**2022 PUBLIC USE WAYBILL FILE**

**247-byte Record**

**Data Element Descriptions**

1. Waybill Date (Month, Day, Year) (6 digit numeric)

The waybill date is the date on which the originating railroad prepares the waybill.

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.

3. Number of Carloads (4 digit numeric)

The total number of carloads on the sampled waybill.

4. Car Ownership Code (1 character alpha)

(P) Privately-owned car

1. Railroad-owned car

(T) Trailer Train owned car

5. AAR Car Type (4 character alpha-numeric)

Alpha-numeric code giving a general physical description of the type of car. (Refer to Section VI, Exhibit D, of the UMLER Specification Manual.)

6. AAR Mechanical Designation (4 character alpha)

Mechanical designation is dependent on AAR car type. (Refer to Section V, Item F of the UMLER Specification Manual.)

7. STB Car Type (2 digit numeric)

The STB (formerly ICC) car type is inferred from the AAR car type, as described in item 5, and corresponds to the line number on STB (formerly ICC) Form 710 for type of car.

8. Intermodal (TOFC/COFC) Service Code: (3 character alpha/numeric, 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 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’ ISC’s are indicated by ‘X’.

**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** |

9. Number of TOFC/COFCs (4 digit numeric)

The total number of TOFC/COFC units on the sampled waybill.

10. Trailer/Container Ownership Code (1 character alpha)

(P) Privately-owned Trailer/Container

(R) Railroad-owned Trailer/Container

11. Trailer/Container Type (1 character alpha)

(T) TOFC Trailer

(C) COFC Container

(U) Unknown

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

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.

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.

15. Actual Weight in Tons (7 digit numeric)

The actual weight of lading (if provided), calculated in tons.

16. Freight Revenue ($) (9 digit numeric)

The total line-haul freight revenue, from origin to destination, shown in dollars.

17. Transit Charges ($) (9 digit numeric)

Transit charges, where applicable, shown in dollars.

18. Miscellaneous Charges ($) (9 digit numeric)

The total of all miscellaneous charges (excluding transit charges and freight revenue) shown in dollars.

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

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

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

(Blank) Not reported on hardcopy waybills.

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

(Blank) Not reported on hardcopy waybills.

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

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 Commission to institute truck for rail service when rail service is abandoned or a track is closed for various reasons.)

(9) Unknown

(Blank) Not reported on hardcopy waybills.

25. Rebill Code (1 digit numeric)

1. Local shipment or normal through-rate (i.e., *not* a Rule 11 shipment)
2. Originated – Delivered Rule 11 shipment
3. Received – Delivered Rule 11 shipment
4. Received – Terminated Rule 11 shipment

26. Estimated Short Line Miles (rounded) (4 digit numeric)

The short line miles (shortest rail distance between origin and destination), rounded to the nearest ten miles.

27. Stratum Identification (1 digit numeric)

|  |  |  |
| --- | --- | --- |
| Stratum | Carloads per Waybill | Sampling Rate |
| (1) | 1 to 2 | 1/5 |
| (2) | 3 to 15 | 1/5 |
| (3) | 16 to 60 | 1/4 |
| (4) | 61 to 100 | 1/3 |
| (5) | 101 and over | 1/2 |
| Stratum | Intermodal  Trailer/Container Units (TCUs) per Waybill | Sample Rate |
| (6) | 1 to 2 | 1/40 |
| (7) | 3 and over | 1/5 |

28. Subsample Code (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 after 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.

29. Exact Expansion Factor (5 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.

Factor = (Population count / Sample count) \* 100

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.

31. Number of Interchanges (1 digit numeric)

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

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).

33. Origin Freight Rate Territory (1 digit numeric)

The freight rate territory, as defined by the STB (formerly ICC), in which the reported waybill movement originated. Freight rate territories are imputed from the defined Freight Rate Areas, and coded as follows:

(0) Unknown

(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.

(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.

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.

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.

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.

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.

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.

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.

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.

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.

43. Termination BEA Area (3 digit numeric)

The Business Economic Area code for the reported waybill movement's termination location. See “Department of Commerce – Bureau of Economic Analysis, Business Economic Area Codes” revised for 1997).

44. Termination Freight Rate Territory (1 digit numeric)

The freight rate territory, as defined by the STB (formerly ICC), in which the reported waybill movement terminated. See item 33 for full descriptions.

(0) Unknown

(1) Official Territory

(2) Southern Territory

(3) Western Trunk Line Territory

(4) Southwestern Territory

(5) Mountain-Pacific Territory

45. Reporting Period Length (1 digit numeric)

(1) Monthly

(2) Quarterly

46. Car Capacity (5 digit numeric)

Cubic foot capacity of car (for all car types except flat).

47. Nominal Car Capacity (3 digit numeric)

Numeric capacity, in thousands of pounds, as stenciled on the car and defined in the AAR interchange Rule 70.

48. Tare Weight of Car (4 digit numeric)

The actual light weight (not an average), in hundredweight, for each car.

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".

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.

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.

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.

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

1. 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, constant contact side bearings and designed for high speed operations

(L) Roller bearings, composition brake shoes, empty/load brake system and designed for high speed operations

54. Number of Axles (1 character numeric)

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

55. Draft Gear (2 digit numeric)

Coding is car type dependent; refer to Section 1 of the UMLER Specification Manual.

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.

57. AAR Error Codes (4 digit numeric)

Two two-digit error codes are appended to the end of each waybill record. Refer to the “AAR Error Codes and Messages” for specific error code definitions.

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.

59. Expanded Carloads (6 digit numeric)

The number of carloads (item 3) multiplied by the expansion factor (item 30).

60. Expanded Tons (9 digit numeric)

The billed weight in tons (item 14) multiplied by the expansion factor (item 30).

61. Expanded Freight Revenue (11 digit numeric)

The total freight revenue (item 16) multiplied by the expansion factor (item 30).

62. Expanded Trailer/Container Count (6 digit numeric)

The number of TOFC/COFC units (item 9) multiplied by the expansion factor (item 30).