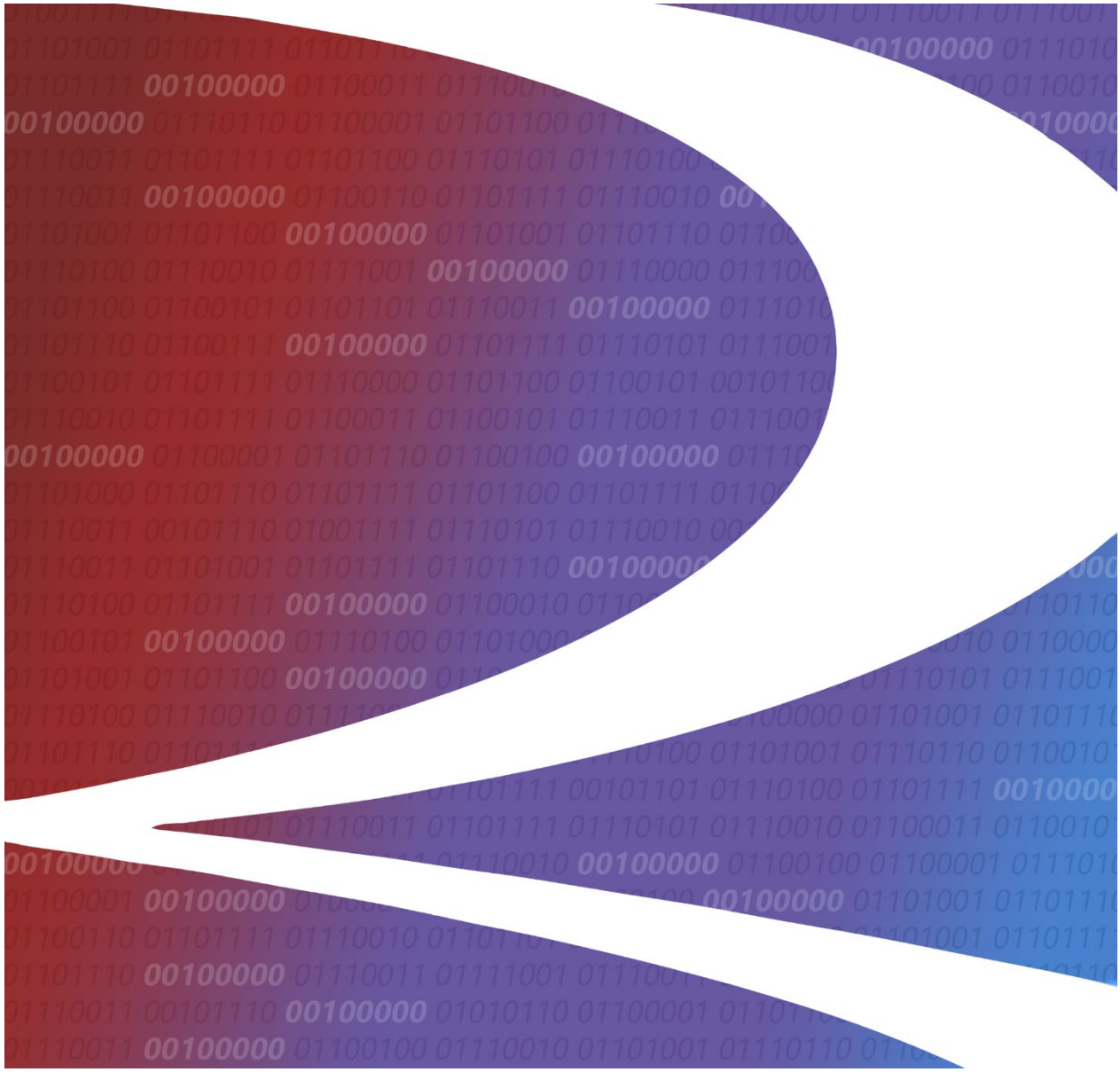

Car Hire Liability File (CHLF) User Guide

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Last Updated: October 2026

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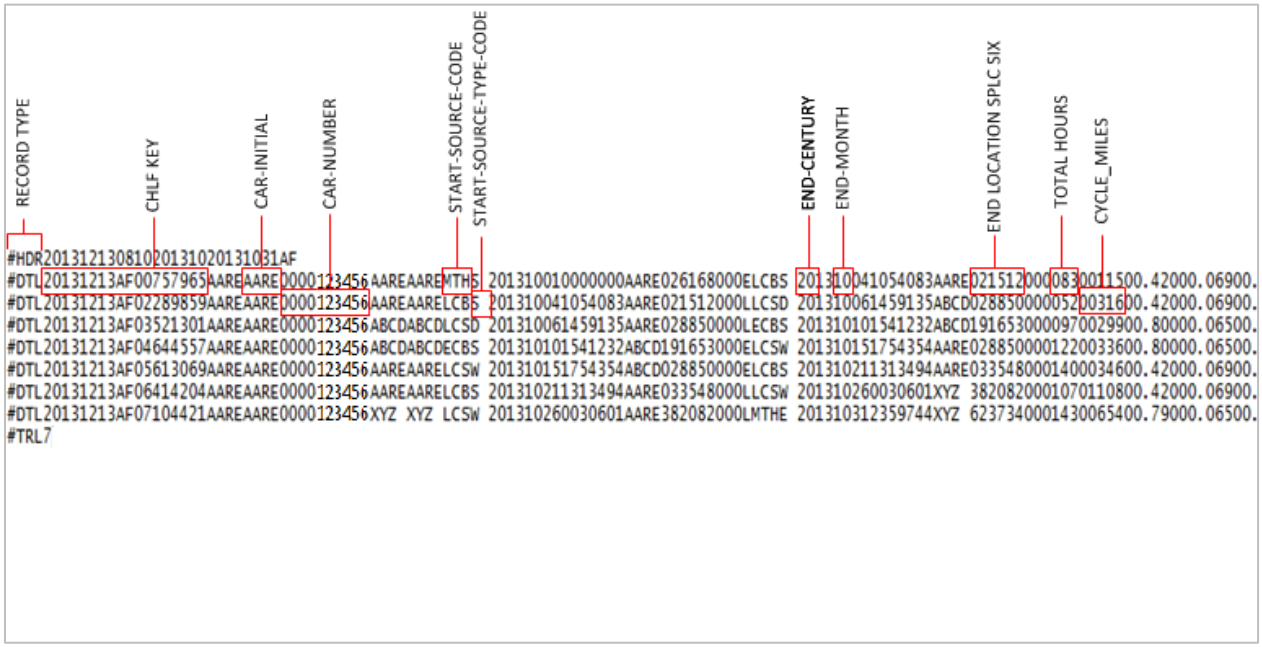
Learning about the Car Hire Liability File

Railinc's Car Hire Liability File (CHLF) is a text format data file that contains railcar hire information.

The CHLF is used by car accountants to determine car hire liability for each possession of a car in a month. It provides LCS interchange information as well as loaded and empty cycle breaks, Rule 4, Rule 5, and Rule 15 Transfers of Liability, Haulage, and Suppression. Codes provided in the CHLF enable car accountants to understand and make decisions around car hire liability for system and foreign equipment.

This document describes the layout of the data contained in the CHLF. Exhibit 1 shows a sample CHLF as viewed using Notepad. Several fields are identified in this exhibit.

Exhibit 1. Sample CHLF



In the CHLF, each record is on a single line. Data fields within each record are located according to specific column positions in the file as viewed from left to right. The first four columns comprise the Record Type field, which can contain the following values:

#HDR Indicates the record is a Header Record, which begins the file.

#DTL Indicates the record is a Detail Record, which can contain up to 45 fields of detailed information about a piece of equipment.

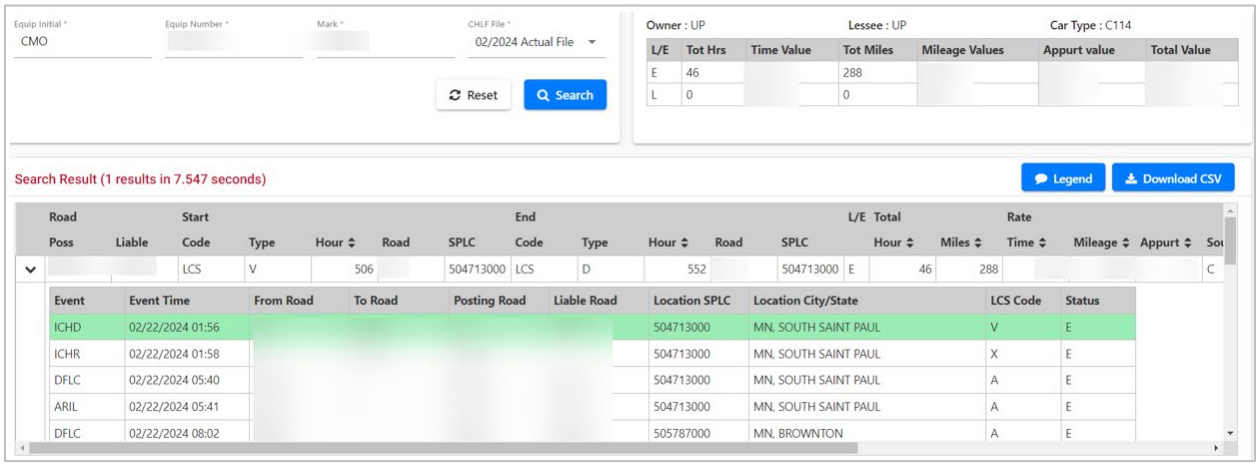
#TRL Indicates the record is a Trailer Record, which ends the file and indicates the number of Detail Records in the file.

See Summary of Record Layout for a description of each field in the CHLF.

You can use the Railinc Car Accounting Self-Service (CASS) application to query information about one car at a time and view it in a user-friendly format. Exhibit 2 shows an example of viewing car information using CASS.

Note: This is the same information contained in the CHLF as shown in Exhibit 1.

Exhibit 2. Sample Car Hire Information as Viewed through CASS



To access CASS, visit www.railinc.com and request permission through Single Sign On (SSO) as described in the *Railinc Single Sign-On User Guide*. Or contact the Railinc Customer Success Center either by phone at 877- RAILINC (1-877-724-5462) or by sending an email directly to csc@railinc.com.

Summary of Record Layout

Exhibit 3 identifies the Start Position, End Position, Field Name, Field Description, Comments, Type, and Length for each CHLF data field.

Exhibit 3. CHLF Fields and Descriptions

Start Pos	End Pos	FIELD NAME	FIELD DESCRIPTION	COMMENTS	TYPE	LENGTH
1	4	RECORD TYPE	Identifies the type of the record. This field can have the following values: #HDR Header Record #DTL Detail Record #TRL Trailer Record	A Header Record is located at the top of each file and indicates the date the file was generated and the date of the data contained within the file. Detail Records contain car hire information. A Trailer Record is located at the bottom of each file and indicates the number of Detail Records.	CHAR	4
5	22	CHLF KEY	Unique identifier for a loaded or empty cycle	Added to front of this file and future files CCYYMMDD*XX*012345678 where *XX* is file type EP, LP, EF, or AF.	CHAR	18
23	26	LCS EQUIPMENT-OWNER	Entity that owns the equipment		CHAR	4
27	30	CAR-INITIAL	Mark associated with the equipment		CHAR	4
31	40	CAR-NUMBER	Number associated with the equipment		NUM	10
41	44	POSSESSION ROAD	Road in physical possession of the equipment		CHAR	4
45	48	LIABLE ROAD	Entity responsible for car hire on the equipment during the cycle		CHAR	4
49	51	START-SOURCE-CODE	This code represents car status at the beginning of the cycle. This field can have the following values: MTH MONTH BREAK PER PERIOD BREAK LCS LCS TSA TOL - RULE 5 START A TEA TOL - RULE 5 END A TSB TOL - RULE 5 START B TEB TOL - RULE 5 END B TOF TOL - RULE 15 HLG HAULAGE SUP SUPPRESSED LCB LOADED CYCLE BREAK ECB EMPTY CYCLE BREAK CH4 TOL - RULE 4 DDC DDCT START		CHAR	3

Start Pos	End Pos	FIELD NAME	FIELD DESCRIPTION	COMMENTS	TYPE	LENGTH
52	53	START-SOURCE-TYPE-CODE	This code represents additional information pertaining to car status at the beginning of the cycle. This field can have the following values: A LCS A = pre 120 hour interchange B LCS B = Both roads reporting - split time C LCS C = Special D LCS D = Delivering road reporting E E for "end" is also used with source codes MTH, PER, HLG, SUP G G = Gap, for LCS or DDCT HA HA is for haulage when used with MTH and PER source codes to show carry over from the previous month or period O LCS O = One road reporting - delivering road P LCS P = One road reporting - receiving road Q LCS Q = non-I/C haulage stop generated by LCS R LCS R = Only receiving road reporting S LCS S = Suppress (Open) S S for "start" is also used with source codes MTH, PER, HLG, SUP SU SU is for suppression when used with MTH and PER source codes to show carry over from the previous month or period T LCS T = TRUK – trailer U LCS U = Umler action V LCS V = Verified W LCS W = Within 4 hours reporting Z LCS Z = trailers 80 TOL - Rule 5 - direct terminal 81 TOL - Rule 5 - direct intermediate 82 TOL - Rule 15 - Offering default 84 TOL - Rule 5 - indirect intermediate 85 TOL - Rule 5 - indirect terminal 96 Car Hire Rule 4 TOL Start 97 Car Hire Rule 4 TOL End		CHAR	2
54	55	START-CENTURY	Two-digit numeric code representing the century at the start of the current cycle		NUM	2
56	57	START-YEAR	Two-digit numeric code representing the year at the start of the current cycle		NUM	2
58	59	START-MONTH	Two-digit numeric code representing the month at the start of the current cycle		NUM	2
60	65	START-DDHHMM	Six-digit numeric code representing the day of the month, hour, and minute at the start of the current cycle		NUM	6
66	68	START-HOURS	Three-digit numeric code representing the hour of the month at the start of the current cycle		NUM	3
69	72	START ROAD	Road on which car is located at the start of the cycle		CHAR	4
73	78	START LOCATION SPLC SIX	First six digits of the Standard Point Location Code for cycle start	If no SPLC is found, the value is 999999.	NUM	6
79	81	START LOC SPLC 3 TERMINAL DIGITS	Last three digits of the Standard Point Location Code for cycle start	If no SPLC is found, the value is 999.	NUM	3
82	82	LOAD EMPTY STATUS	Load/empty status of the cycle (according to the movement events)	L or E	CHAR	1

Start Pos	End Pos	FIELD NAME	FIELD DESCRIPTION	COMMENTS	TYPE	LENGTH
83	85	END-SOURCE-CODE	This code represents car status at the end of the cycle. This field can have the following values: MTH MONTH BREAK PER PERIOD BREAK LCS LCS TSA TOL - RULE 5 START A TEA TOL - RULE 5 END A TSB TOL - RULE 5 START B TEB TOL - RULE 5 END B TOF TOL - RULE 15 HLG HAULAGE SUP SUPPRESSED LCB LOADED CYCLE BREAK ECB EMPTY CYCLE BREAK CH4 TOL - RULE 4 DDC DDCT END		CHAR	3
86	87	END-SOURCE-TYPE-CODE	This code represents additional information pertaining to car status at the end of the cycle. This field can have the following values: A LCS A = pre 120 hour interchange B LCS B = Both roads reporting - split time C LCS C = Special D LCS D = Delivering road reporting E E for "end" is also used with source codes MTH, PER, HLG, SUP G G = Gap, for LCS or DDCT HA HA is for haulage when used with MTH and PER source codes to show carry over from the previous month or period O LCS O = One road reporting - delivering road P LCS P = One road reporting - receiving road Q LCS Q = non-I/C haulage stop generated by LCS R LCS R = Only receiving road reporting S LCS S = Suppress (Open) S S for "start" is also used with source codes MTH, PER, HLG, SUP SU SU is for suppression when used with MTH and PER source codes to show carry over from the previous month or period T LCS T = TRUK – trailer U LCS U = Umler action V LCS V = Verified W LCS W = Within 4 hours reporting Z LCS Z = trailers 80 TOL - Rule 5 - direct terminal 81 TOL - Rule 5 - direct intermediate 82 TOL - Rule 15 - Offering default 84 TOL - Rule 5 - indirect intermediate 85 TOL - Rule 5 - indirect terminal 96 Car Hire Rule 4 TOL Start 97 Car Hire Rule 4 TOL End		CHAR	2
88	89	END-CENTURY	Two-digit numeric code representing the century at the end of the current cycle		NUM	2
90	91	END-YEAR	Two-digit numeric code representing the year at the end of the current cycle		NUM	2
92	93	END-MONTH	Two-digit numeric code representing the month at the end of the current cycle		NUM	2
94	99	END-DDHHMM	Six-digit numeric code representing the day of the month, hour, and minute at the end of the current cycle	Day, Hour, Minute	NUM	6
100	102	END-HOURS	Three-digit numeric code representing the hour of the month at the end of the current cycle	Hour of the Month	NUM	3
103	106	END ROAD	Road on which car is located at the end of the cycle		CHAR	4
107	112	END LOCATION SPLC SIX	First six digits of the Standard Point Location Code for cycle end	If no SPLC is found, the value is 999999.	NUM	6

Summary of Record Layout

Start Pos	End Pos	FIELD NAME	FIELD DESCRIPTION	COMMENTS	TYPE	LENGTH
113	115	END LOC SPLC 3 TERMINAL DIGITS	Last three digits of the Standard Point Location Code for cycle end	If no SPLC is found, the value is 999.	NUM	3
116	118	TOTAL HOURS	Total number of hours of the cycle	End hours minus start hours (values 0 - 744)	NUM	3
119	123	CYCLE_MILES	Total number of miles of the cycle	Calculated using the Railinc mileage process. Total miles for the cycle.	NUM	5
124	129	HOURLY RATE ($$CC)	Rate paid per hour by the user for the use of the equipment	Six positions, of which three are behind the decimal. The decimal is included in the 6 positions, for example $99.999	NUM	6.3
130	135	MILEAGE RATE ($CCC)	Rate paid per mile by the user for the use of the equipment	Six positions, of which three are behind the decimal. The decimal is included in the 6 positions, for example $99.999	NUM	6.3
136	141	APPURTENANCE RATE ($$CC)	Rate paid per hour by the user for the use of an appurtenance (for example, an auto rack), if applicable	Six positions, of which three are behind the decimal. The decimal is included in the 6 positions, for example $99.999	NUM	6.3
142	155	TOTAL HOURLY VALUE	Hourly rate multiplied by the total number of hours	Calculated by HOURLY RATE * HOURS	NUM	14.2
156	169	TOTAL MILEAGE VALUE	Mileage rate multiplied by the total number of miles	Calculated by MILEAGE RATE * MILES	NUM	14.2
170	183	TOTAL APPURTENANCE VALUE	Appurtenance rate multiplied by the total number of hours, if applicable	Calculated by APPURTENANCE RATE * HOURS	NUM	14.2
184	197	TOTAL VALUE	Sum of the Total Hourly Value, the Total Mileage Value, and the Total Appurtenance Value	Calculated by HOURLY VALUE + MILEAGE VALUE + APPURTENANCE VALUE (validate format against CHDX permissible values)	NUM	14.2
198	201	AAR CAR TYPE CODE	Car type code as registered in Umler. For more information, refer to the *Umler Data Specification Manual*.		CHAR	4
202	203	RATE SOURCE CODE	Identifies the source of the rate information displayed for the cycle. This field can have the following values: C CHARM AO Appurtenance Only - other rates are zero for privacy reasons NL Not Liable - rates are zero because recipient is not liable in this record		CHAR	2
204	205	RATE INDICATOR	The type of rate applied to the car according to the Car Hire Rate Negotiation Self Service application (either default rate, market rate, or non-market rate)	O, U = DEFAULT RATE, MARKET RATE= M S Z B N R D, NONMARKET = L V W,	CHAR	2
206	213	WAYBILL DATE (CCYYMMDD)	Date of the waybill, if available	Must comply with Railinc Data Access Policy	NUM	8
214	219	WAYBILL NUMBER	Number associated with the waybill, if available	Must comply with Railinc Data Access Policy	NUM	6
220	223	WAYBILL ORIGINATING ROAD	Road that created the waybill, if available	Must comply with Railinc Data Access Policy	CHAR	4
224	224	L/E CODE FROM WAYBILL	Load/empty status of the cycle (according to the waybill information), if available	L or E	CHAR	1
225	232	STCC	Standard Transportation Commodity Code (seven characters) from waybill, provided for Rule 4 TOLs. Rail Service Finder and MRIRF have replaced Freight Rail 411.	Pulled from Waybill	NUM	7