit from B-end; next to "AK" unit
AM	37th unit from B-end; next to "AL" unit
AN	38th unit from B-end; next to "AM" unit
AO	39th unit from B-end; next to "AN" unit
AP	40th unit from B-end; next to "AO" unit
AQ	41st unit from B-end; next to "AP" unit
AR	42nd unit from B-end; next to "AQ" unit
AS	43rd unit from B-end; next to "AR" unit
AT	44th unit from B-end; next to "AS" unit
AU	45th unit from B-end; next to "AT" unit
AV	46th unit from B-end; next to "AU" unit
AW	47th unit from B-end; next to "AV" unit
AX	48th unit from B-end; next to "AW" unit
AY	49th unit from B-end; next to "AX" unit
AZ	50th unit from B-end; next to "AY" unit
BA	51st unit from B-end; next to "AZ" unit
BB	52nd unit from B-end; next to "BA" unit
BC	53rd unit from B-end; next to "BB" unit
BD	54th unit from B-end; next to "BC" unit
BE	55th unit from B-end; next to "BD" unit
BF	56th unit from B-end; next to "BE" unit
BG	57th unit from B-end; next to "BF" unit
BH	58th unit from B-end; next to "BG" unit
BI	59th unit from B-end; next to "BH" unit
BJ	60th unit from B-end; next to "BI" unit
BK	61st unit from B-end; next to "BJ" unit
BL	62nd unit from B-end; next to "BK" unit
BM	63rd unit from B-end; next to "BL" unit
BN	64th unit from B-end; next to "BM" unit
BO	65th unit from B-end; next to "BN" unit
BP	66th unit from B-end; next to "BO" unit
BQ	67th unit from B-end; next to "BP" unit
BR	68th unit from B-end; next to "BQ" unit
BS	69th unit from B-end; next to "BR" unit
BT	70th unit from B-end; next to "BS" unit
BU	71st unit from B-end; next to "BT" unit
BV	72nd unit from B-end; next to "BU" unit
BW	73rd unit from B-end; next to "BV" unit
BX	74th unit from B-end; next to "BW" unit
BY	75th unit from B-end; next to "BX" unit
BZ	76th unit from B-end; next to "BY" unit
CA	77th unit from B-end; next to "BZ" unit
CB	78th unit from B-end; next to "CA" unit
CC	79th unit from B-end; next to "CB" unit
CD	80th unit from B-end; next to "CC" unit
CE	81st unit from B-end; next to "CD" unit
CF	82nd unit from B-end; next to "CE" unit
CG	83rd unit from B-end; next to "CF" unit
CH	84th unit from B-end; next to "CG" unit
CI	85th unit from B-end; next to "CH" unit
CJ	86th unit from B-end; next to "CI" unit
CK	87th unit from B-end; next to "CJ" unit
CL	88th unit from B-end; next to "CK" unit
CM	89th unit from B-end; next to "CL" unit

SECTION VII

Format A: Articulated Transaction for All Equipment Except Tanks and Flats

Format A

Data Layout Detail, Effective 1/1/2005

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
CN	90th unit from B-end; next to "CM" unit		
CO	91st unit from B-end; next to "CN" unit		
CP	92nd unit from B-end; next to "CO" unit		
CQ	93rd unit from B-end; next to "CP" unit		
CR	94th unit from B-end; next to "CQ" unit		
CS	95th unit from B-end; next to "CR" unit		
CT	96th unit from B-end; next to "CS" unit		
CU	97th unit from B-end; next to "CT" unit		

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
7	21-21	U	21
Unit Position		**[All]**	

Alphabetic, report the alpha prefix of the Equipment Type Code, i.e., A = equipped box car, B = unequipped box car. Applicable codes are: A, B, C, E, G, H, J, K and R. For Equipment Type prefixes of 'L' and 'M', report the applicable type of equipment, i.e., 'A', 'G', etc. (See Exhibit B, Section IX for Equipment Type Codes).

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
8	22-25	U	22-25
Prior Unit Initial		**[All]**	

Alphanumeric, report the PRIOR reporting mark of the unit.

NOTE: This field may be left BLANK. No Equipment Identification Numbers (EIN) will be assigned to articulated units at this time. If reported, owner must provide valid reporting initial of the prior unit, NEWX or ARXX.

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
9	26-31	U	26-31
Prior Unit Number		**[All]**	

Alphanumeric, report the PRIOR unit number of the unit.

NOTE: This field may be left BLANK. No Equipment Identification Numbers (EIN) will be assigned to articulated units at this time. If reported, owner must provide valid number of the prior unit. If Prior Unit Initial is NEWX or ARXX, Prior Unit Number should be zeros (000000).

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
10	32-33	U	32-33
Prior Unit Position		**[All]**	

Alphanumeric, RIGHT JUSTIFIED report the code that identifies the PRIOR unit within the articulated/multi-unit set. See Unit Position in Data No. 6 for valid codes.

NOTE: This field may be left blank. No Equipment Identification Numbers (EIN) will be assigned to articulated units at this time. If reported, owner must provide valid unit position of the prior unit.

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
11	34-37	U	34-37
Load Limit		**[All]**	

Numeric, report in hundreds of pounds the stencilled load limit of each unit in the set. The load limit is the maximum permissible weight that can be loaded on the unit. The value is determined by deducting the unit's light weight (tare) from the total allowable weight on rail for the applicable journal size as defined in AAR Interchange Rule 70. The value can be equal to or greater than the cars reported nominal capacity. The number of units reported must agree relationally with the Articulated field in the base record, (Data No. 74).

MINIMUM--0200 MAXIMUM--5000

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
12	38-41	U	38-41
Tare Weight		**[All]**	

Numeric, report the stencilled light weight (tare) in hundreds of pounds for each unit of the set. Rounding instructions, e.g., actual 17,550 pounds report as 0175 and actual 17,551 pounds report as 0176. The number of units reported must agree relationally with the Articulated field in the base record, (Data No. 74).

	MINIMUM	MAXIMUM
Box Cars	0160	1600
Gondolas	0300	1100
Covered Hoppers & Hoppers	0230	1200
Stock	0300	1200
Refrigerator	0160	1400

NOTE: Edit parameters above are applicable for cars with Star Codes 'S' or 'R'.

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
13	42-46	U	42-46
Club Capacity		**[All]**	

Numeric, report the Cubic Capacity for the individual unit.

	MINIMUM	MAXIMUM
Box Cars	02000	11000
Gondolas	00400	08500
Covered Hoppers & Hoppers	00400	08500
Stock	01000	10000
Refrigerator	01400	06700

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
14	47-100	U	47-100
Blank		**[All]**	

BLANK

Format B: Articulated Transaction for Tank Cars

SECTION VII

Format B

Data Layout Detail, Effective 1/1/2005

Data No.	Field Positions	Field Description	Line [Equipment Type]	Positions
1	**1-1**	**Line Code**	**U [Tank]**	**1**

Line Code must always be U. NOTE: When submitting unit information, a "U" transaction for each unit in the articulated/multi-unit set must be submitted.

Data No.	Field Positions	Field Description	Line [Equipment Type]	Positions
2	**2-2**	**Transaction Type**	**U [Tank]**	**2**

This field should be left blank. Information pertaining to the articulated/multi-unit set should be reported in the base transaction.

NOTE: Railinc's edit will determine add, change and/or delete transactions as necessary.

The Transaction Code on the OUTPUT will be used to define the transaction as follows:

(5) Delete; (6) Add; (7) Change or (8) No Change -this code is sent as information only when no change has been made to the individual unit, however, a change occurred to another unit in the set.

Data No.	Field Positions	Field Description	Line [Equipment Type]	Positions
3	**3-6**	**Unit Initial**	**U [Tank]**	**3-6**

Alphabetic, report the Reporting Mark stencilled on the side of the unit.

Data No.	Field Positions	Field Description	Line [Equipment Type]	Positions
4	**7-12**	**Lower Unit Number**	**U [Tank]**	**7-12**

Numeric, report the low unit number of the articulated/multi-unit set. Must equal low number in base record.

EXAMPLE: Unit number is 123, report 000123.

Data No.	Field Positions	Field Description	Line [Equipment Type]	Positions
5	**13-18**	**High Unit Number**	**U [Tank]**	**13-18**

Numeric, must be equal to low unit number in (Data No. 4). If the field is left blank, it will be assumed that it is equal to the low number.

Data No.	Field Positions	Field Description	Line [Equipment Type]	Positions
6	**19-20**	**Unit Position**	**U [Tank]**	**19-20**

Alphanumeric, RIGHT JUSTIFIED report the code that identifies the unit within the articulated/multi-unit set. "U" transactions must follow the base transaction and they must be in ascending order by Unit Position. The 99 codes are as follows:

Unit Pos. Code	Position of Unit Within Articulated/Multi-Unit Set
_A	The A-end unit of the articulated/multi-unit set; the end unit with handbrake facing towards the other units in the articulated/multi-unit set.
_B	The B-end unit of the articulated/multi-unit set; the end unit with handbrake facing away from the other units in the articulated/multi-unit set.
_C	Unit next to B-end unit
_D	2nd unit from B-end; next to "_C" unit
_E	3rd unit from B-end; next to "_D" unit
_F	4th unit from B-end; next to "_E" unit
_G	5th unit from B-end; next to "_F" unit
_H	6th unit from B-end; next to "_G" unit
_I	7th unit from B-end; next to "_H" unit
_J	8th unit from B-end; next to "_I" unit
_K	9th unit from B-end; next to "_J" unit
_L	10th unit from B-end; next to "_K" unit
_M	11th unit from B-end; next to "_L" unit
_N	12th unit from B-end; next to "_M" unit
_O	13th unit from B-end; next to "_N" unit
_P	14th unit from B-end; next to "_O" unit
_Q	15th unit from B-end; next to "_P" unit
_R	16th unit from B-end; next to "_Q" unit
_S	17th unit from B-end; next to "_R" unit
_T	18th unit from B-end; next to "_S" unit
_U	19th unit from B-end; next to "_T" unit
_V	20th unit from B-end; next to "_U" unit
_W	21st unit from B-end; next to "_V" unit
_X	22nd unit from B-end; next to "_W" unit
_Y	23rd unit from B-end; next to "_X" unit
_Z	24th unit from B-end; next to "_Y" unit
AA	25th unit from B-end; next to "_Z" unit
AB	26th unit from B-end; next to "AA" unit
AC	27th unit from B-end; next to "AB" unit
AD	28th unit from B-end; next to "AC" unit
AE	29th unit from B-end; next to "AD" unit
AF	30th unit from B-end; next to "AE" unit
AG	31st unit from B-end; next to "AF" unit
AH	32nd unit from B-end; next to "AG" unit
AI	33rd unit from B-end; next to "AH" unit
AJ	34th unit from B-end; next to "AI" unit
AK	35th unit from B-end; next to "AJ" unit
AL	36th unit from B-end; next to "AK" unit
AM	37th unit from B-end; next to "AL" unit
AN	38th unit from B-end; next to "AM" unit
AO	39th unit from B-end; next to "AN" unit
AP	40th unit from B-end; next to "AO" unit
AQ	41st unit from B-end; next to "AP" unit
AR	42nd unit from B-end; next to "AQ" unit
AS	43rd unit from B-end; next to "AR" unit
AT	44th unit from B-end; next to "AS" unit
AU	45th unit from B-end; next to "AT" unit
AV	46th unit from B-end; next to "AU" unit
AW	47th unit from B-end; next to "AV" unit
AX	48th unit from B-end; next to "AW" unit
AY	49th unit from B-end; next to "AX" unit
AZ	50th unit from B-end; next to "AY" unit
BA	51st unit from B-end; next to "AZ" unit
BB	52nd unit from B-end; next to "BA" unit
BC	53rd unit from B-end; next to "BB" unit
BD	54th unit from B-end; next to "BC" unit
BE	55th unit from B-end; next to "BD" unit
BF	56th unit from B-end; next to "BE" unit
BG	57th unit from B-end; next to "BF" unit
BH	58th unit from B-end; next to "BG" unit
BI	59th unit from B-end; next to "BH" unit
BJ	60th unit from B-end; next to "BI" unit
BK	61st unit from B-end; next to "BJ" unit
BL	62nd unit from B-end; next to "BK" unit
BM	63rd unit from B-end; next to "BL" unit
BN	64th unit from B-end; next to "BM" unit
BO	65th unit from B-end; next to "BN" unit
BP	66th unit from B-end; next to "BO" unit
BQ	67th unit from B-end; next to "BP" unit
BR	68th unit from B-end; next to "BQ" unit
BS	69th unit from B-end; next to "BR" unit
BT	70th unit from B-end; next to "BS" unit
BU	71st unit from B-end; next to "BT" unit
BV	72nd unit from B-end; next to "BU" unit
BW	73rd unit from B-end; next to "BV" unit
BX	74th unit from B-end; next to "BW" unit
BY	75th unit from B-end; next to "BX" unit
BZ	76th unit from B-end; next to "BY" unit
CA	77th unit from B-end; next to "BZ" unit
CB	78th unit from B-end; next to "CA" unit
CC	79th unit from B-end; next to "CB" unit
CD	80th unit from B-end; next to "CC" unit
CE	81st unit from B-end; next to "CD" unit
CF	82nd unit from B-end; next to "CE" unit
CG	83rd unit from B-end; next to "CF" unit
CH	84th unit from B-end; next to "CG" unit
CI	85th unit from B-end; next to "CH" unit
CJ	86th unit from B-end; next to "CI" unit
CK	87th unit from B-end; next to "CJ" unit
CL	88th unit from B-end; next to "CK" unit
CM	89th unit from B-end; next to "CL" unit
CN	90th unit from B-end; next to "CM" unit
CO	91st unit from B-end; next to "CN" unit
CP	92nd unit from B-end; next to "CO" unit

SECTION VII

Format B: Articulated Transaction for Tank Cars

Format B

Data Layout Detail, Effective 1/1/2005

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
CQ	93rd unit from B-end; next to "CP" unit		
CR	94th unit from B-end; next to "CQ" unit		
CS	95th unit from B-end; next to "CR" unit		
CT	96th unit from B-end; next to "CS" unit		
CU	97th unit from B-end; next to "CT" unit		

7	21-21	U	21
Equipment Type Code Prefix		**[Tank]**	

Alphabetic, report the alpha prefix of the Equipment Type Code T = Tank car. If Maintenance-of-Way tank, report 'T'.

8	22-25	U	22-25
Prior Unit Initial		**[Tank]**	

Alphanumeric, report the PRIOR reporting mark of the unit.
NOTE: This field may be left BLANK. No Equipment Identification Numbers (EIN) will be assigned to articulated units at this time. If reported, owner must provide valid reporting initial of the prior unit, NEWX or ARXX.

9	26-31	U	26-31
Prior Unit Initial		**[Tank]**	

Alphanumeric, report the PRIOR unit number of the unit.
NOTE: This field may be left BLANK. No Equipment Identification Numbers (EIN) will be assigned to articulated units at this time. If reported, owner must provide valid number of the prior unit. If Prior Unit Initial is NEWX or ARXX, Prior Unit Number should be zeros (000000).

10	32-33	U	32-33
Prior Unit Position		**[Tank]**	

Alphanumeric, RIGHT JUSTIFIED report the code that identifies the PRIOR unit within the articulated/multi-unit set. See Unit Position in Data No. 6 for valid codes.
NOTE: This field may be left BLANK. No Equipment Identification Numbers (EIN) will be assigned to articulated units at this time. If reported, owner must provide valid unit position of the prior unit.

11	34-37	U	34-37
Load Limit		**[Tank]**	

Numeric, report in hundreds of pounds the stencilled load limit of each unit in the set. The load limit is the maximum permissible weight that can be loaded on the unit. The value is determined by deducting the unit's light weight (tare) from the total allowable weight on rail for the applicable journal size as defined in AAR Interchange Rule 70. The value can be equal to or greater than the cars reported nominal capacity. The number of units reported must agree relationally with the Articulated field in the base record, (Data No. 76).

MINIMUM--0200 MAXIMUM--5000

12	38-41	U	38-41
Tare Weight		**[Tank]**	

Numeric, report the stencilled light weight (tare) in hundreds of pounds for each unit of the set. Rounding instructions, e.g., actual 17,550 pounds report as 0175 and actual 17,551 pounds report as 0176. The number of units reported must agree relationally with the Articulated field in the base record, (Data No. 76).

	MIMINUM	MAXIMUM
Tank Cars	0310	2000

NOTE: Edit parameters above are applicable for cars with Star Codes 'S' or 'R'.

13	42-46	U	42-46
Actual Shell Capacity		**[Tank]**	

Numeric, report the Actual Shell Capacity for the individual unit.

NOTE: Unit with Major Class 17, 58 or 77 should report zeros (000000).

MINIMUM	MAXIMUM
02000	49000

14	47-47	U	47
Compartments		**[Tank]**	

Alphanumeric, report the number of Compartments for the individual unit.

NOTE: Units with Major Class 03, 58 or 77 should report a BLANK.

MINIMUM	MAXIMUM
1	5

15	48-100	U	48-100
Blank		**[Tank]**	

BLANK

Format C: Articulated Transaction for Flat Cars

SECTION VII

Data Layout Detail, Effective 1/1/2005

Primary Format C

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
1	1-1 Line Code	U [Flat]	1

Line Code must always be U. NOTE: When submitting unit information, a "U" transaction for each unit in the articulated/multi-unit set must be submitted.

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
2	2-2 Transaction Type	U [Flat]	2

This field should be left blank. Information pertaining to the articulated/multi-unit set should be reported in the base transaction.

NOTE: Railinc's edit will determine add, change and/or delete transactions as necessary.

The Transaction Code on the OUTPUT will be used to define the transaction as follows: (5) Delete; (6) Add; (7) Change or (8) No Change - this code is sent as information only when no change has been made to the individual unit, however, a change occurred to another unit in the set.

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
3	3-6 Unit Initial	U [Flat]	3-6

Alphabetic, report the Reporting Mark stencilled on the side of the unit.

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
4	7-12 Lower Unit Number	U [Flat]	7-12

Numeric, report the low unit number of the articulated/multi-unit set. Must equal low number in base record. EXAMPLE: Unit number is 123, report 000123.

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
5	13-18 High Unit Number	U [Flat]	13-18

Numeric, must be equal to low unit number in (Data No. 4). If the field is left blank, it will be assumed that it is equal to the low number.

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions
6	19-20 Unit Position	U [Flat]	19-20

Alphanumeric, RIGHT JUSTIFIED report the code that identifies the unit within the articulated/multi-unit set. (Ex:_A, report blank A). "U" transactions must follow the base transaction and they must be in ascending order by Unit Position. The 99 codes are as follows:

Unit Pos. Code	Position of Unit Within Articulated/Multi-Unit Set
_A	The A-end unit of the articulated/multi-unit set; the end unit with handbrake facing towards the other units in the articulated/multi-unit set.
_B	The B-end unit of the articulated/multi-unit set; the end unit with handbrake facing away from the other units in the articulated/multi-unit set.
_C	Unit next to B-end unit
_D	2nd unit from B-end; next to "_C" unit
_E	3rd unit from B-end; next to "_D" unit
_F	4th unit from B-end; next to "_E" unit
_G	5th unit from B-end; next to "_F" unit
_H	6th unit from B-end; next to "_G" unit
_I	7th unit from B-end; next to "_H" unit
_J	8th unit from B-end; next to "_I" unit
_K	9th unit from B-end; next to "_J" unit
_ L	10th unit from B-end; next to "_K" unit
_M	11th unit from B-end; next to "_L" unit
_N	12th unit from B-end; next to "_M" unit
_O	13th unit from B-end; next to "_N" unit
_P	14th unit from B-end; next to "_O" unit
_Q	15th unit from B-end; next to "_P" unit
_R	16th unit from B-end; next to "_Q" unit
_S	17th unit from B-end; next to "_R" unit
_T	18th unit from B-end; next to "_S" unit
_U	19th unit from B-end; next to "_T" unit
_V	20th unit from B-end; next to "_U" unit
_W	21st unit from B-end; next to "_V" unit
_X	22nd unit from B-end; next to "_W" unit
_Y	23rd unit from B-end; next to "_X" unit
_Z	24th unit from B-end; next to "_Y" unit
AA	25th unit from B-end; next to "_Z" unit
AB	26th unit from B-end; next to "AA" unit
AC	27th unit from B-end; next to "AB" unit
AD	28th unit from B-end; next to "AC" unit
AE	29th unit from B-end; next to "AD" unit
AF	30th unit from B-end; next to "AE" unit
AG	31st unit from B-end; next to "AF" unit
AH	32nd unit from B-end; next to "AG" unit
AI	33rd unit from B-end; next to "AH" unit
AJ	34th unit from B-end; next to "AI" unit
AK	35th unit from B-end; next to "AJ" unit
AL	36th unit from B-end; next to "AK" unit
AM	37th unit from B-end; next to "AL" unit
AN	38th unit from B-end; next to "AM" unit
AO	39th unit from B-end; next to "AN" unit
AP	40th unit from B-end; next to "AO" unit
AQ	41st unit from B-end; next to "AP" unit
AR	42nd unit from B-end; next to "AQ" unit
AS	43rd unit from B-end; next to "AR" unit
AT	44th unit from B-end; next to "AS" unit
AU	45th unit from B-end; next to "AT" unit
AV	46th unit from B-end; next to "AU" unit
AW	47th unit from B-end; next to "AV" unit
AX	48th unit from B-end; next to "AW" unit
AY	49th unit from B-end; next to "AX" unit
AZ	50th unit from B-end; next to "AY" unit
BA	51st unit from B-end; next to "AZ" unit
BB	52nd unit from B-end; next to "BA" unit
BC	53rd unit from B-end; next to "BB" unit
BD	54th unit from B-end; next to "BC" unit
BE	55th unit from B-end; next to "BD" unit
BF	56th unit from B-end; next to "BE" unit
BG	57th unit from B-end; next to "BF" unit
BH	58th unit from B-end; next to "BG" unit
BI	59th unit from B-end; next to "BH" unit
BJ	60th unit from B-end; next to "BI" unit
BK	61st unit from B-end; next to "BJ" unit
BL	62nd unit from B-end; next to "BK" unit
BM	63rd unit from B-end; next to "BL" unit
BN	64th unit from B-end; next to "BM" unit
BO	65th unit from B-end; next to "BN" unit
BP	66th unit from B-end; next to "BO" unit
BQ	67th unit from B-end; next to "BP" unit
BR	68th unit from B-end; next to "BQ" unit
BS	69th unit from B-end; next to "BR" unit
BT	70th unit from B-end; next to "BS" unit
BU	71st unit from B-end; next to "BT" unit
BV	72nd unit from B-end; next to "BU" unit
BW	73rd unit from B-end; next to "BV" unit
BX	74th unit from B-end; next to "BW" unit
BY	75th unit from B-end; next to "BX" unit
BZ	76th unit from B-end; next to "BY" unit
CA	77th unit from B-end; next to "BZ" unit
CB	78th unit from B-end; next to "CA" unit
CC	79th unit from B-end; next to "CB" unit
CD	80th unit from B-end; next to "CC" unit
CE	81st unit from B-end; next to "CD" unit
CF	82nd unit from B-end; next to "CE" unit
CG	83rd unit from B-end; next to "CF" unit
CH	84th unit from B-end; next to "CG" unit
CI	85th unit from B-end; next to "CH" unit
CJ	86th unit from B-end; next to "CI" unit
CK	87th unit from B-end; next to "CJ" unit
CL	88th unit from B-end; next to "CK" unit
CM	89th unit from B-end; next to "CL" unit
CN	90th unit from B-end; next to "CM" unit
CO	91st unit from B-end; next to "CN" unit
CP	92nd unit from B-end; next to "CO" unit
CQ	93rd unit from B-end; next to "CP" unit

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions

CR 94th unit from B-end; next to "CQ" unit
CS 95th unit from B-end; next to "CR" unit
CT 96th unit from B-end; next to "CS" unit
CU 97th unit from B-end; next to "CT" unit

7	21-21	U	21
Equipment Type Code Prefix		**[Flat]**	

Alphabetic, report the alpha prefix of the Equipment Type Code, i.e., F = Flat car. Applicable codes are: F, Q (except Q_1_), S, and V. For Equipment Type Prefixes of 'L' and 'M', report the applicable type of equipment, i.e., F, Q, etc.

8	22-25	U	22-25
Prior Unit Initial		**[Flat]**	

Alphanumeric, report the PRIOR reporting mark of the unit.

NOTE: This field may be left BLANK. No Equipment Identification Numbers (EIN) will be assigned to articulated units at this time. If reported, owner must provide valid reporting initial of the prior unit, NEWX or ARXX.

9	26-31	U	26-31
Prior Unit Number		**[Flat]**	

Alphanumeric, report the PRIOR unit number of the unit.

NOTE: This field may be left BLANK. No Equipment Identification Numbers (EIN) will be assigned to articulated units at this time. If reported, owner must provide valid number of the prior unit. If Prior Unit Initial is NEWX or ARXX, Prior Unit Number should be zeros (000000).

10	32-33	U	32-33
Prior Unit Position		**[Flat]**	

Alphanumeric, RIGHT JUSTIFIED report the code that identifies the PRIOR unit within the articulated/multi-unit set. See Unit Position in Data No. 6 for valid codes.

NOTE: This field may be left BLANK. No Equipment Identification Numbers (EIN) will be assigned to articulated units at this time. If reported, owner must provide valid unit position of the prior unit.

11	34-37	U	34-37
Load Limit		**[Flat]**	

Numeric, report in hundreds of pounds the stencilled load limit of each unit in the set. The load limit is the maximum permissible weight that can be loaded on the unit. The value is determined by deducting the unit's light weight (tare) from the total allowable weight on rail for the applicable journal size as defined in AAR Interchange Rule 70. The value can be equal to or greater than the car's reported nominal capacity. The number of units reported must agree relationally with the Articulated field in the base record, (Data No. 76).

MINIMUM - 0200 MAXIMUM - 5000

12	38-41	U	38-41
Tare Weight		**[Flat]**	

Numeric, report the stencilled light weight (tare) in hundreds of pounds for each unit of the set. Rounding instructions, e.g., actual 17,550 pounds report as 0175 and actual 17,551pounds report as 0176. The number of units must agree relationally with the Articulated field in the base record, (Data No. 76).

MINIMUM	MAXIMUM	
V_ _ _	0550	1360
FCA	0100	0720
All Other Flats	0230	5000

NOTE: Edit parameters above are applicable for cars with Star Codes 'S' or 'R'.

13	42-45	U	42-45
Inside Platform Length		**[Flat]**	

Numeric, report in feet and inches the loading platform length of the individual unit.

MINIMUM	MAXIMUM	
V_ _ _	75'00"	99'04"
All others	20'00"	99'04"

14	46-47	U	46-47
Trailer Loading Capacity		**[Flat]**	

Alphanumeric, report the code indicating the individual units' loading capacity. This is applicable to FCA equipment only (Equipment Type Codes S and Q EXCEPT S_1_ and Q_1_):

0 - Not suitable for trailer loading
1 - 40' trailer
2 - 40' to 45' trailer
3 - 40' to 48' trailer
4 - 40' to 50' trailer
5 - 26' to 40' trailer
6 - 26' to 45' trailer
7 - 26' to 48' trailer
8 - 26' to 50' trailer
9 - 40' to 53' trailer
A - 28' to 31' trailer
B - 48' well, - 2 -28' trailers, up to 53' single with nose extended over hitches, intermediate - 53' and kingpin-axle length not greater than 45'.
C-Z - Not used

NOTE 1: Left justify with blanks in position 47.

15	48-49	U	48-49
Container Loading Capacity		**[Flat]**	

Alphanumeric, report the code indicating the individual units' container loading capacity. This is applicable to FCA equipment only (Equipment Type Codes S and Q EXCEPT S_1_ and Q_1_):

0 - Not suitable for container loading
1 - One (1) 40' container
2 - One (1) 40' container or two (2) 20' containers
3 - Two (2) 40' containers-stacked
4 - Two (2) 40' containers-stacked, or two (2) 20' containers and one (1) 40' container-stacked
5 - One (1) 35' container
6 - One (1) 45' container
7 - One (1) 40' container and one (1) 45' container-stacked
8 - One (1) 40' container and one (1) 48' container-stacked
9 - Two (2) 48' containers-stacked
A - Two (2) 45' containers-stacked
B - One (1) 45' container and one (1) 48' container-stacked
C - Two (2) 35' containers-stacked
D - Two (2) 20' containers and one (1) 40', 45' or 48' container stacked
E - Two (2) 20' containers and one (1) 40' or 48' container-stacked
F - Two (2) 20' containers or one (1) 40' and one (1) 40', 45' or 48' container-stacked
G - One (1) 40' container and one (1) 40', 45' or 48' container-stacked
H - One (1) 40' container or 45'
I - One (1) 40' container or 45' or 48' and one (1) 40', 45' or 48' container-stacked

Data No.	Field Positions Field Description	Line [Equipment Type]	Positions	Data No.	Field Positions Field Description	Line [Equipment Type]	Positions

J - One (1) 48' container and one (1) 40', 45', 48' or 53' container-stacked
K - Two (2) 20' containers or one (1) 40' or 45' and one (1) 40', 45' or 48' container-stacked
L - One (1) 45' container and one (1) 40', 45' 48' or 53' container-stacked
M - Two (2) 20' containers or one (1) 40' and one (1) 40' or 48' container-stacked
N - Two (2) 24' containers and one (1) 40', 45', 48' or 53' container-stacked
O - Two (2) 20' containers or one (1) 40' or one (1) 45' or one (1) 48' and one (1) 40', 45' 48' or 53' container-stacked
P - Two (2) 20' containers or one (1) 40', 45' or 48'container-stacked
Q - Two (2) 20' or 28' containers or one (1) 40', 45', 48' or 53' and two (2) 28' containers or one (1) 40', 45', 48' or 53' container-stacked
R-Z - Not Used.

NOTE 1: Left justify with blanks in position 49.

16	**50-50**	**U**	**50**
Number of Axles		**[Flat]**	

Alphanumeric, report the number of axles on the individual unit. This is applicable to FCA equipment only:

2 =2; 3=3; 4=4; 6=6; 8=8; 9=9

17	**51-51**	**U**	**51**
Wheel Size		**[Flat]**	

Alphanumeric, report the code identifying the size of the wheels on the individual unit. This is applicable to FCA equipment only:

1 - 28 inch	5 - 38 inch
2 - 30 inch	6 - 33 and 36 inch
3 - 33 inch	7 - 33 and 38 inch
4 - 36 inch	

NOTE: Wheel Codes 6 and 7 can ONLY be reported on the A and B units.

18	**52-100**	**U**	**52-100**
Blank		**[Flat]**	

BLANK

EXHIBIT B
‡EQUIPMENT TYPE & TRAILER/CONTAINER TYPE CODES

EQUIPPED BOX CARS EQUIPMENT TYPE CODE A_ _ _
FIRST NUMERIC:

0--Not Used
1--Less than 49' inside length
2--Less than 49' inside length, cushion draft gear/underframe
3--49' and less than 59' inside length
4--49' and less than 59' inside length, cushion draft gear/underframe
5--59' and less than 79' inside length
6--59' and less than 79' inside length, cushion draft gear/underframe
7--79' and over, inside length
8--79' and over, inside length, cushion draft gear/underframe
9--Not Used

SECOND NUMERIC:

0--XP
1--XPI
2--XF
3--XL
4--XLI

THIRD NUMERIC:

0--Other type door/opening
1--Sliding door, opening, Side Door Width less than 9'
2--Sliding door, opening, 9' less than 11'
3--Sliding door, opening, 11' and over
4--Plug door, opening, less than 9'
5--Plug door, opening, 9' less than 11'
6--Plug door, opening, 11' and over
7--Combination (Sliding-Plug) doors
8, 9--Not Used

XF--Non-insulated box car similar in design to "XM" designed and specially prepared with a U.S. Food and Drug Administration approved white epoxy or other comparable white coating to seal interior walls, doors, and ends, and provide a smooth durable surface to prevent contamination.

XL--Loader Equipped. Box car similar in design to "XM", with steel perforated side walls or equipped with interior side rails for securement of certain types of lading and/or permanently attached movable bulkheads.

XP--Boxcar similar in design to "XM", but which is specially equipped, designed, and/or structurally suitable for a specific commodity loading; except, boxcars (XF, XM, XMI) dedicated to the transportation of commodities in paragraph A, Rule 97, AAR Interchange Rules, must be designated "XP".

NOTE 1: When cars qualified as XM or XL are insulated, the suffix “I” must be affixed to the applicable designation and reported to the Umler file.

UNEQUIPPED BOX CARS EQUIPMENT TYPE CODE B_ _ _
FIRST NUMERIC:

0--Not Used
1--Less than 49' inside length
2--Less than 49' inside length, cushion draft gear/underframe
3--49' and less than 59' inside length
4--49' and less than 59' inside length, cushion draft gear/underframe
5--59' and less than 79' inside length
6--59' and less than 79' inside length, cushion draft gear/underframe
7--79' and over, inside length
8--79' and over, inside length, cushion draft gear/underframe
9--Not Used

SECOND NUMERIC:

0--XM--Sliding doors, inside width less than 9'06"

1--XM--Sliding door, inside width 9'06" & over
2--XM--Plug doors, inside width, less than 9'06"
3--XM--Plug doors, inside width 9'06" & over
4--XM—Combination (sliding-plug) doors, inside width less than 9'06"
5--XM—Combination (sliding-plug) doors, inside width 9'06" & over
6--XM--Other door, any width
7--XMI--Inside width less than 9'06"
8--XMI--Inside width 9'06" and over
9--Not Used

THIRD NUMERIC:

0--Other type door/opening
1--Side Door Width less than 8' opening
2--Doors 8' less than 9' opening
3--Doors 9' less than 10' opening
4--Doors 10' less than 11' opening
5--Doors 11' less than 13' opening
6--Doors 13' less than 15' opening
7--Doors 15' & over opening
8, 9--Not Used

XM--Box car for general service equipped with side or side and end doors.

NOTE 1: When any of the foregoing Class "X" cars are insulated, the letter "I" should be added to the designation.

COVERED HOPPER CARS EQUIPMENT TYPE CODE C_ _ _
FIRST NUMERIC:

0--Not Used

1--Gravity Unloading--non-pressurized gravity unloading.

2--Pneumatic Unloading--non-pressurized, for unloading by means of vacuum or suction equipment with receiver's facilities without capability of gravity discharge into a hopper.

3--Gravity-Pneumatic Unloading--non-pressurized car with capabilities either for unloading by means of vacuum or suction in conjunction with receiver's facilities or operation as a straight gravity mode.

4--Fluidized-Gravity Unloading--Air fluidization to expedite unloading; non-pressurized except in fluidization chambers, with gravity outlet.

5--Fluidized = Pneumatic Unloading--Air Fluidization to expedite unloading; non-pressurized except in fluidization chambers, with means for unloading by means of vacuum or suction in conjunction with receiver's facilities.

6--Pressure Differential—Car body pressurized to 5 psi. or greater, with or without supplementary fluidization; discharge through pneumatic pipes.

7--Other Unloading Systems--Any discharge system not defined by 1 through 6 above.

8, 9--Not Used

SECOND NUMERIC:

0--Not Used
1--LO (Covered Hopper)
‡2--LO (Equipment with rotary couplers)
3 through 9--Not Used

THIRD NUMERIC:

0--Not Used 1--Less than 3,000 cu. ft. capacity
2--3,000 but less than 4,000 cu. ft. capacity
3--4,000 but less than 5,000 cu. ft. capacity
4--5,000 cu. ft. capacity and over
5 through 9--Not Used

LO--A permanently enclosed car, other than a box car, regardless of exterior or interior shape, for handling bulk commodities, with or without insulation and provided with openings for loading through top or sides with weather-tight covers or doors. Car may be provided with one or more bottom openings for unloading, with tight fitting covers, doors, valves, or tight fitting slide or gate to prevent leakage of lading. Car may be provided with facilities for discharge of lading through openings in top or sides and may have one or more compartments. Mechanical or other means may be provided within car to expedite loading or unloading.

LOCOMOTIVE EQUIPMENT TYPE CODE D_ _ _
FIRST NUMERIC:

0--Not Used
1--Freight Locomotive
2--Passenger Locomotive
3--Switching Locomotive
4--Non-Cab Freight Locomotive
5--Non-Cab Passenger Locomotive
6--Auxiliary Unit (Includes slugs, boosters, etc., which draw their power from the "mother" unit.
7--Electric
8, 9--Not Used

SECOND NUMERIC:

0--Not Used
1--AAR Truck type 'B-B'...4 powered axles
2--AAR Truck type 'C-C'...6 powered axles
3--AAR Truck type 'D-D'...8 powered axles
4--AAR Truck type 'A1A-A1A'...4 powered axles
5--AAR Truck type 'B-C'...5 powered axles
6--More than 8 powered axles
7--Less than 9 powered axles with a different configuration than 1 through 5
8, 9--Not Used

THIRD NUMERIC:

0--Less than 1000 hp
1--1000 to 1499 hp
2--1500 to 1999 hp
3--2000 to 2499 hp
4--2500 to 2999 hp
5--3000 to 3499 hp
6--3500 to 3999 hp
7--4000 to 4499 hp
8--4500 to 4999 hp
9--5000 and over

EQUIPPED GONDOLA EQUIPMENT TYPE CODE E_ _ _
FIRST NUMERIC:

0--Not Used
1--Less than 48' inside length
2--Less than 48' inside length with cushion draft gear/underframe
3--48' and less than 52' inside length
4--48' and less than 52' inside length with cushion draft gear/underframe
5--52' and less than 61' inside length
6--52' and less than 61' inside length with cushion draft gear/underframe
7--61' and over inside length
8--61' and over inside length with cushion draft gear/underframe
9--Not Used

SECOND NUMERIC:

* 0--GTS
1--GTR
2--GBR
3--GBS
4--GBSR
5--Not used
6--GSS
7--Not Used
8--GWS
9--GWSR

THIRD NUMERIC:

* 0--All cars
1--Coil steel/aluminum equipped car
2--Coil steel car with transverse trough
3--Not Used
* 4--Less than 3000 cu. ft.
* 5--3000 to less than 4000 cu. ft.
* 6--4000 to less than 5000 cu. ft.
* 7--5000 cu. ft. and over
8, 9--Not Used

NOTE 1: * -GTS if NOT light density service, report third numeric 0; report fitting code "LD" and third numeric 4, 5, 6 or 7 for cars restricted to light density service.

NOTE 2: When gondola cars equipped with any or all of the modifications as provided for in the following NOTES 3 and 4, the suffixes as provided for shall be added to the primary classification in order of the notes as listed.

NOTE 3: Where cars are specially built, modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters. Such special equipment must be reported in the fitting code field in the Umler file.

NOTE 4: If any of these gondola cars are equipped with a roof for protection of contents, the letter "R" must be affixed to the regular symbol to designate its special class of service.

NOTE 5: For primary classifications, see Equipment Type Code G (plain gondola).

FLAT CARS EQUIPMENT TYPE CODE F_ _ _
FIRST NUMERIC:

0--Not Used
1--Less than 155,000 pounds load limit
2--155,000 to 184,999 pounds load limit
3--185,000 to 199,999 pounds load limit
4--200,000 pounds load limit and over
5--Equipped for pipe loading only
6--Equipped to handle frames (auto/truck)
7--Single deck, pedestals and tie downs for saddleback loading
8--Single deck, tie downs, without pedestals
9--Not Used

SECOND NUMERIC:

*0--FM
1--FMS, standard draft gear/solid drawbar
2--FMS, equipped with cushioned draft gear/underframe
3--FD
4--FB
5--FBS
6--FW
7--FL
8--FBC
9--FDC

THIRD NUMERIC:

0--Not Used
1--Less than 53' inside length
2--53' and less than 60' inside length
3--60' and less than 75' inside length
4--75' and less than 85' inside length
5--85' and less than 89' inside length
6--89' and over inside length
7 through 9--Not Used

FB--Bulkhead flat cars equipped with fixed or permanently attached movable bulkheads or ends a minimum of three feet in height and flat floor for general commodity loading.

FBC--Flat car constructed with a center beam above the car deck from bulkhead to bulkhead.

FD--Depressed center flat car of special construction having the portion of floor extending between trucks depressed to provide necessary overhead clearance for lading.

FDC--Flat car, constructed with a center beam above the deck from bulkhead to bulkhead and having the portion of the floor extending between trucks depressed to provide additional volume capacity.

FL--Flat car with or without straight deck consisting of two trucks fitted with cross supports over truck bolsters; the trucks are connected with a skeleton or flexible frame or solid underframe fitted with supports for transporting lading loaded lengthwise, e.g., logs, pipes, slab steel.

FM--Flat car with straight deck or platform with flooring over sills and without sides, end risers or bulkheads.

FW--Flat car with an opening in the deck to allow lading to be lowered to accommodate clearance restrictions.

NOTE: Where cars are specially modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters. Such special equipment must be reported in the fitting code field in the Umler file. This would not apply to cars with "FA", "FD", "FL" or "FW" designation.

UNEQUIPPED GONDOLA EQUIPMENT TYPE CODE G_ _ _
FIRST NUMERIC:

0--Not Used
1--Less than 48' inside length
2--48' and less than 52' inside length, less than 9' inside width
3--48' and less than 52' inside length, 9' and over inside width
4--52' and less than 61' inside length, less than 9' inside width
5--52' and less than 61' inside length, 9' and over inside width
6--61' and over inside length, less than 9' inside width
7--61' and over inside length, 9' and over inside width
8, 9--Not Used

SECOND NUMERIC:

0--Not Used
1--GB steel floor, solid ends
2--GB steel floor, drop ends
3--GB wood floor, solid ends
4--GB wood floor, drop ends
5--Not Used
6--Not Used
7--Not Used
8--GS
9--Not Used

THIRD NUMERIC – Inside Height -- Load Limit:

0 -- 12" to 167" -- 154,999 and less
1 -- 12" to 46" -- 155,000 to 184,999
2 -- 47" to 167" -- 155,000 to 184,999
3 -- 12" to 46" -- 185,000 to 204,999
4 -- 47" to 52" -- 185,000 to 204,999
5 -- 53" to 58" -- 185,000 to 204,999
6 -- 59" to 64" -- 185,000 to 204,999
7 -- 65" to 167" -- 185,000 to 204,999
8 -- 12" to 59" -- 205,000 and greater
9 -- 60" to 167" -- 205,000 and greater

GB--Open top car, having fixed sides, fixed or drop ends and solid bottom or swinging side doors to enable dumping.

GS--Open top car, having fixed sides and ends and drop bottom, consisting of doors hinged at center sills or side sills to dump outside and/or inside of rails.

GW--Open top well-hole car for transportation of special commodities. A solid bottom car with fixed sides and ends, having one or more openings or depressions provided in floor, permitting the lading to be lowered in order to obtain overhead clearance.

UNEQUIPPED HOPPER CARS EQUIPMENT TYPE CODE H_ _ _
FIRST NUMERIC:

0--Not Used
1--Less than 155,000 pounds load limit
2--155,000 to 184,999 pounds load limit
3--185,000 pounds load limit and over
4 through 9--Not Used

SECOND NUMERIC:

0, 1--Not Used
2--Not Used
3--HK
4--HM
5--HT
6--HTA
7 through 9--Not Used

THIRD NUMERIC:

0--Non-rotary couplers
1--Rotary coupler on one end
2--Rotary couplers on both ends
3 through 9--Not Used

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

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

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

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

GONDOLA CAR--GT EQUIPMENT TYPE CODE J_ _ _
FIRST NUMERIC:

0--Not Used
1--Less than 155,000 pounds load limit
2--155,000 to 184,999 pounds load limit
3--185,000 pounds load limit and over
4 through 9--Not Used

SECOND NUMERIC:

0--GT Flat Bottom
1--GT Depressed Bottom
2 through 9--Not Used

THIRD NUMERIC:

0--Less than 36' inside length (Ore Jenny)
1--36' inside length and less than 48'
2--48' inside length and less than 52'
3--52' inside length and less than 61'
4--61' inside length and over
5 through 9--Not Used

GT--Open top car, having high fixed sides and fixed or hinged ends and solid bottom, suitable for unloading on dumping machines only.

EQUIPPED HOPPER EQUIPMENT TYPE CODE K_ _ _
FIRST NUMERIC:

0--Not Used
1--Less than 155,000 pounds load limit
2--155,000 to 184,999 pounds load limit
3--185,000 pounds load limit and over
4 through 9--Not Used

SECOND NUMERIC:

0--HKS
1--Not Used
2--HMS
3--HTR
* 4--HTS
5--HKR
6--Not Used
7--HMSR
8--HMA (Ore Car)
9--Not Used

THIRD NUMERIC:

0--Non-rotary couplers
1--Rotary coupler on one end
2--Rotary couplers on both ends
3--Not Used
* 4--Less than 3000 cu. ft.
* 5--3000 to less than 4000 cu. ft.
* 6--4000 to less than 5000 cu. ft.
* 7--5000 cu. ft. and over
8, 9--Not used

NOTE: * HTS if NOT light density service, report third numeric 0, 1, 2, or 3; report fitting code "LD" and third numeric 4, 5, 6 or 7 for cars restricted to light density service.

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

NOTE 1: Where cars are specially built, modified or equipped for handling particular commodities, the letter "S" must be affixed to the applicable designating letters. Such special equipment must be reported in the fitting code field in the Umler file.

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

NOTE 3: For primary classifications, see Equipment Type Code H (unequipped hopper cars).

SPECIAL TYPE CARS EQUIPMENT TYPE CODE L_ _ _
FIRST NUMERIC:

0--All cars, except L999, see NOTE
1 through 9--Not Used

SECOND NUMERIC:

0--LF (Flat)
1--LG (Gondola)
2--LP (Flat)
3--Not Used
4--LU (Box)
5--Not Used
6--LM (Hopper)
7--LC (Box)
8--Not Used
9--LS (Flat)

THIRD NUMERIC:

0--Cubic Capacity and Length not applicable (LS only)
1--Less than 3,000 cu. ft. capacity--LM
2--3,000 but less than 4,000 cu. ft. capacity--LM
3--4,000 but less than 5,000 cu. ft. capacity--LM
4--5,000 cu. ft. capacity and over--LM
5--Not Used
6--Less than 49'8" inside length--LC, LF, LG, LP, LU
7--49'8" and less than 59'8" inside length--LC, LF, LG, LP, LU
8--59'8" and over inside length--LC, LF, LG, LP, LU
9--Not Used

LC--Box car with side doors and roof hatches. May be equipped with end doors.

LF--Flat car equipped to handle one or more demountable containers for the transportation of commodities not qualified for TOFC/COFC service.

NOTE: Not applicable to flat cars designed to handle containers in TOFC/COFC service or containers handling setup vehicles.

LG--Gondola car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration.

LM--A car equipped with one or more permanently enclosed tanks or containers, provided with one or more openings for loading and equipped for pneumatic or gravity unloading. Car is suitable for handling certain dry powered or granular commodities, and also low viscosity, non-dangerous liquid commodities.

LP--Open-Top car having solid bottom and fixed ends equipped with sloping floor or longitudinal floor risers or side-stakes for the handling of pulpwood and not suitable for general commodity loading.

LS--A car of special construction having two separable interlocking units which form a car body. Units may be separated and load interposed between and locked in place to form a complete transportation unit.

LU--An enclosed with roof, having a special metal beam of heavy design at top of each side to support a series of retractable overhead side doors and their appurtenances, or other types of doors, running substantially the length of car, which beams also support the roof details. Car may be equipped with special loading devices or racks for handling various commodities.

M-O-W, SCALE PASSENGER, CABOOSE AND END OF TRAIN INFORMATION SYSTEMS **EQUIPMENT TYPE CODE M_ _ _**

MAINTENANCE OF WAY, SCALE, PASSENGER, CABOOSE AND END-OF-TRAIN INFORMATION SYSTEMS

FIRST AND SECOND NUMERIC:

10--MW - Format A
11--MWB - Format A
12--MWD - Format A
14--MWE - Format A
15--MWF - Format C
16--MWDC - Format C
19--MWM - Format A
20--MWP - Format C
21--MWS - Format C
23--Not Used
25--MWW - Format C
26--MWX - Format A
27--MWSP - Format A
28--MWG - Format C
29--MWRC - Format C
30--Not Used
31--MWK - Format A
32-- Not Used
33-- Not Used
34-- Not Used
35--MS (SCALE) - Format C
36--MWTK - Format B
50--PA - Format A
51--PB - Format A
52--PD - Format A
53--PS - Format A
54--PAB - Format A
55--PSD-Format A
60--MT-training units and/or articulated combinations other than tank and flat units - Format A
61--MT-training unit (tank) - Format B
62--MT-training unit (flat) - Format C
80--Fuel Tender, Tank Diesel Fuel - Format B
81--Fuel Tender, Tank Liquid Natural Gas (LNG) - Format B
82--Fuel Tender, Locomotive Diesel Fuel - Format A
83--Fuel Tender, Locomotive Liquid Natural Gas (LNG) - Format A
90--ND (IDU) Input Display Unit/Locomotive - Format G
91--NC (CLU) Communication Logic Unit/Locomotive - Format G
92--NU (SBU) One way sensor Brake Unit/End of Train - Format G. A device mounted on the trailing coupler on the rear car of the train coupled to the brake pipe. The SBU senses brake pipe pressure, and may sense motion and direction. This information is relayed by radio to the head end of the train to a RDU, CDU or a CLU/IDU combination. In addition, the SBU acts as a marker to indicate the rear of the train. The SBU is NOT equipped with an emergency braking feature.
93--NE Caboose - Format A
94--NA (CDU) Sensing, audio, emergency braking Unit/Locomotive–Format G
95--NL (NLU) Light only, may have brake pressure device/End-of-Train – Format G
96--NB (RDU) Receiver Display Unit/Locomotive - Format G
97--NF (SBT) Two way sensor Brake Unit/End-of-Train - Format G. A device mounted on the trailing coupler on the rear car of the train coupled to the brake pipe. The SBT senses brake-pipe pressure, and may sense motion and direction. This information is relayed by radio to the head end of the train to a RDU, CDU or a CLU/IDU combination. In addition, the SBT acts as a marker to indicate the rear of the train and IS equipped with an emergency braking feature to be used in the event of a loss of the normal braking capability from the head end of the train.

THIRD NUMERIC:

0--All units
1 through 9--Not Used

Equipment Type Code N (Not Used). See Equipment Type Code M for Caboose.

MS--Scale Car-Cars used to test railroad track sales.

MT--Training unit equipped with training aids or modified to demonstrate components of the unit.

MW--Class.

Weed Exterminator--A car equipped with machinery for propelling itself, or otherwise, and burning or spraying weeds along the track as it proceeds.

Rail Saw--A car equipped with machinery for sawing track rails and similar material.

Rail Bender--A car equipped with machinery for bending track rails and similar material.

Grass Cutter--A car equipped with machinery for propelling itself, or otherwise and cutting grass along the track as it proceeds.

Track Layer--A car equipped with machinery for propelling itself, or otherwise, and laying the track ahead of it as it proceeds.

MWB--Ballast Cars. A car used to carry ballast for laying new right of way and repairs. The car used generally for this work is of the gondola type, with side or center dump.

MWD--Dump Cars. Type of contractor's car used for building up fills; the body of the car dumps being raised by means of counterweight (air or hand power) for dumping.

MWDC--Ditching Car. A car equipped for excavating ditches along the sides of tracks as it proceeds, self-propelled or not.

MWE--Ballast Spreader and Trimmer. A car with blades or wings for spreading or trimming ballast.

MWF--Flat Car. Used for transporting rails, ties or ballast and for storage of wrecking trucks or gathering scraps along right of way. These cars are at times equipped with low sides, about 10 or 12 inches high.

MWG--Section Gang or Track Inspection Car. Flat car with or without seats or tool boxes, and equipped with single or double cylinder gasoline engine serving as motive power.

MWK--Snow-removing Car. A car equipped with any special device for removing snow from between or alongside of rails.

MWM--Store-Supply Car. A box car used for handling material or storing tools, blocking or other material for railway use.

MWP--Pile Driver. A car equipped with machinery for pile driving.

MWRC--Unit equipped to receive and transmit radio signals via multiple-unit connections to coupled locomotive for remote control operation.

MWS--Steam Shovel. A car equipped with powered boom, the end of which is a shovel or scoop. Because it is equipped with safety appliances, it may be propelled by its own power or by means of a locomotive and be run as a car in freight trains. The cubic capacity of the shovels (in yards) can be indicated following the classification letters (for example, MWS 6 yards).

MWSP--Shoving platform consists of a car equipped with hand safety rails and a shelter where a train crew can guide a train in a reverse or shoving operation.

MWTK--Similar in design to "T", but used specifically in Maintenance-of-Way service.

MWW--Wrecking Derrick. A derrick used for wrecking purposes equipped with an engine housed on a separate platform to raise and lower booms and hoists. The separate platform and the attached boom are pivoted in the center of the car. A derrick is usually fitted with outrigger beams to stabilize the car for heavy lifting. Derricks are usually propelled by means of a locomotive, but can be equipped with self-propulsion equipment for traveling short distances. Lifting capacity (in tons) is clearly marked.

MWX--Boarding Outfit Car. A car used for boarding, sleeping or cooking purposes in construction and similar work.

NA--Sensing, audio, emergency braking unit (CDU) that accepts, analyzes, and displays information relevant to the rear of train. The NA provides audible alerts and displays to assist the engineer operating the train and is equipped with emergency braking feature in the event normal brake capability is lost. The arming feature prevents unauthorized use of the emergency braking device.

NB--Receiver Display Unit (RDU). A device mounted on the control stand in the locomotive to receive, analyze and display information as transmitted by the SBU. The RDU provides audible alerts and displays to assist the engineer in train operation.

NE--All cabosses.

NC--Communications Logic Unit (CLU). A device located in the short hood of the locomotive which accepts and analyzes radio messages transmitted from the rear of the train by the SBU. After the messages are analyzed the CLU forwards the information for display in the cab of the locomotive.

ND--Input and Display Unit (IDU). A device mounted on the control stand in the cab of the locomotive to display information which has been sent by the SBU and analyzed by the CLU. The IDU provides audible alerts and displays to assist the locomotive engineer in the handling of the train.

NF--A device mounted on the trailing coupler on the rear car of the train coupled to the brake pipe. The SBT senses brake pipe pressure, and may sense motion and direction. This information is relayed by radio to the head end of the train to a RDU, CDU or a CLU/IDU combination. In addition, the SBT acts as a marker to indicate the rear of the train and is equipped with an emergency braking feature to be used in the event of a loss of the normal braking capability from the head end of the train.

NL--Light only, may have brake pipe pressure device (NLU) mounted on side of trailing coupler on rear car. The NLU may or may not be coupled to the brake pipe. When coupled senses brake pipe pressure, and displays this information on a mechanical gauge on the side of unit. Primary function is to act as a marker to indicate the rear of train.

NU--Sense and Braking Unit (SBU). A device mounted on the trailing coupler on the rear car of the train and coupled to the brake pipe. The SBU senses brake pipe pressure, and may sense motion and direction. This information is relayed by radio to the head end of the train to a RDU, CDU or a CLU/IDU combination. In addition, the SBU acts as a marker to indicate the rear of the train. The SBU is NOT equipped with an emergency braking feature.

PAB--Car equipped to handle passengers and equipped to handle baggage, express mail, merchandise or similar products.

PB--A car constructed for passenger train service and equipped to handle baggage, express, mail, merchandise or similar products.

PD--Car equipped for food or beverage service.

PA--Car equipped to handle passengers.

PS--Company service car, including office cars, instruction cars, display cars, etc.

PSD--Company service car (including office, instruction, display, etc. equipped for food and/or beverage service.

CONVENTIONAL INTERMODAL CARS **EQUIPMENT TYPE CODE P_ _ _**

Mechanical Designation "FC"
If Tare Weight is 33M Pounds or Greater
(See NOTES 1 through 5 below)

FIRST NUMERIC (See NOTES 1 and 2):

0--Not Used
1--Single Length—Low Level--8' Tandem
2--Single Length—Low Level--8 1/2' Tandem
3--Single Length—Standard Level--8' Tandem
4--Single Length—Standard Level--8 1/2' Tandem
5--Double Length—Low Level--8' Tandem
6--Double Length—Low Level--8 1/2' Tandem
7--Double Length—Standard Level--8' Tandem
8--Double Length—Standard Level--8 1/2' Tandem
9--Double Length Car with Deck Height 3'2" ATR--8' Tandem

SECOND NUMERIC:

0--Not Used
1--Circus and Lift On/Lift Off--TOFC Only
2--Circus, equipped for portable bridge plates, and Lift On/Lift Off–TOFC Only
3--Lift On/Lift Off Only--TOFC Only
4--Circus and Lift On/Lift Off--All Purpose (TOFC and COFC)
5--Circus, equipped for portable bridge plates, and Lift On/Lift Off--All Purpose (With Stub Bridge Plates)
6--Circus, equipped for portable bridge plates, and Lift On/Lift Off--All Purpose (No Stub Bridge Plates)
7--Lift On/Lift Off Only—All Purpose
8--Lift On/Lift Off Only--COFC Only
9--Not Used

THIRD NUMERIC (See NOTE 3):

If First Numeric is 1 through 4 and Second Numeric is 1, 2, or 3, then,

0--Cars otherwise not classified--contact car owner
1--Trailer up to 40' long
2--Trailer up to 45' long
3--Trailer up to 48' long
4--Trailer up to 50' long
5--Trailer up to 53' long
6--Trailer up to 57' long
7 through 9--Not Used

If First Numeric is 1 through 4 and Second Numeric is 4 through 7, then, Third Numeric (TOFC/COFC) is:

0--All cars
1 through 9--Not Used

If First Numeric is 1 through 4 and Second Numeric is 8, then, (See NOTE 5)

0--Cars not otherwise classified--contact car owner
1--1-40' and 1-20' container or 3-20' containers
2--1-40' or 1-40' 03" container
3 through 9--Not Used

If First Numeric is 5 through 9 and Second Numeric is 1, 2, or 3, then,

0--Cars not otherwise classified, contact owner
1--2-40' trailers with or without nose mounted reefers (If 1st Numeric equals 9, car will not handle nose mounted reefers).
2--1-40' trailer without and 1-45' trailer with nose mounted reefer, or 2-40' trailers with nose mounted reefer.
3--2-45' trailers (see NOTE 4)
4--Any two trailers with aggregate length up to 90'.
5--1-40' trailer without and 1-45' trailer with nose mounted reefer, or 3-28' "Pups" or 2-40' trailers with nose mounted reefer.
6--Any two trailers with aggregate length up to 90' or 3-28' Pups.
7 through 9--Not Used

If First Numeric is 5 through 9 and Second Numeric is 4 through 7 (All Purpose) then,

0--Cars not otherwise classified--contact car owner
1--Trailers and/or containers as follows -- 1-40' trailer without and 1-45' trailer with nose mounted reefer, or 2-40' trailers with nose mounted reefer, or various combinations of 20' and 40' containers and/or trailers, or 1-45' container with one other container up to 35' long.
2--Trailers and/or containers as follows -- 2-45' trailers without nose mounted reefers or various combinations of 20' and 40' containers and/or trailers, or 1-45' container with one other container up to 35' long. (See NOTE 4)
3 through 9--Not Used

If First Numeric is 5 through 9 and Second Numeric is 8 (COFC Only) then, (See NOTE 5)

0--Cars not otherwise classified--contact car owner
1--2-40' containers Only.
2--2-40' or 4-20' containers and various combinations
3--2-40' or 4-20' containers and various combinations or 1-45' container with one other container up to 35' long.
4 through 9--Not Used

NOTE 1: "Single Length" car will handle one unit at least 40' long. (Car will generally be 50'-75' long). "Double Length" car will handle two units at least 40' long. (Car will generally be 85'-89'4" long).

NOTE 2: "Low Level" is 2'9" or less ATR. "Standard Level" is 3'4" inches ATR or over.

NOTE 3: Although other king pin settings may be acceptable, trailer handling capabilities assume trailer king pin settings of 36".

NOTE 4: These cars will also handle 40' or 45' trailers with nose mounted reefer units at the "A" position (middle) hitch provided the "B" position (leading) hitch is carrying a 40' or shorter trailer. In no case will the "B" position hitch handle a trailer with nose mounted reefer regardless of the length of the trailer.

NOTE 5: These cars will not handle containers more than 8'0" wide.

FC--Flat cars, specifically equipped to carry trailers, containers, and chassis in TOFC/COFC service.

LIGHTER WEIGHT, LOW PROFILE INTERMODAL CARS **EQUIPMENT TYPE CODE Q_ _ _**

Mechanical Designation "FC" -- If Less than 33M Pounds
or
"FCA" Articulated and Multi-Platform Cars
or
ST--Steel Wheel Railsets
for Car-less Technology
(See NOTES 1 through 6 below)

FIRST NUMERIC:

0--Not Used
1--Trailers Only
2--Containers Only--8' wide--Single tier
3--Containers Only--8 1/2' wide--Single tier
4--Containers Only--8' or 8 1/2' wide--Single tier
5--Trailers or 8' wide containers
6--Trailers or 8 1/2' wide containers
7--Trailers or 8' or 8 1/2' wide containers
8--Steel wheel railsets for car-less technology (See NOTE 4)
9--Integrated multi-platform unit, trailers-containers various dimensions

SECOND NUMERIC (See NOTE 4):

1--1 Platform -- FC
2--2 Platforms -- FCA
3--3 Platforms -- FCA
4--4 Platforms -- FCA
5--5 Platforms -- FCA
6--6 Platforms -- FCA
7--7 Platforms -- FCA
8--8 Platforms -- FCA
9--9 Platforms -- FCA
0--10 or more Platforms -- FCA

THIRD NUMERIC--If First Numeric is 1 (See NOTES 5 and 6):

0--Cars not otherwise classified--contact car owner
1--One 40'-45' trailer per platform
2--One 40'-48' trailer per platform
3--One 40'-53' trailer per platform
4--One 40'-57' trailer per platform
5--One 40'-45' trailer per platform with nose mounted reefer units on trailers on A and B platforms Only.
6--One 28'-48' trailer per platform
7--Four trailers up to 45' long, without nose-mounted reefer units per car; or three trailers, up to 56' long per car, where the center trailer must be 48' long or longer and Only the center trailer may be equipped with nose-mounted reefer unit and/or 42" king pin settings (deck height is 3'6" ATR).
8--Three trailers up to 56' long per car, with up to 42" king pin settings and/or nose-mounted reefer units per car. The center trailer must be 48' long or longer (deck height is 3'6" ATR).
9--Not Used

THIRD NUMERIC--If First Numeric is 2, 3 or 4:

0--Cars not otherwise classified--contact car owner
1--Two 20' or one 40', 45' or 48' by 96" by 96" or 102" container(s) on A, B, and D platforms and one 40', 45' or 48' by 96" or 102" container on C and E platforms.
2--Two 20' or one 40', 45' or 48' by 96" or 102" container(s) on all platforms.
3 through 9--Not Used

THIRD NUMERIC--If First Numeric is 5, 6 or 7:

0--Cars not otherwise classified--contact car owner
1--One 28' through 48' trailer on all platforms or one 40' through 48' by 96" or 102" container on all platforms, or two 20' by 96" or 102" containers on A and B platforms Only.
2--One 28' through 53' trailer on all platforms or one 40' through 53' by 96" or 102" container on all platforms, or two 20' by 96" or 102" containers on A and B platforms Only.
3 through 9--Not Used

THIRD NUMERIC--If First
Numeric is 8:

0--Bogey equipped with rail coupler
1--Bogey single air line with rail coupler
2--Bogey double air line with rail coupler
3--Intermediate Connector without rail coupler
4 through 9--Not Used

NOTE 1: All "Q" class cars have a deck height of 2'8" ATR or less, unless otherwise indicated.

NOTE 2: All "Q" class cars are suitable Only for Lift-On/Lift-Off terminal handling (no bridge plates and non-retractable hitches).

NOTE 3: All "Q" class cars will handle trailers with tandem wheels up to 102" wide.

NOTE 4: Multiples of two or more platforms are either fully articulated or are semi-permanently coupled together and cannot be separated except at a repair track. A "platform" is capable of carrying a trailer or container at least 40' long or two 20' containers. If 1st numeric is 8 (Steel wheel sets for carless technology) 2nd numeric must be a 1.

NOTE 5: Although other king pin settings may be acceptable, trailer handling capabilities are based on a trailer king pin setting of 36".

NOTE 6: All "Q" class cars with TOFC capability will handle trailers of the length indicated, plus nose mounted refrigeration units, unless otherwise indicated.

FCA--Flat car, articulated or drawbar connected multi-unit, specially equipped for transporting containers, chassis, and trailers in TOFC/COFC service.

ST—Alphabetic identifier for steel wheel rail-sets (bogies) used in intermodal service.

REFRIGERATOR CARS EQUIPMENT TYPE CODE R_ _ _
FIRST NUMERIC:

0--Not Used
1--Less than 49' inside length
2--Less than 49' inside length with cushion draft gear/underframe
3--49' and less than 59' inside length
4--49' and less than 59' inside length with cushion draft gear/underframe
5--59' and less than 79' inside length
6--59' and less than 79' inside length with cushion draft gear/underframe
7--79' and over, inside length
8--79' and over inside length with cushion draft gear/underframe
9--Not Used

SECOND NUMERIC:

0--RB
1--RBL
2 through 5--Not Used
6--RP
7--RPL
8--Not Used
9--RC

THIRD NUMERIC:

0--All other cars
1--Body fiberglass, reinforced composite
2 through 9--Not Used

RB--Bunkerless refrigerator car with or without ventilating devices and with or without device for attaching portable heaters. Constructed with insulation in side ends, floor and roof to meet maximum UA factor requirement of 250 BTU/F/Hour for 50 foot cars and 300 BTU/F/Hour for 60 foot cars. Effective for cars ordered new after March 1, 1984.

NOTE: Cars built or rebuilt prior to March 1, 1984, must have been constructed with a minimum of 3 in. of insulation in the sides and ends and 3-1/2 in. in floor and roof based on the insulation requirements given in the AAR Manual of Standards and Recommended Practices, Section C, Recommended Practice RP-253 or a thickness reduced in proportion to the thermal conductivity of the insulation.

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

NOTE: Cars equipped with interior side rails only, built new, rebuilt or reclassified on and after January 1, 1966, in order to qualify for the "RBL" designation, shall have a minimum of four (4) usable side rails on each wall of car, each extending from doorway to approximately four (4) feet from end of car.

RC--Refrigerator Car similar to an "RB" car using a cryogen to produce temperatures to transport frozen commodities.

RP--Mechanical Refrigerator car equipped with or without means of ventilation and provided with apparatus for furnishing protection against heat and/or cold.

RPL--Mechanical Refrigerator. Similar to "RP" but equipped in addition with adjustable loading or stowing device.

STACK CAR EQUIPMENT TYPE CODE S_ _ _
Well Cars--COFC/TOFC
Capable of Carrying Double
Stacked Containers
(See NOTES 1 through 4 below)

FIRST NUMERIC:

0--Cars not otherwise classified--contact car owner
1--All 40' Wells
2--All 45' Wells
3--All 48' Wells
4--40' end and 45' Intermediate Wells
5--40' end and 48' Intermediate Wells
6--All 53' Wells
7--All 56' Wells
8, 9--Not Used

SECOND NUMERIC (See NOTE 2):

0--Cars not otherwise classified--contact car owner
1--Single Well -- IBC Type --FC
2--Two Wells -- IBC Type --FCA
3--Three Wells -- IBC Type --FCA
4--Four Wells -- IBC Type --FCA
5--Five Wells -- IBC Type --Light Capacity (100 Ton Trucks) -- FCA
6--Five Wells -- IBC Type --Heavy Capacity (125 Ton Trucks) -- FCA
7--Five Wells – Bulkhead Type -- Light Capacity (100 Ton Trucks) -- FCA
8--Five Wells – Bulkhead Type -- Heavy Capacity (125 Ton Trucks) -- FCA
9--Not Used

THIRD NUMERIC:

If Second Numeric is 1, 2, 3, or 4 then (See NOTES 3 and 5)

0--Cars not otherwise classified--contact car owner
1--1-40', 45' or 48' container in well and 1-40, 45', 48' or 53' container stacked on top of well.
2--2-20', 1-40', 45' or 48' container in well and 1-40', 45', 48' or 53' container stacked on top of well.
3--2-20', 1-40', 45' or 48' container in well and 1-40', 48' or 53' container stacked on top of well or 2-28' trailers or 1-40' through 53' trailer in well. Trailers can be either 96" or 102" wide and can be equipped with nose-mounted refrigerator units.
4--2-20' or 28' containers or 1-40', 45', 48' or 53' container in well and 2-28' containers, 1-40', 45', 48' or 53' container stacked on top of well.
5--2-20', 1-40', 45', 48' or 53' container in well and 1-40', 45', 48' or 53' (see NOTE 5) container stacked on top of well.
6 through 9--Not Used

If Second Numeric is 5 or 6, then (See NOTE 3):

0--Cars not otherwise classified--contact car owner
1--2-20' or 1-40' container(s) in end wells and 1-40' container only in intermediate wells with 1-40', 45' or 48' container stacked on top of all wells.
2--2-20' or 1-40' container(s) in all wells and 1-40', 45' or 48' container stacked on top of all wells.
3--1-40' or 45' container in all wells and 1-40', 45', 48' or 53' container stacked on top of all wells.
4--1-40', 45' or 48' container in all wells and 1-40', 45', 48' or 53' container stacked on top of all wells.
5--2-20' or 1-40' container(s) in end wells and 1-40' or 45' container in intermediate wells with 1-40', 45' or 48' container stacked on top of all wells and 53' containers stacked only on top of intermediate wells.
6--2-20' or 1-40' container(s) in end wells and 1-40', 45' or 48' container in intermediate wells with 1-40', 45' or 48' container stacked on top of all wells and 53' containers stacked only on top of intermediate wells.

7--2-20' or 2-24' or 1-40' or 1-45' or 1-48' container(s) in all wells with 1-40' or 1-45' or 1-48' or 1-53' container stacked on top of all wells.
8--2-20' or 24' or 1-40' or 1-45' or 1-48' container(s) in the end wells and 1-40' or 1-45' or 1-48' container in the intermediate wells with 1-40' or 1-45' or 1-48' or 1-53' stacked on top of all wells.
9--Not Used

If Second Numeric is 7 or 8, then (See NOTE 4):

0--Cars not otherwise classified--contact car owner
1--2-20' or 1-40' container(s) in end wells and 40' containers only in intermediate wells with 40' or 48' containers stacked on top of all wells.
2--2-20' or 1-40' container(s) in end wells and 40' containers only in intermediate wells with 40', 45' or 48' containers stacked on top of all wells.
3--2-20' or 1-40' container(s) in end wells and 40' containers only in intermediate wells with 40' containers stacked on end wells and 40' or 45' containers stacked on intermediate wells.
4--2-20' or 1-40' container(s) in all wells with 40' or 48' containers stacked on top of all wells.
5--2-20' or 1-40' container(s) in all wells with 40', 45' or 48' containers stacked on top of all wells.
6--1-40' container only in end wells and 2-20' or 1-40' container(s) in intermediate wells with 40' or 48' containers stacked on top of all wells.
7--1-40' container only in end wells and 2-20' or 1-40' container(s) in intermediate wells with 40', 45' or 48' containers stacked on top of all wells.
8--1-40' container in all wells with 1-40' or 1-45' container stacked on top of all wells.
9--2-20' or 1-40' container(s) in all wells with 1-40' or 1-45' container stacked on top of all wells.

NOTE 1: Most IBC type and some Bulkhead type cars are equipped with empty/load brakes. Refer to Umler Bearing & Brake Shoe Type for specifics.

NOTE 2: Single well and drawbar connected double-stack cars have a load limit of 135,000 lbs. or more per well. "Light Capacity" refers to 5-well cars with 100-ton trucks at intermediate locations. "Heavy Capacity" refers to 5-well cars with 125-ton trucks at intermediate locations.

Stenciled "Load Limit" will govern in determining the maximum gross weight which can be loaded in individual wells.

NOTE 3: If the second numeric is 1, 2, 3, 4, 5 or 6, the container configurations and stacking combinations shown in the third numeric assume that 20' and 40' containers are 96" wide and that 45', 48' and 53' containers can be either 96" or 102" wide and further that 40', 45', 48' and 53' containers have both top and bottom corner castings at the 40' and 96" locations.

NOTE 4: If the second numeric is 7 or 8, the container configurations and stacking combinations shown in the third numeric assume that 20', 40' and 45' containers are 96" wide (unless otherwise indicated) and that 48' and 53' containers are 102" wide. If 40', 45' and 48' containers are going to be stacked in the upper position of bulkhead cars using IBCs rather than "flippers" then the container must have both top and bottom corner castings at the 40' and 96" locations.

NOTE 5: If 53' container in well, only 53' container can be stacked on top.

TANK CARS **EQUIPMENT TYPE CODE T_ _ _**
FIRST AND SECOND NUMERIC:
Major Class Description (See Exhibit J)

THIRD NUMERIC:

0--Capacity not applicable
1--7,000 gal. and less capacity
2--8,000 through 9,000 gallons capacity
3--10,000 through 11,000 gallons capacity
4--12,000 through 18,000 gallons capacity
5--19,000 through 21,000 gallons capacity
6--22,000 through 24,000 gallons capacity
7--25,000 through 27,000 gallons capacity
8--28,000 through 31,000 gallons capacity
9--32,000 gallons capacity and over

For the purpose of determining capacity for coding, the following is used:

6,500 to 7,499 gallons—show as 7,000 gallons capacity
7,500 to 8,499 gallons—show as 8,000 gallons capacity
8,500 to 9,499 gallons—show as 9,000 gallons capacity, etc...

T--Tank Car. Tank car means any car which is used only for the transportation of liquids, liquefied gases, compressed gases, or solids that are liquefied prior to unloading. Car may be without underframe if container serving as superstructure is designed to serve as underframe. If car has underframe, it must be designed only for the carriage of one or more enclosed containers (with or without compartments) that form the superstructure and are integral parts of the car. All such containers must be securely attached to the underframe when offered for transportation but may have demountable features. Before any car can be considered a tank car hereunder, the design of all such containers thereon must have been approved 1) by the AAR Committee on Tank Cars as having met all applicable AAR specifications and requirements and 2) by said Committee or, in appropriate cases, the Department of Transportation, as having met all applicable specifications and requirements of Subpart I of the Regulations for Transportation of Explosives and Other Dangerous Articles.

NOTE: For a listing of all tank car specification, refer to the AAR Manual of Standards and Recommended Practices, Section C, Specification M-1002, Specification for Tank Cars and/or Field Manual of AAR Interchange Rules.

CONTAINERS **EQUIPMENT TYPE CODE U_ _ _**
FIRST NUMERIC:

0--Bulk Hopper
1--Not Used
2--General Service (Non-equipped Dry Vans)
3--Flat Racks
4--Open Tops
5--Mechanical Refrigerator
6--Tank
7--Insulated
8--Not Used
9--Special Equipped Straight Floor Closed

SECOND NUMERIC:

0--40 ft. and less than 42 ft., outside length
1--Less than 20 ft., outside length
2--20 ft. and less than 27 ft., outside length
3--27 ft. and less than 35 ft., outside length
4--35 ft. and less than 40 ft., outside length
5--45 ft. and less than 48 ft., outside length
6--42 ft. and less than 45 ft., outside length
7--48 ft. and less than 53 ft., outside length
8--53 ft. and less than 57 ft., outside length
9--57 ft. and over, outside length

THIRD NUMERIC:

0--Container not otherwise classified, contact owner
1--O.S. Width 8' and under, Outside Height 8'6" and under
2--O.S. Width 8' and under, Outside Height over 8'6" and to 9' inclusive
3--O.S. Width 8' and under, Outside Height over 9' and to 9'6" inclusive
4--O.S. Width 8' and under, Outside Height over 9'6"
5--O.S. Width over 8', Outside Height 8'6" and under
6--O.S. Width over 8', Outside Height over 8'6" and to 9' inclusive
7--O.S. Width over 8', Outside Height over 9' and to 9'6" inclusive
8--O.S. Width over 8', Outside Height over 9'6"
9--Not Used

VEHICULAR FLAT CARS (FA ONLY) **EQUIPMENT TYPE CODE V_ _ _**

FIRST NUMERIC:

0--Uni-level rack, single unit, fully enclosed with doors and roof
1--Tri-level rack, multiple unit, fully enclosed with doors and roof
2--Tri-level rack, articulated, fully enclosed with doors and roof
3--Tri-level rack, single unit, non-fully enclosed (includes non-side-shielded, roof but no doors, doors but no roof)
4--Tri-level rack, single unit, fully enclosed with doors and roof
5--Not used
6--Bi-level rack, multiple unit, fully enclosed with doors and roof
7--Bi-level rack, articulated, fully enclosed with doors and roof
8--Bi-level rack, single unit, non-fully enclosed (includes non-side-shielded, side-shielded, roof but no doors, doors but no roof)
9--Bi-level rack, single unit, fully enclosed with doors and roof

NOTE: Articulated = Articulated Connector at Intermediate Connection. Multiple Unit = Solid Drawbar at Intermediate Connection.

SECOND NUMERIC:

0--Low level, extreme height less than 18'10"
1--Low level, extreme height 18'10" and less than 19'01"
2--Low level, extreme length 19'01" and less than 20'02"
3--Mid level, extreme height less than 18'10"
4--Mid level, extreme height 18'10" and less than 19'01"
5--Mid level, extreme height 19'01" and less than 20'02"
6--High level, extreme height less than 18'10"
7--High level, extreme height 18'10" and less than 19'01"
8--High level, extreme height 19'01" and less than 20'02"
9--Any level, extreme height 20'02" and greater

NOTE: Platform heights ATR are defined: Low level = less than 34"; Mid level = 34" and less than 40"; High level is 40" and greater.

THIRD NUMERIC:

0--No doors
1--Full height, Radial
2--Full height, RAVE, Trinity
3--Full height, RAVE, Portec
4--Full height, Tri-Arc
5--Full height, Tri-Fold
6--Full height, Pick
7--Full height, All other (including Bi-Fold, Three Piece, Wire Mesh, etc.)
8--Full height, Seal Safe Radial
9--Partial height, all (including Bi-Fold, Radial, Tri-Fold, Wire Mesh, etc.)

FA--Flat car specifically equipped with a superstructure or the superstructure is an integral component of the car used for transporting set-up vehicles.

TRAILERS **EQUIPMENT TYPE CODE Z_ _ _**

FIRST NUMERIC

0--Bulk Hopper or Tank
1--Chassis (Refer to Second and Third Numeric under Chassis)
2--General Service (Non-equipped Dry Vans)
3--Flat Beds (includes removable sides, platforms and expandables)
4--Open Tops
5--Mechanical Refrigerators
** 6--Rail Compatible Unit
7--Insulated
8--Drop Frames (includes Wedge Frames)
9--Special Equipped Straight Floor Closed

Note: Z0_ _ must have Fitting Code "CN" for Tank.

SECOND NUMERIC: (Not For Z1_ _ or Z6_ _)

0--40 ft. and less than 42 ft., outside length
1--Less than 20 ft., outside length
2--20 ft. and less than 27 ft., outside length
3--27 ft. and less than 35 ft., outside length
4--35 ft. and less than 40 ft., outside length
5--45 ft. and less than 48 ft., outside length
6--42 ft. and less than 45 ft., outside length
7--48 ft. and less than 53 ft., outside length
8--53 ft. and less than 57 ft., outside length
9--57 ft. and over, outside length

** SECOND NUMERIC (Z6_ _Only)

0--Not Used
1--Less than 48' Mark IV Type Van
2--48' and less than 53' Mark IV Type Van
3--53' and over Mark IV Type Van
4--Less than 48' Mark V Type Van
5--48' and less than 53' Mark V Type Van
6--53' and greater Mark V Type Van
* 7--Chassis less than 48', outside length
* 8--Chassis 48' and less than 53', outside length
* 9--Chassis 53' and over, outside length

NOTE: Use Chassis third numeric.

THIRD NUMERIC: (Not for Z1_ _and Z6_ _)

0--Trailer not otherwise classified, contact owner
1--O.S. Extreme Width 8' and under--Outside Height 12'6" and under
2--O.S. Extreme Width 8' and under--Outside Height over 12'6" and under 13'
3--O.S. Extreme Width 8' and under--Outside Height 13' and under 13'6"
4--O.S. Extreme Width 8' and under--Outside Height 13'6" and over
5--O.S. Extreme Width over 8'--Outside Height 13' and under--96" Wide Tandem
6--O.S. Extreme Width over 8'--Outside Height over 13'--96" Wide Tandem
7--O.S. Extreme Width over 8'--Outside Height 13' and under--over 96" Wide Tandem
8--O.S. Extreme Width over 8'--Outside Height over 13'--over 96" Wide Tandem

CHASSIS (Z1_ _)

SECOND NUMERIC:

0--45 ft. to 53 ft. Extendible, outside length
1--40 ft. to 45 ft. Extendible, outside length
2--20 ft. Straight and 20/24 ft. Combo, outside length
3--48 ft. and over Straight, outside length
4--40 ft. to 53 ft. Extendible, outside length
5--45 ft. and less than 48 ft. Straight, outside length
6--40 ft. and less than 45 ft. Straight, outside length
7--40 ft. to 48 ft. Gooseneck, outside length
8--40 ft. Combo (20/40), outside length
9--40 ft. Tri-Purpose, outside length

THIRD NUMERIC (Z1_ _ and Z6__ Only):

0--Chassis not otherwise classified, contact owner
1--O.S. Height 4'6" and under at locking plane, Tandem Width 96" or under
2--O.S. Height 4'6" and under at locking plane, Tandem Width over 96" to 102" inclusive
3--O.S. Height 4'6" and under at locking plane, Tandem Width over 102"
4--O.S. Height over 4'6" at locking plane, Tandem Width 96" or under
5--O.S. Height over 4'6" at locking plane, Tandem Width over 96" to 102" inclusive
6--O.S. Height over 4'6" locking plane, Tandem Width over 102" 7 through 9--Not Used

Effective 1/1/2005

SECTION IX
EXHIBITS

EXHIBIT B1
‡ CAR SERVICE LINE CODES AND R1 CODES

January 01, 2002

CS Line Codes are used to generically group revenue freight cars for reporting the following Car Service Reports: CS-8A, CS-54-1 and CS-60.

R-1 Sch 710 Line -- CS Line Code -- Equipment Type and Mechanical Designation -- Equipment Type Codes

LOCOMOTIVE:
01 -- 00 -- Diesel Freight D1_ _
02 -- 00 -- Diesel Passenger D2_ _
03 -- 00 – Diesel Multi-purpose D4_ _, D5_ _
04 -- 00 -- Diesel Switching D3_ _
06 -- 00 -- Electric D7_ _
09 -- 00 -- Auxiliary M8_ _

END-OF-TRAIN:
00 -- 30 -- NF -- M970 Two way end-of-train (EOT) units
00 -- 31 -- ND, NC, NA, NB -- M900, M910, M940, M960 Head end units
00 -- 32 -- NU, NL -- M920, M950 One way and light only EOT units

BOX:
Plain Box--XM, XMI
36 -- 1 – 40' -- B1_ _, B2_ _
37 -- 2 -- 50'-59' (Less than 11' door opening) -- B3_0-4_, B4_0-4_
37 -- 3 -- 50'-59' (11' and over door opening) -- B3_5-7_, B4_5-7_
37 -- 4 -- 60' and longer (All door widths) -- B5_ _, B6_ _, B7_ _, B8_ _
38 -- 6 -- Equipped Box--XF, XL, XP, except XLI and XPI -- A_0_, A_2_, A_3_

‡COVERED HOPPER: LO
41 -- 8 -- Under 4,000 Cubic Feet -- C_ _1, C_ _2
41 -- 9 -- 4,000 Cubic Feet and Over -- C_ _3, C_ _4

REFRIGERATOR AND INSULATED BOX:

38 -- 11 – Insulated Equipped Box--XLI and XPI -- A_1_, A_4_
45 -- 12 -- Non-Mechanical--RB, RBL -- R_0_, R_1_
44 -- 13 -- Mechanical--RC, RP, RPL -- R_6_, R_7_, R_9_

GONDOLA:
Plain Gondolas-- GB, GS
39 -- 15 -- Under 61' -- G1_ _, G2_ _, G3_ _, G4_ _
39 -- 16 -- 61' and over -- G6_ _, G7_ _
39 -- 17 -- GT 36' and over Inside Length -- J_ _1, J_ _2, J_ _3, J_ _4, _ _G5
40 -- 18 – Equipped Gondolas--GBR, GBS, GBSR, GSS, GTR, GTS, GWS and
GWSR -- All Codes E

HOPPER:
42 -- 20 – General Service--HK, HM, HT, HTA -- All Codes H
43 -- 21 – Special Service--Ore jenny, GT less than 36' inside length, HKR, HKS, HMA, HMSR, HTR, and HTS -- J_ _0, and all Codes K

FLAT:
48 -- 23 -- General Service -- F10_, F20_, F30_
FM with load limit less than 200,000 lbs.
47 -- 24 -- Special Service -- All Codes V
Multi-Level--FA
46 -- 25 -- TOFC-COFC--FC, FCA -- All codes P, Q, and S
49 -- 26 -- Other Flats--FB, FBC, FBS, FD, FDC, FMS, FW, and FM with a load limit of 200,000 lbs. and over -- F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F_9_, F_40_
50/51 -- 28 -- TANK, and T -- All Codes T (50 = T_ _1-T_ _5; 51 -- T_ _6-T_ _9)

52 -- 29 -- All Others: FL, LC, LF, LG, LM, LP, LS, and LU
F_7_, L_0_, L_1_, L_2_, L_4_, L_6_, L_7_, L_9_, Q8_ _

Equipment Type Codes
59 -- Chassis -- Z1_ _, Z67_, Z68_, Z69_
60 -- Dry Van -- U2_ _, Z2_ _, Z6_1-6
61 -- Flat Bed -- U3_ _, Z3_ _
62 -- Open Top -- U4_ _, Z4_ _
63 -- Mechanical Refrigerator -- U5_ _, Z5_ _
64 -- Bulk Hopper -- U0_ _, *Z0_ _
* If Fitting Code "CN" report L_66
65 -- Insulated Van -- U7_ _, Z7_ _
66 -- Tank -- U6_ _, *Z0_ _ * Must have Fitting Code "CN"
67 -- All Others -- U9_ _, Z8_ _, Z9_ _

EXHIBIT C
LINING CODES

Code--Description:
C--Cement
F--Fiberglass (for TOFC/COFC equipment)
G--Glass
K--Kanigen
L--Sheet Metal
M--Metal Clad--Bart, Lead, Monel, Nickel, Stainless Steel
N--Composite Wood and Steel (Nailable)
P--Metal Spray Type--Aluminum, Stainless Steel, Tin, Zinc and Tin
R--Rubber--Amerplate, Rubber (Any Kind), Saran
S--Synthetic Type--Amercoat, Copon, Epoxy, Ferroglazed, Flakeglass, Flintex, Freightliner, Hard Board (i.e., Masonite), Heresite, Hypalon, Kemply (for TOFC/COFC equipment), Lithocote, Placite, Plastic, Polyclutch
U--Unlined
V--Vinyl
W--Wood Lined

EXHIBIT D
CLEARANCES

Widths at one inch increments in height.
Top portion of equipment diagrams plates B and C.
FOR Umler EDITING CHECKS ONLY

HOW TO USE EXHIBIT D:

Exhibit D's purpose is to determine if the outside height and width data furnished in your Umler record is within the Plate Clearance code reported. (e.g., clearance--B, Height From Rail to Extreme Width--1500, Extreme Width--0704; you would then find the height reported (1500) under Plate B in the above table. Directly to the right of 1500 is the maximum width at that height, in this case 0708. Therefore, the Extreme Width reported of 0704 is within Plate B.)

In the event that the data reported for the Extreme Width in the above example was 0711, Extreme Width would be flagged in the error listing as follows: 0711.

Relational errors (See Exhibit I1, Section IX), as in the above example, indicate one of the following could be wrong:
a. 0711 Extreme Width is not correct. It was actually 0708 or less.

b. 1500 height above rail to extreme width is not correct. It was actually 1411 or less.
c. Clearance code B is incorrect, and the 2 dimensions are correct. The car is actually a Code C.

It will be the responsibility of the reporting party to resolve such errors with their mechanical department and submit the correct data.

Figure 4-1. U.S. Census Bureau Regions

U.S. Census Bureau

Census Bureau Regions and Divisions with State FIPS Codes

Region I: Northeast

Division I: New England

Connecticut (09)
Maine (23)
Massachusetts (25)
New Hampshire (33)
Rhode Island (44)
Vermont (50)

Division 2: Middle Atlantic

New Jersey (34)
New York (36)
Pennsylvania (42)

Region 2: Midwest*

Division 3: East North Central

Indiana (18)
Illinois (17)
Michigan (26)
Ohio (39)
Wisconsin (55)

Division 4: West North Central

Iowa (19)
Kansas (20)
Minnesota (27)
Missouri (29)
Nebraska (31)
North Dakota (38)
South Dakota (46)

Region 3: South

Division 5: South Atlantic

Delaware (10)
District of Columbia (11)
Florida (12)
Georgia (13)
Maryland (24)
North Carolina (37)
South Carolina (45)
Virginia (51)
West Virginia (54)

Division 6: East South Central

Alabama (01)
Kentucky (21)
Mississippi (28)
Tennessee (47)

Division 7: West South Central

Arkansas (05)
Louisiana (22)
Oklahoma (40)
Texas (48)

Region 4: West

Division 8: Mountain

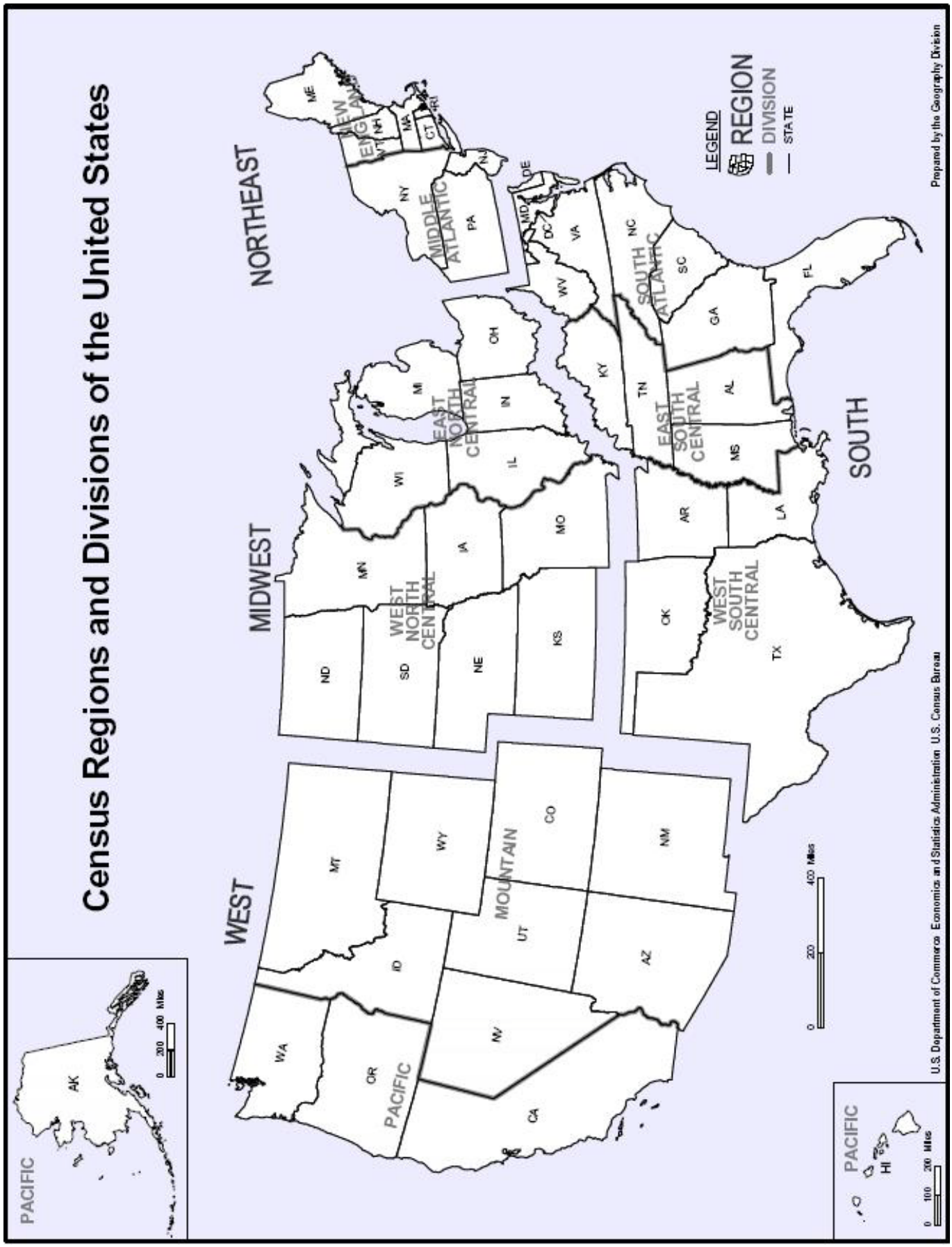
Arizona (04)
Colorado (08)
Idaho (16)
New Mexico (35)
Montana (30)
Utah (49)
Nevada (32)
Wyoming (56)

Division 9: Pacific

Alaska (02)
California (06)
Hawaii (15)
Oregon (41)
Washington (53)

**Prior to June 1984, the Midwest Region was designated as the North Central Region.*

Figure 4-2. U.S. Census Bureau Region Map



CS54 Group Codes

1. Railroads in the *Weekly Railroad Traffic* report originated approximately 89 percent of U.S. freight carloads, and 98 percent of intermodal units, during 2006. When the U .S. operations of the Canadian railroads are included, the figures increase to 96 percent and 100 percent. The Canadian railroads in the Weekly Railroad Traffic report accounted for 91 percent of Canadian traffic in 2002.
2. U.S Class I railroads are those earning revenues of at least 359.6 million in 2007, as defined bt the Surface Transportation Board.
3. Individual week comparisons to the prior year are made to the week which ended 52 weeks earlier.
4. Revisions to the traffic data may be submitted by reporting railroads through the end of the following calendar year. When a railroad is unable to submit its traffic figures for the current week, the AAR repeats the figures from the prior year. These figures are replaced with carrier-reported figures as soon as possible, and cumulative figures and weekly data for the previous year incorporate these changes.
5. The following commodity groups are used for reporting carload traffic in Part A:

1.	Grain	STCC 0113 and 01144—includes grains (wheat, corn, oats, sorghum, etc.) and soybeans.
2.	Farm Products, Ex. Grain	STCC 01, except 0113 and 01144—includes all farm products except grains and soybeans.
3.	Metallic Ores	STCC 10—includes all metallic ores, such as iron, copper, lead, zinc, gold, silver, bauxite or aluminum, manganese, tungsten, and chromium ores.
4.	Coal	STCC 11—includes anthracite, bituminous, and lignite coal.
5.	Crushed Stone, Sand and Gravel	STCC 142 and 144—includes crushed or broken stone or riprap and sand or gravel.
6.	Nonmetallic Minerals	STCC 14, except 142 and 144—includes nonmetallic minerals (clay, phosphate rock, rock salt, etc.), except fuel, and crushed stone, sand and gravel.
7.	Grain Mill Products	STCC 204 and 20923—includes flour, prepared feed, cereal preparations, milled rice, wet corn milling or sorghum products, soybean cake, and other milled grains.
8.	Food and Kindred Products	STCC 20, except 204 and 20923—includes all food and feed products, except grain mill products.
9.	Primary Forest Products	STCC 241—includes primary forest or wood raw materials, except sawmill products.
10.	Lumber and Wood Products	STCC 24, except 241—includes all lumber and wood products, except furniture, and primary forest products.
11.	Pulp, Paper, and Allied Products	STCC 26—includes all products from pulp mills, paper, paperboard or fiberboard, containers or boxes, and building paper or board.
12.	Chemicals	STCC 28 and 49—includes all chemicals and allied products, and hazardous materials.
13.	Petroleum Products	STCC 291—includes all products of petroleum refining, such as gasoline, jet or high volatile fuels, kerosene, distillate fuel oil, lubricating oils and greases, asphalt pitches or tars, residual fuel oils, and liquefied gases.
14.	Stone, Clay and Glass Products	STCC 32—includes all types of glass products, hydraulic cement, structural clay products, pottery or related products, concrete, gypsum or plaster products, cut stone or stone products, and abrasives or asbestos products.
15.	Coke	STCC 29911, 29913 and 29914—includes coal or coke briquettes, petroleum coke, and coke produced from coal.
16.	Metals and Products	STCC 33 and 34—includes primary metal products, including galvanized, and fabricated metal products, except ordnance materials, machinery and transportation equipment.
17.	Motor Vehicles and Equipment	STCC 371—includes motor vehicles, passenger car bodies, motor bus or truck bodies, motor vehicle parts and accessories, and truck trailers.
18.	Waste and Scrap Materials	STCC 40 and 48—includes all waste and scrap materials and hazardous wastes.
19.	All Other Carloads	All carload and less than carload traffic not identified above, excluding intermodal traffic.

Appendix A

THE CARLOAD WAYBILL STATISTICS: USEFULNESS FOR ECONOMIC ANALYSIS*

INTRODUCTION

In recent years, before major reductions in governmental economic regulation of the railroad and motor carrier industries, a wide variety of transportation-related data bases were publicly available. These data bases encompassed annual reports, traffic flow samples, financial reports, equipment utilization studies and many other types of data and analyses generated from the government mandated data provided by private sector firms. The combination of deregulation, governmental budget cuts, and the Federal Paperwork Reduction Act of 1980 have reduced or eliminated the availability of the timely and expansive data bases which prevailed before 1980. For example, the Commodity Transportation Survey of the 1977 Census of Transportation was not fully redone until the 1993 Commodity Flow Survey. Concurrently, 1980 marked the last year where the inland water carriers and non-class I railroads were required to file annual reports with the Interstate Commerce Commission (ICC)[1]. Publications by private sector firms such as TRINCS and Transportation Facts and Trends have either been reduced in scope or eliminated due, in part, to a lack of information. [2] With the advent of deregulation, collection of data for many regulatory purposes was no longer necessary. Although in recent years the government has generally reduced data reporting requirements, the railroad Waybill Sample has actually been expanded. Beginning in mid-1981, the railroad industry, in return for the ability to provide this traffic sample on computer tape, was required to provide additional information.

The history of the Waybill Sample dates to the late 1800's, when data for specific shippers' freight movements were collected and analyzed for proceedings before the ICC. The first all commodity annual Waybill Sample was conducted in 1939, but it was not until 1946 that the continuous sample was initiated. Since that time, the continuous sample has undergone significant changes in submission methods and sampling rates. Although generally referred to as the "one percent" Waybill Sample, the overall sampling rate today is close to three percent.[3]

Waybill data have been used by shippers, consultants, railroads, and various federal and state governmental agencies in a wide array of cases before the ICC (now the STB), state regulatory bodies, and the courts. Aside from these judicial or regulatory uses, the Waybill Sample is utilized as a tool for market research and analysis. The Waybill is also used in the annual calculation of the statutorily-mandated Cost Recovery Percentage[4] and as the basis for the Productivity Adjustment Factor for the Rail Cost Adjustment Factor.[5] In addition, the Waybill has been used to: develop the multi-level (auto flatcar) reload program, perform market-share analyses, equipment utilization studies, car cycle analyses, and hazardous material flow and risk cost assessment as well as to evaluate other rail data bases such as the TeleRail Automated Information Network (TRAIN II) and the Freight Commodity Statistics (FCS).

While the STB provides a precise set of instructions for the sampling and reporting of the Waybill Sample, there exists a flexibility in the billing methods authorized in the Official Railway Accounting Rules which can produce subtle nuances in the sample data. One example is the rebilling of interline received or bridge traffic as local traffic. This rebilling tends to understate the actual length of haul for the movement. Unless these nuances in the Waybill Sample are fully understood, the use of these data and the ensuing conclusions from their analysis may be flawed. The remainder of this paper addresses several major waybill data concepts which, in some recent applications, appear to have been discounted or ignored, and provides guidelines for their interpretation.

MAJOR WAYBILL ISSUES

Waybill Sampling Rate

While intended to be a "one percent" sample, in reality the Waybill Sample was closer to an 0.7 to 0.9 percent sample of waybills during the years 1946 to 1980 (see Table 1).[6] Since adoption of Ex Parte No. 385 dual sampling procedures in 1981, the exact sampling rate has been a function not only of the waybill

submission method used, but also the billing method chosen by the railroad. If the railroad chose the "hardcopy" method of reporting, the sampling rate would range between one and twenty percent. If the railroad chose the Machine-Readable-Input (MRI) submission method, the sampling rate would vary between 2.5 and 50 percent.

The billing method is also a determinant of sample size. As a railroad may bill local (or rebill interline received) multiple car movements as a series of single car moves, the sampling rate may be reduced. The reduction in the sampling rate will have no impact upon the quality of the population estimate, since the exact sampling rate for each record (population of the stratum from which the sample was drawn, divided by the sample count) is used. If the road, by virtue of its billing procedures, increases the population of a stratum, a larger sample will be drawn. Nevertheless, the proper population estimate can still be computed. Single car billing of multiple carload movements may alter calculated individual Waybill movement costs (as these single-car waybills will not receive multiple car costing adjustments).

While the "hardcopy" Waybill Sample is heavily comprised of single car waybills which produce a sampling rate of a little over 1.1 percent, the MRI roads collectively report a sample of nearly 3 percent (see Tables 2 and 3). As the percentage of MRI waybills increases, the overall Waybill sampling rate also increases.

Hardcopy to MRI conversion has had several positive effects upon the Waybill Sample, aside from the reduction in reporting costs borne by the railroad industry. Generally speaking, MRI waybills are more error free due to internal editing of the data by the railroads before the sample is submitted to the STB. Another effect of this MRI conversion has been a denser and more representative sample. In addition, the number of waybills in each year's sample was increased, due mainly to the more intensive sampling rates of the MRI waybills. During the period 1980 to 1995, the Waybill Sample size increased by nearly 175 percent, to over 495,000 waybills. Concurrently, the incidence of multiple car waybill reporting grew dramatically (see Figure 1).

The impact of the improved sample is also evident in the Waybill-to-FCS comparison. While the Waybill had fallen short in the past, it now exceeds the FCS total car loading and tonnage figures by a logical magnitude (see Figure 2). Due to this historical shortcoming, it was common practice to expand the 1972 to 1980 Samples by first multiplying them by 100 (the theoretical inverse of the "1 percent" Waybill sampling rate) and then create a second "FCS expansion" factor by comparing the expanded car loading, tonnage, and revenue figures from the Sample with those reported in the FCS data base by the Class I carriers. With the introduction of the MRI Sample, calculation of the FCS expansion factor was no longer necessary.

Another benefit of the new sampling methodology was the inclusion of data on each observation in the Sample which enables calculation of the exact sampling rate for each waybill movement. Comparison of the population count (from which the Sample was chosen) and the total number of records in each strata enable the user of the Sample to calculate the specific sampling rate rather than using the theoretical sampling rate which might lead to non-sampling bias when investigating small subsamples of the data.

Multiple Car Reporting

As illustrated in Figure 1, multiple car movements were often reported on a "per car" basis prior to imposition of Ex Parte 385. This was due to the ICC's desire to obtain data (during the period of extensive railroad regulation) on a prorated per-car basis to more easily facilitate regulatory oversight. Prior to 1980, it was uncommon for two or more cars to be shown as billed on the one waybill in the Sample. Consequently, due to the changes in sampling methodology explained here and in the previous section, Sample data from 1972 through 1980 are not strictly comparable, in regards to shipment sizes, with data collected after 1981 under Ex Parte 385.

Reported Revenues

The ICC states: "The Waybill Sample is a source of reliable and comprehensive information on rail carload freight traffic flows and characteristics."[7] Although the Sample is employed in a variety of planning studies, regulatory oversight is the prime purpose behind its collection. Both the Cost Recovery Percentage, required under Section 202 of the Staggers Act, and the output measure employed in the productivity adjustment to the Rail Cost Adjustment Factor, required under Ex Parte 290, are calculated from the Sample.

Within regulatory proceedings, while the ICC and STB have repeatedly allowed access to confidential Sample data, they have made it clear that the data's confidentiality must be maintained. While the ICC established a "Public Use" file, a truncated version of the Master Waybill Sample that excludes fields showing railroad, detailed equipment ownership, and detailed geographic information, they reaffirmed the necessity to retain any and all information which is confidential. been focused on railroad rate changes.[8] In many of these analyses, revenue data from the STB's Waybill Sample have been employed. While significant changes occurred in the Sample in 1986 with respect to the reported revenue field, these events have not been generally reflected in recent literature.[9]

In response to railroad industry concerns regarding the potential release of sensitive contract rate information at a time when the ICC desired continued accuracy in revenue related data, the ICC altered its method of contract revenue data collection. Beginning with the 1986 Sample, railroads were allowed to disguise their contract revenues through factoring them by a scalar value at the three digit STCC level.[10] Carriers employing this contract revenue masking technique provide the STB with a table indicating that all waybills with a "calculated rate flag" have their revenues scaled up or down by the table factor corresponding to the waybill three digit STCC.

These contract revenue factor tables are highly confidential -- known only between the reporting railroad and the STB. Moreover, these data are utilized by the STB only for internal analyses. These factored values are never provided to the Sample contractor and are not reflected in reported revenues in either the Master or Public Use files. While carriers are not required to universally employ the contract confidentiality factor, it has been estimated that about two-thirds of all waybills in the Sample make use of this confidentiality mechanism. Hence, failure to understand the nature of revenues reported in the Sample may lead to erroneous conclusions.

In essence, the calculated rate flag method of data security allows railroads to mask contract revenues, while allowing the STB to internally utilize the most accurate contract rate data available in its calculation of the Cost Recovery Percentage and the Productivity Adjustment Factor to the Rail Cost Adjustment Factor. As a result, and based on one author's experience in working with railroads on reported revenues for contract traffic, revenue data derived from Sample files since 1986 are generally overstated due to use of this confidentiality mechanism. Coupled with rounded mileages, revenue per ton-mile figures for the period 1986 to date are not strictly comparable with those obtained from the period 1982-1985.[11]

Reported revenues can lead to serious shortcomings in analyses that process individual waybill records, as in shipment specific mode-choice models. As shown in Table 4, nearly identical movements of rail grain traffic can show very different implied rates. In the single-line, unit-train sample records of STCC 01137 from Oklahoma City BEA to Houston BEA shown in the table, revenues per car mile range from over $3.00 to less than 10 cents.[12] The wide range of revenues for this traffic cannot be explained away by possibilities of differences in cost structures across railroads carrying the traffic, private car ownership for some of the moves, rate seasonality, or additional services performed for some of the moves -- the lower range revenues are not sufficient to cover crew, locomotive, and fuel costs. Although the movements shown in the table were selected from the Public Use File, freight revenue and carloads values from this version of the sample are identical to those of the corresponding records in the Master File. Only the

short-line rail distance differs across the two files - the Public Use File rounds to the nearest 10 miles while the Master File rounds to the nearest mile.

Mode-choice models that include freight rates as a factor affecting the choice, and use individual waybill record reported revenues as a rate proxy for the rail shipment, may get unrealistic results in mode selection, especially when the alternative mode's rate is calculated by formula. In models where that is the case, rail rates for the records described above would have the variability described above, while the alternative mode rate, calculated by formula, would have little or no variability.

One such mode-choice model is the Truck-Rail, Rail-Truck Diversion Model developed by Transmode Consultants, Inc. for the U.S. Department of Transportation (USDOT). This model can be used to estimate diversion from rail to truck using waybill sample records as inputs. As originally developed, the model estimates diversion by reading in selected fields from the Waybill Sample, selecting a rail rate proxy (reported revenue for carload traffic, calculated by a rate algorithm for intermodal), computing a truck rate proxy for the shipment, and computing both rail and truck non-transport logistics cost for the shipment. Total logistics cost for each mode are calculated as the sum of the freight charges and the non-transport logistics cost. The mode with the lowest total logistics cost is chosen as the winning mode.

The 1994 users manual for this model suggests ways to calibrate the model if there is diversion in the base case, that is, if traffic diverts to truck under existing truck costs. The suggestions, however deal only with the rail movements that appear over-priced to the point of diverting, not recognizing that there is also a rate problem with the under-priced traffic which was retained in the base case. The failure to adjust rates on the under-priced traffic along with the over-priced traffic could lead to scenario results that under-state diversion. Since its original development, USDOT has recognized that revenues on some traffic are understated and has calibrated the model to account for understated revenues on those waybill records as well as the original calibration for records with overstated revenues.

Billed Versus Actual Weight

Freight weight statistics from the Waybill are based on billed rather than actual lading weights. Carloads may be weighed for a variety of reasons: for example, to ensure that minimum tariff weights are met, that equipment is not overloaded, and that the shipper receives a full load. However, in an increasing number of cases, weighing today is not required as other methods (i.e., shipment conditions) are available to ensure the requirements for proper rate application have been made.[13] Consequently, the STB has not required that actual weights be provided on all waybills as mandatory. While the absolute incidence of reporting actual weights fell from 23.9 percent of the waybills in the 1984 Sample to 17.4 percent in the 1994 Sample, the number of useable responses actually fell to slightly less than 14 percent of the 1994 Sample.[14] While the overall difference between billed and actual weights may be small, there does exist statistically significant variation among many individual commodities (see Table 5).[15] Consequently, the use of billed weights in certain types of waybill analysis can lead to biased conclusions for a variety of reasons. For one, tariff weight structures may change without a corresponding alteration in actual weight.

What is at issue is the degree to which Waybill Sample data may be utilized and still accurately reflect aggregate industry-wide activity. While it is clear that differences between actual and billed weight are minor, it is unwise to extrapolate weight related calculations to multiple decimal point levels of precision. Overall, failure to recognize issues related to billed versus actual weights may result in analysis measuring changes in billing methods and price application across time rather than the topic originally focused upon.

Freight Mandatory Rule 11

With the cancellation of joint rates and the desire to receive quicker revenue settlements and remain competitive, railroads are increasingly making use of this accounting rule which allows them to rebill deregulated traffic. Apart from the rebill designation on the waybill, these waybills appear to be "local" movements. Use of rebilling can be illustrated in the high portion of waybill movements which appear to originate or terminate in the state of Illinois. Over the years, Illinois appeared to originate and terminate more carloads than the west coast states of California, Oregon, and Washington combined. In actuality, many of these movements involved long-distance traffic which was rebilled in Chicago. However, estimates of true commodity length of haul may be understated. As transcontinental shipments are often billed as two or more separate waybills, the Waybill Sample will not indicate a true representation of mini-bridge movements, although it will provide accurate estimates of import or export traffic.

Freight Mandatory Rule 11 rebilling has the effect of overstating tonnage and units (car loads and intermodal boxes) and understating the length of haul in the Waybill Sample. Each rebilled waybill record in the sample double counts the tonnage and units of the originating waybill. Although the total distance moved by rebilled traffic is captured in full, length-of-haul statistics are understated by showing a single shipment as two, shorter-haul, shipments. Ton-mile statistics from the sample, however, are not affected by rebilled traffic.

In order to determine the extent to which rebilling affects Waybill summary statistics, a methodology for determining what traffic in the sample is rebilled must be devised. To this end, we extended a methodology used by Manalytics, Inc. in a 1991 study on rubber-tired interchange.[16] Preliminary analysis using this methodology indicate that rebilling of intermodal units increased from 351,000 units in 1984 to 1,146,000 in 1994 (see Table 6). Over the same period, rebilled carload tonnage increased from five million tons in 1984 to forty-five million tons in 1994 (see Table 7).

The implications of rebilled traffic in the Waybill Samples must be considered when using them for analyses. For example, preliminary analysis of intermodal traffic from waybill samples for 1984 and 1994 indicates that the number of intermodal units moving 500 miles or less, increased by 1,006,000 units between the two years. After adjusting for apparent rebilling, however, the volume increase in this mileage block falls to 607,000 units. The same analysis shows that before adjusting for rebilling, the number of intermodal units moving 2,500 miles and over, decreased by 42,000 units between 1984 and 1994. When adjusted for rebilling, the data indicate an increase in volume for this mileage block of 273,000 units (see Table 8).

Without recognizing, and adjusting for, an increase in rebilled traffic over time, growth and modal share analyses will be biased, overstating growth and modal share in shorter lengths of haul and in total and understating growth and modal share in longer lengths of haul. (Modal shares measured in boxes or tonnage will be misstated whether classified by length-of-haul or in total. Measured in ton-miles, modal share will be misstated when classified by length-of-haul, but not in total.) Conversely, should railroad billing practices change due to mergers or changes in interline billing agreements and the trend in rebilling reversed, growth for shorter lengths of haul and in total would be understated and growth for longer lengths of haul would be overstated. Analyses that do not address the issue of rebilled traffic in the Waybill Sample are likely to lead to erroneous conclusions.

Adjustment for Intermodal Carloadings

Intermodal traffic records captured in the Waybill Sample contain the number of intermodal units (boxes) and the number of cars for the waybills sampled. Because much of intermodal traffic is billed at single unit prices, some 90 percent of the intermodal records in the 1992 Sample were one box/one car combinations, even where the car contained multiple platforms. Because of the one-to-one box-to-car

billing demographics of intermodal traffic, the Waybill Sample overstates the number of intermodal cars moved during the sample period. Given the high incidence of one box/one car billing for intermodal traffic, analysis of the Waybill Sample to determine intermodal car utilization or intermodal car costing will be inaccurate. In order to address the overstatement of intermodal cars in the sample, a logical adjustment should be made for restating the number of intermodal cars in the sample before analysis is undertaken.

One methodology to adjust the number of intermodal cars in the sample was developed as part of a long term planning project for the Association of American Railroad's Research and Test Department. This methodology, applied to the 1992 Waybill Sample, adjusted the number of intermodal carloads by using the Universal Machine Language Equipment Register (UMLER) car-type in the Waybill record and applying the number of platforms from the UMLER Specification Manual. The number of cars on the waybill were adjusted to reflect the assignment of boxes to platforms rather than to cars. The adjustment assumed a platform utilization factor provided by the Research and Test Department and was applied only to the one box/one car intermodal records from the sample. The number of platforms assigned to each intermodal car was based on the UMLER car-type specification of the waybill record. For records with UMLER car-type 'P' (conventional intermodal cars) or 'Q' (lighter weight, low profile intermodal cars) showing more than one platform, an 80 percent platform utilization rate was assumed. Records with UMLER car-type 'S' (double stack cars) were assigned an 88 percent platform utilization rate.

The effect of the adjustment methodology was to reduce 'P' cars in the Sample by 30 percent, 'Q' cars by 60 percent and 'S' cars by 70 percent.[17] Overall, intermodal carloads in the Sample were reduced by 43 percent. With the adjustment, statistics for number of boxes per car went from 1.07 to 1.53 for UMLER 'P' cars, from 1.01 to 2.53 for UMLER 'Q' cars and from 1.34 to 4.54 for UMLER 'S' cars (see table 9).

To test the validity of the adjustment process, sample data for unadjusted and adjusted car-miles were compared with data reported in railroad 1992 R-1 reports to the ICC. Table 10 shows how the intermodal car count adjustment affected the number of carloads in the sample and how the adjusted numbers compare with data reported in the R-1 annual reports. Before adjustment, intermodal car-miles accounted for 42 percent of total car-miles in the sample. After adjustment, intermodal car-miles accounted for 28 percent of total car-miles. The percentage of intermodal car-miles reported by Class I railroads in R-1 annual reports to the ICC for 1992 was 26 percent of total car-miles.

CONCLUSIONS

Collected for regulatory purposes by the ICC (now the STB), the Carload Waybill Sample receives broad application of use in rate cases, development of costing systems, productivity studies, market dominance and merger studies, and deregulatory evaluations. In addition, the sample is often used as a tool for studies of rail traffic demographics. Due to flexibility in billing methods and reporting procedures for contract rates, results of these secondary type of analyses can be misleading if the analyst does not recognize the effects that reporting procedures may have on the data integrity of the fields being analyzed.

Waybill samples have been collected for nearly a century. Since 1946, a continuous sample of all carload traffic has been taken on an annual basis. Beginning in 1981, the Waybill sampling methodology was modified to improve the sample's quality with respect to the regulatory purposes for which it is collected. In addition to providing more expansive and higher quality data, the improvements from Ex Parte No. 385 allowed both the rail industry and the ICC (and STB) to reduce costs associated with this data collection process.

Although the Waybill Sample contains a plethora of rail demographic data, care must exercised in its use beyond the primary reason for its collection. When properly interpreted, the data can be helpful in detailing the current rail industry and general trends in the industry when compared across years.[18]

However, due to variations in billing and submission methods which may occur across years, studies requiring extreme precision and consistency, such as those related to productivity analyses, do not lend themselves to use of the Waybill Statistics. Common areas of misunderstanding in applying the sample to analyses include: the effects of calculated rate flag reporting on freight revenue analysis; the effects of Freight Mandatory Rule 11 rebilling on volume and flow analyses; and the effects of intermodal billing practices on carload volumes of intermodal traffic.

TABLE 1

ESTIMATED CARLOAD WAYBILL SAMPLING RATES

YEAR	SAMPLING RATE (In Percent)
1972 - 1980	0.72 - 0.90
1981	1.8
1982	2.3
1983	2.46
1984	2.81
1985	2.88
1986	2.95
1987	2.93
1988	2.91
1989	2.95
1990	2.95
1991	2.94
1992	2.92
1993	2.90
1994	2.83

Source: STB Waybill Samples for Involved Years.

TABLE 2

HARDCOPY SAMPLING STRATA

NUMBER OF CARLOADS LISTED ON THE WAYBILL	ENDING WAYBILL SERIAL NUMBER	SAMPLING RATE	SAMPLE PERCENT
1 - 5	01 or just "1"	1 of 100	1.0%
6 - 25	1	1 of 10	10.0%
26 or greater	1 or 7	1 of 5	20.0%

Source: Hardcopy Sample submission (OPAD-1) form.

TABLE 3

MRI SAMPLING STRATA

# OF CARLOADS ON WAYBILL	SAMPLING RATE	SAMPLE PERCENT
1 - 2	1 in 40 waybills	2.50%
3 - 15	1 in 12 waybills	8.33%
16 - 60	1 in 4 waybills	25.0%
60 - 100	1 in 3 waybills	33.3%
101 and greater	1 in 2 waybills	50.0%

Source: MRI Sample submission (OPAD-2) form.

TABLE 4

1988 UNIT TRAIN RECORDS (50+ CARLOADS) OF STCC 01137
630 Mile Movement From Oklahoma City BEA To Houston BEA

Freight Revenue	Carloads	Tons Per Car	Revenue Per Carmile
$ 257,656	120	100	$ 3.41
$ 257,410	120	100	$ 3.40
$ 175,308	120	95	$ 2.32
$ 82,127	65	100	$ 2.01
.....	.....	.....	.....
24 records with revenue per carmile between $1.90 and $2.00 inclusive			
.....	.....	.....	.....
$ 135,571	120	100	$ 1.79
$ 129,602	120	100	$ 1.71
$ 127,910	120	100	$ 1.69
$ 127,830	120	100	$ 1.69
$ 123,029	119	100	$ 1.64
$ 123,428	120	100	$ 1.63
$ 121,729	120	100	$ 1.61
$ 113,673	120	100	$ 1.50
$ 106,517	120	100	$ 1.41
$ 106,688	120	100	$ 1.41
$ 109,479	124	100	$ 1.40
$ 105,718	120	100	$ 1.40
$ 105,427	120	100	$ 1.39
$ 104,614	120	100	$ 1.38
$ 103,863	120	100	$ 1.37
$ 96,334	120	95	$ 1.27
$ 182,948	230	100	$ 1.26
$ 93,850	120	100	$ 1.24
$ 92,750	120	95	$ 1.23
$ 89,535	120	100	$ 1.18
$ 84,611	120	100	$ 1.12
$ 84,106	120	100	$ 1.11
$ 81,470	120	100	$ 1.08
$ 57,876	120	100	$ 0.77
$ 54,713	120	100	$ 0.72
$ 5,579	120	100	$ 0.07
$ 1,976	120	100	$ 0.03
$ 0	120	100	$ 0.00

Source: 1988 ICC Public Use Waybill Sample

TABLE 5

BILLED VERSUS ACTUAL TONNAGE PER CARLOAD TERMINATED

STC CODE	ACTUAL WEIGHT (1984)	BILLED WEIGHT (1984)	SIGNIFICANT DIFFERENCE (1984)	ACTUAL WEIGHT (1994)	BILLED WEIGHT (1994)	SIGNIFICANT DIFFERENCE (1994)
01	82.24	83.36	0.05	67.13	73.39	0.01
10	81.60	81.78		74.57	76.37	0.01
11	91.44	92.43	0.01	93.87	99.76	0.01
13	59.08	59.08		48.94	82.30	0.01
14	88.32	90.08	0.01	83.05	88.46	0.01
20	57.70	59.33	0.01	58.10	61.52	0.01
24	59.78	64.19	0.01	59.31	69.63	0.01
26	51.13	53.88	0.01	52.32	58.33	0.01
28	79.76	83.09	0.01	79.56	85.38	0.01
29	60.82	68.29	0.01	57.47	70.98	0.01
32	76.75	79.57	0.01	67.79	76.02	0.01
33	74.19	75.09		75.12	78.75	0.01
37	21.51	23.04	0.01	22.88	23.03	
40	57.77	59.43	0.05	60.59	63.06	0.01
42	10.70	10.87		7.69	8.23	0.05
49	69.29	72.72	0.01	55.50	59.90	0.01
ALL	61.00	62.62	0.01	49.34	53.07	0.01

Source: STB Carload Waybill Samples for 1984 and 1994.

TABLE 6

WAYBILL SAMPLE INTERMODAL TRAFFIC: SAMPLE TONNAGE AND UNIT TOTALS - POTENTIAL REBILLED VOLUMES

Year	Waybill Sample Total Tonnage	Potential Rebill Tonnage	Rebill Percent of Total	Waybill Sample Total Units	Potential Rebill Units	Rebill Percent of Total
1984	65,709,569	5,884,253	8.95%	4,380,059	350,540	8.00%
1986	71,753,167	9,051,980	12.62%	4,865,057	542,094	11.14%
1988	84,867,760	7,771,731	9.16%	5,770,674	531,444	9.21%
1990	92,203,975	7,756,192	8.41%	6,112,315	504,848	8.26%
1992	107,379,069	9,956,560	9.27%	7,207,637	772,039	10.71%
1994	131,588,149	17,395,251	13.22%	8,812,037	1,145,686	13.00%

SOURCE: STB Waybill Sample for selected years.

TABLE 7

WAYBILL SAMPLE CARLOAD TRAFFIC: SAMPLE TONNAGE AND CAR TOTALS AND POTENTIAL REBILLED VOLUMES

Year	Waybill Sample Total Tonnage	Potential Rebill Tonnage	Rebill Percent of Total	Waybill Sample Total Cars	Potential Rebill Cars	Rebill Percent of Total
1984	1,434,453,461	4,786,593	0.33%	18,189,281	64,297	0.35%
1986	1,405,012,392	18,093,804	1.29%	17,373,740	208,971	1.20%
1988	1,580,679,998	20,799,542	1.32%	19,153,156	238,110	1.24%
1990	1,579,341,368	19,219,260	1.22%	18,896,039	238,516	1.26%
1992	1,543,389,810	26,051,117	1.69%	18,418,596	487,499	2.65%
1994	1,650,150,770	44,518,645	2.70%	19,632,555	761,552	3.88%

SOURCE: STB WAYBILL SAMPLE FOR SELECTED YEARS

TABLE 8

INTERMODAL UNITS BY LENGTH OF HAUL: UNADJUSTED AND ADJUSTED FOR REBILLING

LENGTH OF HAUL BLOCK	UN-ADJUSTED	REBILL DOUBLE COUNT	LINKED REBIL	ADJUSTED	UN-ADJUSTED	REBILL DOUBLE COUNT (-)	LINKED REBILL (+)	ADJUSTED	UN-ADJUSTED 1984-1994 CHANGE	ADJUSTED 1984-1994 CHANGE
0-500	634,611	98,560	0	536,051	1,640,812	501,446	3,200	1,142,566	1,006,201	606,515
500-1000	1,377,278	274,540	5,600	1,108,338	2,312,735	790,736	52,960	1,574,959	935,457	466,621
1000-1500	624,747	112,800	44,960	556,907	1,193,780	225,160	176,000	1,144,620	569,033	587,713
1500-2000	387,380	34,400	75,200	428,180	1,220,854	230,230	118,696	1,109,320	833,474	681,140
2000-2500	871,030	152,940	13,600	731,690	2,000,518	465,400	218,166	1,753,284	1,129,488	1,021,594
2500-UP	485,013	27,840	211,180	668,353	443,338	78,400	576,664	941,602	(41,675)	273,249
TOTAL	4,380,059	701,080	350,540	4,029,519	8,812,037	2,291,372	1,145,686	7,666,351	4,431,978	3,636,832

SOURCE: ICC WAYBILL SAMPLE FOR SELECTED YEARS

TABLE 9

INTERMODAL BOXES PER CAR
UNADJUSTED CARS AND ADJUSTED CARS

UMLER CARTYPE	INTERMODAL BOXES	UNADJUSTED CARS	UNADJUSTED BOXES PER	ADJUSTED CARS	ADJUSTED BOXES PER
P	4,420,129	4,130,822	1.07	2,893,948	1.53
Q	1,097,246	1,088,202	1.01	433,417	2.53
S	1,681,982	1,255,178	1.34	370,727	4.54
ALL P,Q,S	7,199,357	6,474,202	1.11	3,698,092	1.95

SOURCE: 1992 ICC WAYBILL SAMPLE AND UMLER SPECIFICATION MANUAL

TABLE 10

RAIL CARMILES BY CAR TYPE
COMPARISON OF UNADJUSTED WAYBILL WITH ADJUSTED WAYBILL AND ANALYSIS OF CLASS I RAILROADS DATA
(in thousands)

CAR TYPE	UN-ADJUSTED WAYBILL SAMPLE CARMILES	% OF TOTAL	ADJUSTED WAYBILL SAMPLE CARMILES	% OF TOTAL	ANALYSIS OF CLASS I's LOADED CARMILES	% OF TOTAL
AUTOFLAT	950,645	4.76%	950,645	5.88%	971,583	7.58%
BOXCAR	1,717,094	8.60%	1,717,094	10.61%	1,644,445	12.83%
G.S. FLAT	11,762	0.06%	11,762	0.07%	15,774	0.12%
GONDOLA	2,206,144	11.05%	2,206,144	13.64%	1,095,624	8.55%
HOPPER	4,460,889	22.34%	4,460,889	27.57%	3,845,404	30.00%
OTHER	42,244	0.21%	42,244	0.26%	173,108	1.35%
OTHER FLAT	456,279	2.29%	456,279	2.82%	363,241	2.83%
REFRIG.	489,242	2.45%	489,242	3.02%	513,134	4.00%
TANKER	1,171,885	5.87%	1,171,885	7.24%	892,059	6.96%
CARLESS	91,688	0.46%	91,688	0.57%	NOT SEPARATELY LISTED	
STACK	1,938,716	9.71%	633,906	3.92%	INCLUDED IN TOFC/COFC	
TOFC/COFC	6,428,937	32.20%	3,947,637	24.40%	3,302,350	25.77%
TOTAL	19,965,525	100.00%	16,179,414	100.00%	12,816,722	100.00%

SOURCE: 1992 ICC WAYBILL SAMPLE AND '1992 ANALYSIS OF CLASS I RAILROADS'

FIGURE 1

DECREASED USE OF SINGLE CAR BILLING HAS INCREASED THE INCIDENCE OF MULTIPLE CAR WAYBILLS SINCE 1980

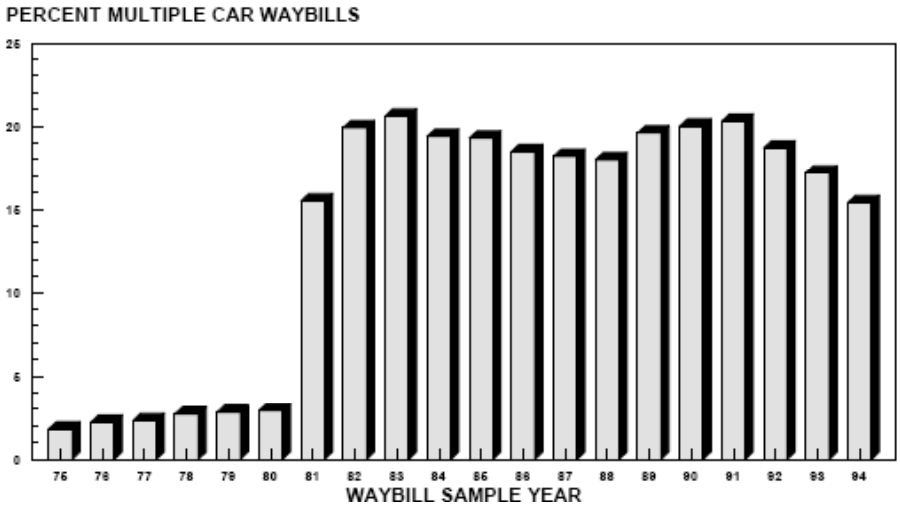
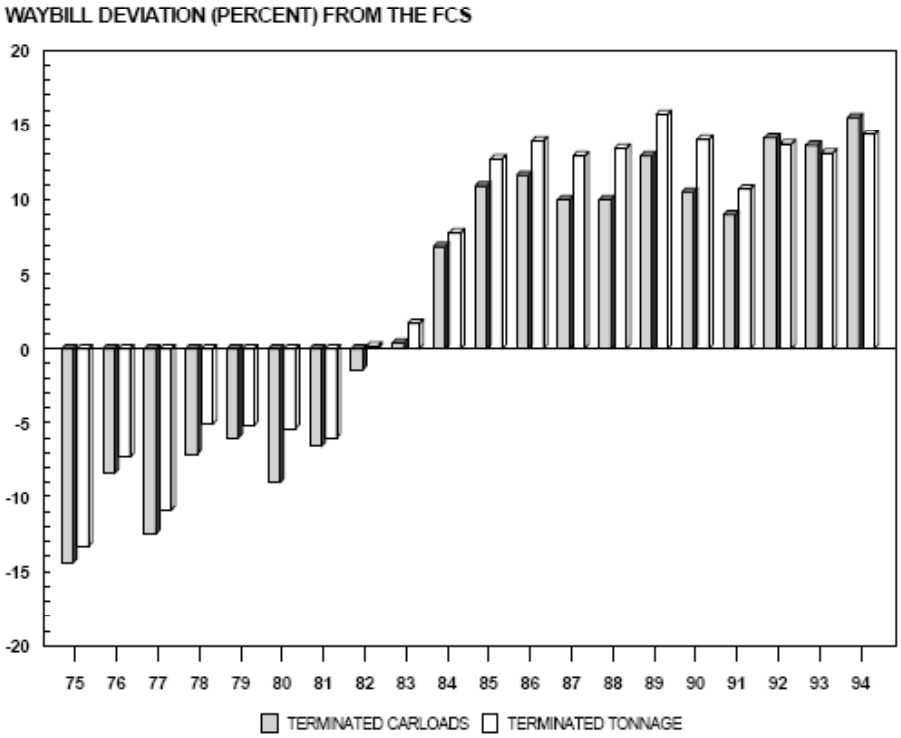


FIGURE 2

THE WAYBILL SAMPLE ACCURATELY REFLECTS RAILROAD ACTIVITY



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ENDNOTES

* The views expressed in this paper are solely those of the authors and may not reflect the views of the Association of American Railroads or its members.

1. The Surface Transportation Board assumed responsibility for collection of the Waybill Sample from the Interstate Commerce Commission on January 1, 1996.

2. The last TRINCS was published in 1984 and contained 1983 data.

3. For an extensive discussion of the Waybill Sample, see Wolfe (1986).

4. Section 202 of the Staggers Act.

5. The Waybill is employed to create a revenue weighted output index. Refer to Ex Parte 290 (Sub-No. 4) Railroad Cost Recovery Procedures - Productivity Adjustment; served March 24, 1989, decided March 22, 1989.

6. Estimated from comparisons between Freight Commodity Statistics and expanded Waybill Sample data (for Class I carriers only) for involved years.

7. ICC, Ex Parte 385 (Sub-No. 3) p. 1. Service date, January 31, 1990.

8. Refer to Babcock (1981), Babcock et. al. (1985), Chow (1986), Fuller et. al. (1983, 1987), and MacDonald (1987)

9. For example, Fuller et. al. (1990) made use of 1983 to 1988 data (p. 267)

10. ICC, Ex Parte 385 (Sub-No. 2). Service date, January 8, 1986. The same procedure applies to line haul, miscellaneous, and transit revenues.

11. The Sample's collection methodology was substantially altered in July of 1981. Data from before that time tended to exclude multiple car movements. Masking of contract rates through confidential scalar factors began in 1986. Refer to Wolfe (1986, 1991).

12. There are more extreme ranges of grain movement revenue-per-car-mile by origin-destination pair, with spreads exceeding $10.00, in waybill samples than presented in the table. The traffic included in the table was selected because of the volume of traffic it represents, over 13,000 carloads.

13. Shipment conditions are standardized terminology employed to ensure that the circumstances required in the rate have been met (e.g., the movement took place in a particular type of car, owned by a particular party, interchanged at a particular gateway, etc.). In lieu of physically weighing the car, shipment conditions referring to loading a car "full visible capacity" are often employed to ensure proper rate application.

14. To facilitate a better comparison across years, multiple platform cars were excluded from this analysis. While only accounting for 56 instances (out of over 80,000) in the 1984 Sample where both actual and billed weights were provided, they accounted for 16,734 instances (out of 82,769) in the 1994 Sample. Exclusion was necessary as several carriers either bill or rebill intermodal movements on the basis of one unit per car. Consequently, comparison of per "car" weights between waybills employing articulated intermodal equipment and those using other equipment (or billing practices) would lead to incorrect (downwardly biased) conclusions.

15. Results reported in Table 5 indicate where differences in group means were statistically significant at least at the .05 level (i.e., group means were statistically different at either the .01 or .05 level).

16. The methodology developed for this study involved matching waybill records moving within a 10 day spread of each other in the same intermodal box, of the same general commodity description and weight, which appeared to be a single movement which had been rebilled at a common interchange point. For this paper, the methodology has been extended to include carload traffic.

17. It should be noted that a number of intermodal records in the Sample have been assigned "dummy" car marks in lieu of the identifying mark for the car that the shipment actually moved on. In the 1992 Sample, 24% of the intermodal records showed one of four cars (TTX 000105, TTWX 971346, SOU 050100, TTWX 972800). All of these cars are 'P' cars with a first numeric between 5 and 8, and are thus assigned two platforms in the adjustment methodology.

18. Waybills collected during the period 1972 through 1981 are not strictly comparable with ones collected since Ex Parte No. 385 due to the under-reporting of multiple car shipments from the earlier years.