



Association of American Railroads
Safety and Operations • Business Services Division
425 Third Street, SW • Washington, D.C. 20024

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SEPTEMBER 1, 1992
CODE OF TRAILER AND CONTAINER SERVICE AND REPORTING RULES

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Legal Disclaimer

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TRAILER AND CONTAINER SERVICE AND REPORTING RULES AGREEMENT

The subscribing railroad company hereby agrees with each other railroad subscriber hereto, except as other agreements between or among subscribers may provide, by filing a signed counterpart of this agreement with the Secretary of the Interchange Services Division, Association of American Railroads, to abide by the Code of Trailer and Container Service and Reporting Rules, as amended from time to time.

This agreement may be canceled by any subscriber on thirty (30) days written notice to the Secretary of the Interchange Services Division, Association of American Railroads.

Railroad Subscriber: _____

By: _____

Title: _____

Date: _____

SUBSCRIBERS—TRAILER AND CONTAINER SERVICE AND REPORTING RULES AGREEMENT

Amtrak - National Railroad Passenger Corp.
Angelina & Neches River Railroad
Bangor & Aroostook Railroad Company
Boston & Maine Corporation
Burlington Northern and Santa Fe Ry. Co.
Canadian National Railways
Canton Railroad Company
Cedar River Railroad Company
Chicago, Central and Pacific Railroad Co.
Claremont Concord Railroad Corp.
Clarendon & Pittsford Railroad Company
Columbus and Greenville Railway Company
Consolidated Rail Corporation
CP Rail
CSX Transportation, Inc.
Dakota, Minnesota & Eastern RR
Delaware and Hudson Railway Company, Inc.
Delta Valley & Southern Railway Co.
East St. Louis Junction Railroad

EcoRail, Inc.
Florida East Coast Railway Company
Fox Valley & Western Ltd.
Gateway Western Railroad
Grafton & Upton Railroad Company
Grand Trunk Western Railroad Incorporated
Illinois Central Railroad Company
Iowa Interstate Railroad
Kankakee, Beaverville & Southern Railroad
Kansas City Southern Railway Company
(Includes Affiliates per Agreement)
Maine Central Railroad Company
Massachusetts Central Railroad Corp.
Middletown and New Jersey Ry. Co.
Minnesota, Dakota & Western Railway Co.
Missouri & Northern Arkansas Railroad
New York and Atlantic Railway
Norfolk Southern Railway Company
(Includes Affiliates per Agreement)

Ontario L'Original Railway, Inc.
Paducah & Louisville Railway, Inc.
Portland Terminal Company
Providence & Worcester Railroad
Roscoe, Snyder and Pacific Railway Co.
Soo Line Railroad Company
Southern Pacific Transportation Company
Southern Railway of British Columbia, Ltd.
Texas Mexican Railway Company
Texas South-Eastern Railroad
TFM, S.A. de C.V.
Toledo, Peoria & Western Railway Corp.
Tyburn Railroad Company
Union Pacific Railroad
Vermont Railway, Inc.
Winston-Salem Southbound Ry. Co.
Wisconsin & Southern Railroad Company
Wisconsin Central Ltd.

PREFACE

The Rules contained herein do not foreclose subscribers from entering into other agreements which may be contrary to these rules

DEFINITIONS

Trailer—A vehicle used in trailer on freight car service constructed for the transport of commodities from point to point via highway, equipped with suitable permanently affixed undercarriage and wheels and with a device for coupling to self-powered tractor for movement.

General Service Trailer—A trailer or container welded to a chassis, when designated by the owner in the AAR Umler file.

General Service Container—A container mounted and secured on a chassis or bogie, when designated by the owner in the AAR Umler file.

Container—A unit for transporting commodities in trailer or container on freight car service from point to point, constructed in such a manner that it may be mounted and secured on a car, chassis or bogie for the purpose of such movement.

Chassis-Bogie—A wheel assembly constructed to accept mounting of containers.

TOFC-COFC Service—TOFC Service-Transportation involving the movement of trailers and/or containers mounted on chassis/bogies on freight cars. COFC Service-Transportation involving the movement of containers without chassis/bogies on freight cars.

Owner—The person having title to equipment described herein or entitled to exercise the rights and privileges of title. (Note: A.A.R. assigned reporting marks shall be displayed on the equipment and the person whose reporting marks appear on the equipment shall be deemed to be the owner for the purpose of applying these rules.)

Subscriber—A party signatory to the Trailer and Container Service and Reporting Rules Agreement.

Home Trailer, Container or Chassis—A trailer or container or chassis bearing railroad marks in the possession of the holder of such marks.

Foreign Trailer, Container or Chassis—A trailer, container or chassis bearing railroad reporting marks in the possession of a party other than the holder of such marks.

Home Road—The railroad whose reporting marks are displayed on a particular trailer, container or chassis.

Junction—An agreed location where two or more subscribers interchange trailers, containers or chassis.

Rail Controlled Trailer-Container—A trailer or container for which the handling carrier has use charge responsibility.

Railroad Reporting Marks—Are reporting marks assigned to a railroad by the Assistant Vice President, Business Services Division, Association of American Railroads.

CODE OF TRAILER & CONTAINER *SERVICE* RULES

SECTION 1—TRAILERS

RULE 1—Handling of General Service Trailers

When the origin carrier has ascertained that all carriers involved in the route have existing agreements with the owner to accept such trailers, empty rail controlled trailers designated as General Service may be loaded without regard to ownership, destination or route unless:

- (a) Ordered home for inspection, maintenance, licensing or such other reason as the owner (lessor) may specify. Under this provision a specific trailer may be ordered home no more than once in any 12-month period.
- (b) Trailers moved empty under (a) may be:
 1. Delivered to home road (direct connection).
 2. Delivered empty to the road from which received under load, at the junction where received.

RULE 1A—Handling of General Service Trailers

Empty rail controlled trailers designated as General Service not handled in accordance with Rule 1 may be:

1. Delivered empty to the home road at any junction.
2. Delivered empty to the road from which received under load, at the junction where received.
3. Delivered empty to any road requesting General Service Trailers at a junction mutually agreed (direct connection), where the delivering carrier has ascertained that the requesting carrier has an agreement with the owner to accept such trailers.

EXCEPTIONS

- (1) A railroad must not deliver an empty trailer bearing its own reporting marks to another railroad unless the receiving railroad has requested equipment consistent with [Rule-1-A-3](#).
- (2) A railroad must deliver an empty trailer to the owner if the city where it was received loaded is the same city that the interchange exists for the empty reverse route authority.
- (3) The receiving earner may request the dates establishing the reverse route authority from the delivering carrier. The delivering carrier must furnish dates requested within 5 days.

RULE 2—Handling of Non-General Service Trailers

When the origin carrier has ascertained that all carriers involved in the route have existing agreements with the owner to accept such trailers, empty foreign trailers not designated as General Service shall, unless otherwise mutually agreed, be:

- (a) Loaded to or via home road.
- (b) Loaded in the direction of home road.
- (c) Delivered to home road (direct connection).
- (d) Delivered empty to the road from which received under load, at the junction where received.

RULE 3—Steamship, Ferry, Barge or Air Restrictions

Foreign trailers/containers must not be loaded via or delivered empty to a water carrier for transportation by water or to an air carrier for transportation by air except for transportation in interstate commerce by common carriers between points within the continental United States (not including Alaska and Hawaii) without permission of the owner filed with the AAR Business Services Division.

RULE 4—interchange

Unless otherwise agreed to by roads involved, trailers shall be considered as having been delivered (interchanged):

- (a) When car on which trailer is loaded is placed upon a track agreed upon and designated as the interchange track for such deliveries, accompanied or preceded by proper data for forwarding and delivery and accepted by inspector of receiving road.
- (b) When trailer interchanged by highway is placed in a yard or parking space agreed upon and designated as a point of interchange for such deliveries between carriers, and accompanied or preceded by proper data for forwarding and delivery together with inspection form prescribed in the AAR Intermodal Interchange Rules.

- (c) A receiving carrier refusing an empty trailer moving in highway interchange in compliance with [Service Rules 1, 1A and 2](#) shall be liable to the delivering carrier for cartage expense incurred for each trailer so refused.

NOTE: When possible, the delivering document accompanying empty trailers is to reference the date establishing the reverse route authority.

SECTION 2—CONTAINERS

RULE 1—Handling of General Service Containers

When the origin carrier has ascertained that all carriers involved in the route have existing agreements with the owner to accept such containers, empty rail controlled containers designated as General Service may be loaded, without regard to ownership, destination or route, unless:

- (a) Ordered home for inspection, maintenance, licensing or such other reason as the owner (lessor) may specify. Under this provision, a specific container may be ordered home no more than once in any 12-month period.
- (b) Containers on chassis-bogies moved under (a) may be:
 - 1. Delivered to home road (direct connection).
 - 2. Delivered empty to the road from which received under load, at the junction where received.

EXCEPTIONS

- (1) A railroad must not deliver an empty container bearing its own reporting marks to another railroad unless the receiving railroad has requested equipment consistent with [Rule 1A-3](#).
- (2) A railroad must deliver an empty container to the owner if the city where it was received loaded is the same city that the interchange exists for the empty reverse route authority.
- (3) The receiving earner may request the dates establishing the reverse route authority from the delivering carrier. The delivering carrier must furnish dates requested within 5 days.

RULE 1 A—Handling of General Service Containers

Empty foreign containers on chassis-bogies designated as general service not handled in accordance with Rule 1 may be:

- 1. Delivered empty to the home road at any junction.
- 2. Delivered empty to the road from which received under load, at the junction where received.
- 3. Delivered empty to any road requesting General Service Containers at a junction mutually agreed (direct connection) where the delivering carrier has ascertained that the requesting carrier has an agreement with the owner to accept such containers.

RULE 2—Handling of Non-General Service Containers

When the origin carrier has ascertained that all carriers involved in the route have agreements with the owner to accept such containers, empty foreign containers not designated as general service, shall, unless otherwise mutually agreed, be:

- (a) Loaded to or via home road.
- (b) Loaded in the direction of home road.
- (c) Delivered to home road (direct connection).
- (d) Delivered empty to the road from which received under load, at the junction where received.

RULE 3—Steamship, Ferry, Barge or Rail Restrictions

Foreign trailers/containers must not be loaded via or delivered empty to a water carrier for transportation by water or to an air carrier for transportation by air except for transportation in interstate commerce by common carriers between points within the continental United States (not including Alaska and Hawaii) without permission of the owner filed with the AAR Business Services Division.

RULE 4—Interchange

Unless otherwise agreed to by roads involved, trailers shall be considered as having been delivered (interchanged):

- (a) When car on which trailer is loaded is placed upon a track agreed upon and designated as the interchange track for such deliveries, accompanied or preceded by proper data for forwarding and delivery and accepted by inspector of receiving road.
- (b) When trailer interchanged by highway is placed in a yard or parking space agreed upon and designated as a point of interchange for such deliveries between carriers, and accompanied or preceded by proper data for forwarding and delivery together with inspection form prescribed in the AAR Intermodal Interchange Rules.
- (c) A receiving carrier refusing an empty trailer moving in highway interchange in compliance with [Service Rules 1, 1A](#) and [2](#) shall be liable to the delivering carrier for cartage expense incurred for each trailer so refused.

NOTE: When possible, the delivering document accompanying empty containers is to reference the data establishing the reverse route authority.

SECTION 3—REPORTING MARKS AND NUMBERING SYSTEM

RULE 1—Numbering System for Trailers, Chassis and Containers

Applications for the assignment of reporting marks must be submitted to the Assistant Vice President, Business Services Division, Association of American Railroads. Applicants must meet the requirements of Circular No. OT-5 Series. In addition, applicants must comply with the provisions of Paragraphs (a), (b) and (c) of this rule.

- (a) Reporting marks for TRAILERS in TOFC service shall consist of no more than four alphabetical letters, the last of which shall be the letter "Z". A container welded to a chassis shall carry the letter "Z" in the last alpha position. The following six digit numbering system shall be used to indicate the type and size, as well as the unit number of each piece of equipment.

First Digit Series (Type)	Second Digit Series (Size)
1—Bogie-Chassis	1—48' less than 53' long × 1 02" wide, 96" wide tandem.
2—Dry Vans	2—48' less than 53' long × 1 02" wide, 1 02" wide tandem.
3—Flat Beds (includes removable sides, platforms & expandables)	3—45' long and less than 48' × 1 02" wide, 96" wide tandem.
4—Rail-Compatible Trailer	4—45' long and less than 48' × 1 02" wide, 1 02" wide tandem.
5—Mechanical Refrigerators	5—45' long and less than 48' × 96" wide, 96" wide tandem.
6—Dry Vans (includes wedge frame)	6—53' long or over × 1 02" wide.
7—Insulated (includes wedge frame)	7—40' long and less than 45' × 96" wide.
8—Open for future use.	8—40' long and less than 45' × 96" wide.
9—Special Equipped (includes Vans, Open Tops, Drop frames, Curtain sides)	9—40' long and less than 45' × 96" wide.
0—Tanks/Bulk	0—40' long and less than 45' × 96" wide.

The remaining digits are for numbering individual units.

- (b) Reporting marks for CHASSIS-BOGIES in TOFC/COFC Service shall consist of no more than four alphabetical letters, the last of which shall be the letter "Z". The following six digit numbering system shall be used to indicate the type and size, as well as the unit number of each piece of equipment.

First Digit Series (Type)	Second Digit Series (Size)
1—Bogie-Chassis	1—40'-45' Extendible
	2—20' Straight & 20'/24' Combo
	3—48' & Over Straight
	4—40'-48' Extendible
	5—Over 40' & under 48' Straight
	6—40 ft. Straight
	7—40 ft. Gooseneck
	8—40 ft. Combo (20/40)
	9—40 ft. Tri-Purpose
	0—45'-53' Extendible

The remaining digits are for numbering individual units.

- (c) Reporting- marks for CONTAINERS in TOFC/COFC service shall consist of no more than four alphabetical letters, the last of which shall be the letter "U". The following six digit numbering system shall be used to indicate type and size, as well as the unit number of each piece of equipment.

First Digit Series (Type)	Second Digit Series (Size)
1—Open for future use	1—Less than 20'.
2—Dry Box	2—20' and less than 35'.
3—Flat Beds (includes removable side, platforms and expandable)	3—53' and over
4—Open Tops	4—35 ft. and less than 40'.
5—Mechanical Refrigerator	5—45' x 96" wide
6—Dry Box	6—Over 40' less than 48' x 1 02" wide
7—Insulated	7—40' and less than 42'.
8—Open for future use	8—48' and less than 53'.
9—Special Equipped Box	9—40' and less than 42'.
0—Tanks/Bulk	0—40' and less than 42'.

The remaining digits are for numbering individual units.

- (d) Stencil or placard the appropriate Umler elements on equipment to visually identify closed units with special equipment. This identifier to be located immediately below the unit number on the rear and nose of the unit.
- (e) It is recommended that stencils be applied to trailers:
1. With 42" kingpin settings.
 2. With 1 02" wide tandems.
 3. Exceeding 45' in length.
 4. Exceeding 96" in width.

NOTE: Paragraphs (a), (b) and (c) apply to all new equipment placed in service after August 1, 1988.

RULE 2—Miscellaneous Requirements

- (a) Identification markings of trailers, containers, chassis and bogies must comply with the AAR Intermodal Interchange Rules.
- (b) Equipment used in interchange service must be listed in Umler.
- (c) A container welded to a chassis shall be registered in Umler as a trailer, using an AAR Equipment Type Code.

GENERAL SECTION

RULE 1—Procedures for Interpretations and Revisions

The Intermodal Operations Committee of the Business Services Division, Association of American Railroads, shall have authority to interpret these rules, and to make recommendations for changes or revisions thereto to the Safety and Operation Management Committee (SOMC) acting as the Operating - Transportation General Committee, Business Services Division, Association of American Railroads. Upon approval by SOMC, such changes or revisions to these rules will be submitted to the Subscribers for vote by letter ballot (one vote for each trailer or container bearing railroad reporting marks which is owned, leased or controlled by Subscribers, with an affirmative majority vote of all Subscribers necessary for approval).

RULE 2—Arbitration

To render formal interpretations of these rules and to settle disputes arising under them, SOMC acting as the Operating - Transportation General Committee shall act as an Arbitration Committee. Members representing a majority of the total votes of the committee shall be present to constitute a quorum.

In the event any question or dispute arises concerning these rules, it may by agreement of the disputing parties be submitted to the Arbitration Committee in abstract through the Assistant Vice President of the Business Services Division. The abstracts shall briefly set forth the matter to be interpreted or the points at issue in the instant dispute and each party's interpretation of the rules, or orders upon which its position is based. The Arbitration Committee shall base its decision upon the rules and the abstract submitted. Should one of the parties elect not to furnish the necessary information, the Arbitration Committee shall use its judgment as to whether it can properly decide the controversy. In case a question shall arise not covered by the rules, the parties disagreeing may, by mutual consent, submit such questions to the Arbitration Committee. Any expenses incurred by the Arbitration Committee shall be borne by the party against whom an adverse decision is rendered. The decision of the Arbitration Committee shall be final.

CODE OF TRAILER & CONTAINER *REPORTING* RULES

Effective January 1, 1999

PREFACE

Unless otherwise agreed to, these rules shall apply to trailers and containers bearing railroad reporting marks of subscribers.

Where "Use Charge" or "Agreed Use Charge" appears in these rules, it means the agreed rate to be paid for the use of trailers or containers established by agreement between the handling road and the owner.

Where "Trailer" appears in these rules, it shall be interpreted to include General Service containers used in trailer on freight car service.

RULE 1-T—Usage Reporting and Registration

A. Payments

1. Trailer use, separated by the trailer's individual loaded and empty cycles as defined in [Rule 2-T](#), must be reported to trailer owner within one (1) month and ten (10) days from the last day of the month in which it is used, including reporting for trailers on hand at end of that month.

2. Trailer use transactions, including trailers reported at zero rates must be reported.

3. Railroad holder of reporting marks desiring to direct reports to a lessor must notify other roads in writing. No more than one lessor may be designated to receive reports on trailers assigned a particular reporting mark.

B. Umler Registration

Individual trailers shall be reported to the Secretary, Business Services Division, as required in the Umler Data Specification Manual. Umler information received by the Secretary by the last working day of the month will be effective the first day of the subsequent month.

C. Possession by Non-Subscriber

If a subscriber interchanges equipment to a non-subscriber, as evidenced by the official interchange created through Liability Continuity System (LCS) processing, the subscriber will be responsible for the performance of all terms of this agreement in the same manner as if the equipment were in the possession of the subscriber.

D. Responsibility for Use Charge(s)

1. When a subscriber hereto, as the origin billing road, delivers or causes to be delivered, a trailer to another party, whether or not a subscriber, not having a use charge agreement with the trailer owner, the origin road agrees to be responsible for the owner's use charge until the trailer is either delivered to the owner or to another party, whether or not a subscriber, which has a use charge agreement with the owner.

2. Trailers shall not be loaded or forwarded empty to destinations outside the continental United States (not including Alaska and Hawaii) and Canada without permission of the trailer owner. Railroads violating this rule will be responsible for the agreed use charge.

RULE 2-T—Computation of Days and Cycles

A. Days

Days shall be reckoned by subtracting the date of receipt from the date of delivery as evidenced by the official interchange created through LCS processing. The day of receipt shall be disregarded and payment made for the day of delivery. A road receiving and delivering a trailer on the same day shall not pay a use charge for that day.

B. Cycle Hours

For purposes of cycle reporting the first hour and the last hour of a loaded or empty cycle shall be reported.

C. Record Source

1. Interchange records of receipt and delivery under this rule shall be those obtained from the reports provided for in [Rule 9-T](#).

2. Other cycle event records under this rule shall be those obtained from the paying road's records.

D. Cycles

1. The loaded cycle shall begin with the earliest loaded event (e.g. - loaded receipt, loaded release, loaded inbound/outbound movement).

2. The empty cycle shall begin with the earliest empty event (e.g. - empty receipt, empty re lease, empty inbound/outbound movement).

3. Back to back empty or loaded cycles will be reported as separate cycles.

INTERPRETATION

Question: How should cycles that span more than one month be reported?

Answer: For trailers on hand at the end of a month, reporting shall be made through the last hour of the month even though the cycle has not been completed.

RULE 3-T—Use Reports

A. General—Applicable to all Carriers

1. Trailer Use transactions, separated by the trailer's individual loaded and empty cycles as defined in [Rule 2-T](#) must be reported to the owner (person or company, at a single address, to whom the reporting marks are assigned) within one (1) month and ten (10) days from the last day of the month in which it is earned including trailers on hand at the end of that month. A trailer earning no trailer use shall be reported indicating days earned but no amount.

2. Use charges allowed in error may be deducted in use charge reports forwarded within two (2) months and ten (10) days, from the last day of the month for which the use charges were reported as having been earned, without requesting authority from trailer owners. Deductions shall not be made after those periods without authorization from the trailer owner.

3. Use charges reported and subsequently deducted in accordance with this rule cancels such use charges and leaves the owner in the same position as if the use charge had never been reported.

4. Only one transmission or report shall be furnished for each month.

B. AAR Car Hire Data Exchange Participants

1. Participants in the AAR Car Hire Data Exchange system (CHDX) will not be required to furnish to other participants detail or summary data in printed use charge report form as shown in [Appendix 4](#), [5](#) and [6](#).

2. Use charges submitted via the CHDX system will be settled via and subject to the Railroad Clearinghouse Settlement Regulations. Settlement will be based on the account summary records submitted to the exchange system. The CHDX system will furnish use charge summary amounts to the Railroad Clearinghouse on the 19th of the month in which the use charge data exchange reports are issued. If the 19th falls on a holiday or weekend the use charge summary amounts will be provided on the first business day thereafter. On the following business day the Railroad Clearinghouse will notify each carrier of its net/net position. The Railroad Clearinghouse will administer the exchange of funds on the first business day after notification of net/net position.

C. Non Participants in the AAR Car Hire Data Exchange System

1. Carriers not participating in the AAR CHDX system must report use charges on a Summary Report for 8-1/2 inches by 11 inches with a minimum of 3/4-inch binding space at the left hand side. The report shall show the trailer use charges, reclaims and miscellaneous other charges as shown on the sample report in [Appendix 5](#). Use charges shall be summarized separately for the current month, each voluntary month and prior allowances.

2. Carriers not participating in the AAR CHDX system must report errors and omissions in an adjustment report of the same size with the same binding space as that provided for the use charge report ([Appendix 5](#)), and shall be prepared as shown in [Appendix 6](#). Adjustments for more than one earnings month may be shown on a single sheet, beginning with allowances for the earlier month, using the first line to identify earnings month and year, followed by individual trailer listings in numerical sequence, followed by a line identifying the earnings month and year of the next group of allowances.

3. Use charges allowed in error may be deducted in Use Reports forwarded within two (2) month and ten (10) days from the last day of the month for which the use charges were reported as having been earned, without requesting authority from trailer owners. Deductions shall not be made after those periods without authorization from the trailer owner. Subject to the same procedures as described for showing addition adjustments, Appendix 6 shall be used for showing deductions. Deductions must not be shown on the same sheet as additions.

4. Use charges not submitted to the AAR CHDX system will be settled with the trailer owner. Settlement will be based on the summary information on [Appendix 5](#). The exchange of funds will occur on or before the 21st of the month in which reports are issued. If the 21st falls on a holiday or weekend settlement will occur on the next business day.

RULE 4-T—(Intentionally Not Used)

RULE 5-T—(Intentionally Not Used)

RULE 6-T—(Intentionally Not Used)

RULE 7-T—Reclaim for Damaged Equipment—Handling Line Responsibility

A. Reporting Requirements

When equipment is badly damaged, lost or stolen and reported to the owner with a request for its depreciated value, responsibility for use charge (see [Paragraph F.](#)), will cease from date of original notification until repairs are authorized or disposition furnished by owner.

B. Return of Equipment

If the owner requests equipment be sent home for repairs, user will initiate return of equipment within ten (10) days after notice is received; otherwise, responsibility for use charge shall be reinstated.

C. Intermediate Road Responsibility

An intermediate road is responsible for trailer use charges on a trailer returned home under [Paragraph B](#) of this rule but the trailer use charge paid may be reclaimed under the provisions of [Paragraph F](#). Equipment moved home under this rule shall be so indicated on movement document.

D. Settlement

If, on receipt from owner of depreciated value, user decides to repair or send the trailer to the owner for repairs, or the trailer is recovered, the responsibility for use charge shall continue from date of original written notification to owner as destroyed, lost or stolen.

E. Claims for Use Charge

When equipment is lost, stolen or otherwise unreported and no use charge allowed claim for such charge shall be presented to the subscriber last in possession of the equipment as evidenced by the official interchange created through LCS processing.

F. Time Limits and Procedures

Trailer use charges shall be paid to the trailer owner and recovered by reclaim. Refer to Trailer Reporting Rules [13-T](#) and [14-T](#) to determine time limits and procedures for issuing, handling and deducting reclaims.

RULE 8-T—Reclaim for Damaged Equipment-Owners Responsibility

A. Repair Material

When a trailer is detained awaiting receipt of repair material, which must be obtained from the owner and/or manufacturer, responsibility for use charge shall cease from the date the material is ordered from the owner/manufacturer until the date it is delivered to line of road or company ordering same (see [Paragraph E](#).), as evidenced by shipping receipt or waybill.

B. AAR Interchange Rule 165

1. When trailer is reported to owner under AAR Intermodal Interchange Rule 165, responsibility for use charge shall cease from date of report.

2. If owner authorizes the repair of trailer, responsibility for use charge shall begin after repairs are completed but in no case shall relief extend beyond sixty (60) days from the date owner authorized the repairs.

C. Home Shop Disposition

If road on which trailer was reported, at owner's request, sends the trailer home for repairs, responsibility for use charge shall cease from date of original report to owner until date trailer leaves reporting road as evidenced by the official interchange created through LCS processing. In no event shall relief extend beyond sixty (60) days from date owner requested trailer sent home.

D. Intermediate Road Responsibility

An intermediate road is responsible for trailer use charges on a trailer moving home for repairs, but the trailer use charge paid may be reclaimed under the provisions of [Paragraph E](#).

E. Time Limits and Procedures

Trailer use charge shall be paid to the trailer owner and recovered by reclaim. Refer to Trailer Reporting Rules [13-T](#) and [14-T](#) to determine time limits and procedures for issuing, handling and deducting reclaims.

RULE 9-T—Interchange Reporting

A. Authority

Trailer [Service Rule 4](#) determines the rules and procedures for interchange of equipment. This rule is not intended to contradict such procedures, but rather to incorporate reporting instructions, correction procedures, and Liability Continuity System (LCS) default logic to permit correct reporting of usage.

B. Governing Record

The official interchange record created through LCS processing will be the record used for payment of trailer use charges.

C. Methods of Preparation

Interchange information will be reported through the AAR TRAIN II system and processed through LCS which shall be the official interchange record and take precedence over conflicting information otherwise reported.

D. Content and Frequency

The information reported to the AAR TRAIN II system must include trailer initial and number, status (loaded or empty), month, day and hour of interchange, delivering road, receiving road, and location of interchange. Failure to report an

interchange or correction within 120 hours of the event will result in the official interchange record being generated based on the connecting road's reporting of delivery / receipt or LCS logic.

RULE 10-T—LCS Default Logic and Junction Reports

A. Default Logic

1. All applications of default logic require a minimum of three (3) logical events prior to the application of LCS logic. Default logic will not benefit the carrier that failed to report. Multiple data elements, within a single interchange record, may be changed by Liability Continuity System (LCS) default logic to create the official LCS interchange.
2. Reporting events used by LCS to properly correct interchange reportings are:
 - Interchange (Receipt, Delivery and Port)
 - Arrival
 - Departure
 - Pull
 - In / Out TRUK
 - Ramp / Deramp
 - In / Out Gate
3. Existing TRUK Logic will be retained as part of LCS. It will continue to process the following two situations:
 - a. If a trailer is reported Out To TRUK and In From TRUK by the same carrier, no action is needed.
 - b. If a trailer is reported Out To TRUK by the delivering carrier and In From TRUK by the receiving carrier, TRUK logic will create an interchange at the time of the In From TRUK report.
4. If the LCS logic determines that a standard (steel wheel) delivery or receipt has been reported on a trailer and the corresponding receipt or delivery is missing, the same LCS default logic that applies to freight equipment will be used to validate the reported interchange.
5. Neither Carrier Reports
 - a. When both carriers fail to report an interchange, and neither carrier reports a TRUK message if continuity between the two carriers can be established prior to the 120th hour of the subsequent month, LCS will create an Out To TRUK message for the delivering carrier two minutes before the first equipment event on the receiving carrier. LCS will also create an In From TRUK message for the receiving carrier one minute before the first equipment event on the receiving carrier. The TRUK logic will create an interchange from the delivering carrier to the receiving carrier at the time of the In From TRUK report on the receiving carrier. The load / empty status will be taken from the delivering carrier, and the location will be determined by LCS processing.
 - b. When both carriers fail to report an interchange, and neither carrier reports a TRUK message, if continuity is not established prior to the 120th hour of the next report month, LCS will create an Out To TRUK message for the delivering carrier 011 the first minute of the report month that continuity is established. LCS will also create an In From TRUK message for the receiving carrier on the second minute of the report month that continuity is established.
6. Delivering Carrier Does Not Report When the delivering carrier fails to report an interchange, LCS will create an official interchange using the reporting of the receiving carrier.
7. Receiving Carrier Does Not Report When the receiving carrier fails to report an interchange, LCS will create an official interchange using the reporting of the delivering carrier.
8. Both Carriers Report But Do Not Agree
 - a. When both carriers attempt to report the same interchange activity but the location is different, the delivering carrier's location will be used.
 - b. When both carriers attempt to report the same interchange activity but the time is different by four (4) hours or less, the delivering carrier's time will be used.
 - c. When both carriers attempt to report the same interchange activity but the time is different by more than four (4) hours, LCS will allocate the time equally between the two carriers.
9. Out To TRUK Reported By Delivering Carrier
 - a. If the delivering carrier reports an Out To TRUK and the trailer starts moving within the same calendar month on the receiving carrier which did not report an In From TRUK, LCS will create an In From TRUK reporting one minute after the reported Out To TRUK.
 - b. If the delivering carrier reports an Out To TRUK in one calendar month and the trailer starts moving during a different month on the receiving carrier which did not report an In From TRUK, LCS will create an In From TRUK reporting for the receiving carrier, on the first minute of the month in which the trailer started moving on the receiving road.
10. In From TRUK Reported By Receiving Carrier If a trailer is moving on the delivering earner and is then reported In From TRUK by the receiving carrier, LCS will create an Out To TRUK reporting for the delivering carrier one minute before the reported In From TRUK.
11. Out To/In from Port If an interchange delivery to Port is reported, the liability ceases. Liability commences on the next carrier of record upon the reporting of three in sequence logical events.

B. Junction Reports

All interchange reports will be matched or generated by LCS processing, coded per Appendix 7-A of these rules, and returned as junctions to the delivering road, receiving road and the equipment owner.

RULE 11-T—Claim Handling

A. Instructions for Making and Handling Claims

1. Claims covering errors, including incorrect charges, or omissions in trailer use charge report shall be presented in accordance with [Appendix 7](#). Claims shall be presented after three (3) months and within five (5) months from the last day of the month in which the use charge was earned in compliance with the following:

2. A request for authority to deduct use charge reported as having been earned constitutes a valid claim when presented to trailer owner within five (5) months from the last day of the month for which use charge was reported.

3. Claims shall not be presented until all amounts previously reported have been properly credited. When total days for which the agreed use charge received on any trailer is equal to or greater than the total number of days due, no claims for short days will be issued against any road.

4. Claims for underpayment must show the claimed use charge. All such claims must be verified by claimant before presentation. Point of interchange, as evidenced by the official interchange created through LCS processing, or cycle change must be shown on all claims issued.

5. If complete cycle reports have not been received, claim should be filed against the road having apparently failed to furnish a report, and claimant should indicate that such information has not been received by inserting subsequent cycle record, if available, and show days allowed by that road for month claimed.

6. The following rules govern the records required for the month(s) prior and subsequent to the month claimed:

a. A claim covering trailer ON HAND at beginning of month must show date and hour of preceding cycle record or on-line event instead of "OH."

b. A claim covering trailer OIN HAND at end of the month must show date and hour of succeeding cycle record or on-line event instead of "OH."

c. A claim covering a trailer off-line at beginning of month must show the last interchange record prior to the month claimed. If the latest cycle record for the preceding month(s) is after the last interchange record, it must also be included.

d. A claim covering a trailer off-line at end of month must show the first interchange record in the subsequent month(s), if available. If the first cycle record for the subsequent month(s) is before the interchange record it must also be included on the claim.

7. A claim presented in accordance with the rule may be continued, provided the trailer owner returns the claim to the road to which originally presented or presents it to another road within a period of two (2) months from the last day of the two (2) month period allowed the road which handled claim prior to reissuance. The number of days shown on the original claim may be increased by the trailer owner if investigation develops that the use charge is due from a road other than the road to which the claim was originally addressed.

8. Claims properly presented in accordance with this rule, which are not handled as provided in [Paragraph B](#), shall become due and payable upon presentation of a bill by claimant provided bill is presented by claimant within six (6) months from the date amount claimed became due.

B. Instructions to Road Receiving Claims

1. A road initially receiving a claim from a trailer owner must within seven (7) months from the last day of the month in which use charge was earned:

(1) pay all use charge claimed in the next use report and claim should not be returned to trailer owner,

(2) pay partial amount due in the next use report and disprove further responsibility with official LCS interchange record returning disproved claim to trailer owner,

(3) disprove any responsibility with official LCS interchange record, returning disproved claim to trailer owner.

This procedure will require that the trailer owner record payment received.

2. If claim is not satisfied, trailer owner shall handle with the next delinquent road in accordance with [Paragraph A](#).

3. A road receiving a claim from a trailer owner must, within two (2) months from the last day of the month that limits the issuance of such claim as prescribed in [Paragraph A.7.](#), handle as provided in [Paragraph B.1](#).

C. Adjustment of Errors Developed in the Handling of Claims

1. Erroneous payment of use charges as set forth in the following paragraphs of this rule constitute a valid claim under the provisions of [Paragraph B](#), and must be so handled.

2. When use charge has been reported to other than trailer owner under incorrect initials or number or for the wrong month, which fact is developed in the investigation of a claim, the reporting road shall be responsible to trailer owner for use charge earned and shall have the privilege of continuing such claim for refund of use charge incorrectly paid irrespective of the amount shown on original claim, from the road to which it was incorrectly reported.

3. When use charge has been reported to trailer owner under incorrect initials or number, or for the wrong month, which fact is developed in the investigation of a claim, the reporting road shall deduct the previously allowed and re-allow the use charge plus any related charges due.

4. If such deduction of charges from a trailer number leaves trailer owner short, the trailer owner shall have the privilege of continuing claim under the trailer number on which the deduction was made.

RULE 12-T—Use Charges Versus Reclaim and Recoveries

The reporting of amounts accruing for the use of trailers shall be made monthly without regard to reclaims pending or other trailer reporting rules which may provide for recovery of use charges.

RULE 13-T—Time Limits for Processing Reclaim(s)

A. Scope

This rule applies to those roads which do not participate in the AAR CHDX system. This rule will also apply to AAR CHDX participants who elect not to utilize the data exchange process for recoveries provided for in [Rule 14-T](#).

B. Intermediate Switching Reclaim

Any intermediate switching reclaim reports shall be prepared separately and presented within three (3) months from the last day of the month in which the use charge accrued, except that supplementary reclaim statements covering errors and/or omissions shall be presented within six (6) months from the last day of the month in which the use charge accrued. Original and supplementary switching reclaim statements shall be allowed as presented within thirty (30) days after receipt. The road paying an intermediate switching reclaim may present exceptions to cover errors or adjustments therein, provided it is presented reclaim on which exception is made was received. However, exceptions and supplementary reclaims in connection with adjustment of revenue affecting switching charges may be presented within three (3) months from the last day of the month in which final adjustment of charges is made, but exceptions to reclaims will not be allowed in connection with adjustment of charges on stop or milling-in-transit service. The privilege of continuance of the exception shall cease when either road interested fails to return it to the other road within two months from the last day of the month in which it was received, the delinquent road to be responsible for the unadjusted amount.

C. Trailer and Container Reporting Rule(s) 7-T and 8-T

1. Reclaim under Trailer and Container Reporting [Rules 7-T](#) and [8-T](#) shall be presented within three (3) months from the last day of the month in which the use charge accrued. In case use charge accrued in more than one (1) month, the last calendar month will be considered as the month use charge accrued. Supplementary reclaims covering errors and/or omissions shall be presented within five (5) months from the last day of the month use charge accrued. Original and supplementary reclaims shall be allowed with or without deduction not later than the tenth (10th) day of the third (3rd) month following month in which reclaim is received.
2. Counter reclaims shall be presented to the original claimant within nine (9) months from the last day of the month in which reclaim was allowed. Counter reclaims shall be allowed with or without deduction not later than the tenth (10th) day of the third (3rd) month following month in which counter reclaim is received.
3. Reclaims and counter reclaims that are partially or totally declined must be returned to the reclaiming road prior to the last day of the third (3rd) month following month in which reclaim was received. The privilege of continuance of reclaim thereafter shall cease when either road fails to return it to the other within two (2) months from the last day of the month in which it was last received, the delinquent road to be responsible for the unadjusted amount.

D. Trailer and Container Reportings Rules 15-T and 16-T

1. Reclaims under [Rule 15-T](#) and [16-T](#) as follows:
 - a. Reclaim under Trailer and Container Reporting [Rule 15-T](#) shall be presented within three (3) months from the last day of the month in which trailers were delivered by the holding road.
 - b. Reclaim under Trailer and Container Reporting [Rule 16-T](#) shall be presented within three (3) months from the last day of the month in which disposition of the trailer is received by the holding road, except where detention adjustment is involved, in which case reclaim shall be presented within three (3) months from the last day of the month in which detention is cancelled or refunded.
 - c. The road receiving reclaim shall present exceptions to the claimant within three (3) months from the last day of the month in which the reclaim was received and shall allow in the next open use charge report the amount not covered by exceptions.
2. Counter reclaims shall be presented to the original claimant within three (3) months from the last day of the month in which reclaim was allowed. Counter reclaims shall be allowed with or without exception within three (3) months from the last day of the month in which counter reclaim was received.
3. The privilege of continuance of reclaim or counter reclaim thereafter shall cease when either interested road fails to return it to the other within two (2) months from the last day of the month in which it was last received, the delinquent road to be responsible for the unadjusted amount.

E. General Provisions

1. The provisions of Paragraphs A, B, C or D will not prevent the continuance of any reclaim after the period named if it has been previously opened when the reclaim eventually rests upon some road other than the one originally addressed, except that the reclaim shall be presented to such other road within two (2) months from the last day of the month in which it was last received by claimant. Further handling shall be subject to the provisions of Paragraphs A, B, C or D.
2. Reclaims shall be made by the designated officer of the road which pays the use charge to the designated officer of the road from which the allowance is reclaimed, unless specifically agreed by the interested roads to permit the presentation and acceptance of such reclaims by local representatives.

RULE 14-T—Time Limits for Deducting Reclaims

A. General Provisions

The deduction provisions contained in this rule are only applicable if:

1. The road is a participant in the AAR CHDX system (Reclaim Formats).
2. Reclaim is under Trailer and Container Reporting Rule(s) [7-T](#) and/ or [8-T](#).
3. Provided for in Bilateral or Special Agreements.

Participants will not be required to furnish the paper reclaim detail to other participants as may be prescribed in these rules, but will be required to furnish a paper summary report for each reclaim item; totals shall be shown in the appropriate lines of the reclaim section of [Appendix 5](#). Paper detail and summary reports must be provided to a nonparticipant in the month for which the deduction is made. The continuance of any reclaim beyond the scope of this rule will be handled under the provisions of [Rule 13-T](#).

B. Original Reclaim

Original reclaim(s) as provided for in Paragraph A may be deducted within three (3) months and ten (10) days from the last day of the month the trailer use charge accrued.

C. Counter Reclaim

Counter reclaim statements to the original reclaim statements may be counter deducted on a one-time basis within three (3) months and ten (10) days of the original reclaim deduction. Counter reclaims other than the one-time basis shall be presented as provided in [Rule 13-T](#).

D. Supplementary Reclaim

Supplementary reclaim statement may not be deducted. They must be handled under the provisions of [Rule 13-T](#).

RULE 15-T—Reclaim for Interchange Offering

A. Responsibility

1. A road failing to receive promptly from a connection trailers on which it has laid no embargo shall be responsible to the connection for use charge incurred by the reclaiming road on trailers so held for delivery, including the home trailers of such connection.

2. If such failure to receive shall continue for more than three days the delinquent line shall thereafter in addition be responsible for the use charge incurred by the reclaiming road on all trailers wherever in transit which are thus held back for delivery.

3. When the hour at which the receiving road clears the interchange track is so late that the delivering road cannot place cars carrying trailers on interchange track before midnight, the receiving road shall be responsible for the use charge incurred by the reclaiming road on such trailers for the following day, subject to local agreement as to time required to make delivery.

4. When the receiving road cannot make parking space available at a designated lot by reason of congestion or that lot has closed, so that the delivery road cannot accomplish delivery, the receiving road shall be responsible for the use charge incurred by the reclaiming road on such trailers until delivery is possible subject to local agreement as to time required to make delivery.

B. Notification and Preparation

It shall be the duty of the connection intending to reclaim to notify the delinquent line daily, prior to midnight, at the point where trailers are offered, of the total number of trailers so held for it, and within 48 hours, from midnight of the day trailers are offered, furnish the initials and numbers of the trailers.

RULE 16-T—Embargoes

A. Notification

Embargoes issued by the embargoing road must be by notice to the Business Services Division.

B. Issuing Provisions

When a road gives notice for any reason it will not accept trailers in any specified traffic, thereby laying an embargo, the following provisions will govern.

1. An origin road may accept trailers for movement to embargoed destinations only for two (2) days after the effective date of the embargo and then only for trailers which were loaded or in the process of loading prior to the effective date of the embargo.

2. The embargoing road should accept trailers from connections which were originated in accordance with the provisions of Paragraph 1 above, except when it is physically impossible to receive any traffic due to washouts, floods, accidents or other interruptions of service. When trailers, properly loaded prior to or within the two (2) days (the date of loading, diversion or reconsignment to be determined from the data accompanying the trailer) are refused at any time during the effectiveness of the embargo, the road holding the trailers may reclaim trailer hire under [Rule 15-T](#), for the number of days such trailers are held, not exceeding the duration of the embargo. For trailer use reclaim regulations applying to trailers refused account improper or improperly applied permits to embargoes see [Paragraph D](#) of this rule.

C. Empty Trailers

A railroad may not lay an embargo on its own empty trailers returned home in accordance with Trailer and Container Service Rules.

D. Reclaim

Unless otherwise agreed, reclaim for use charge on a trailer held by reason of an improper or improperly applied permit to an embargo should be settled as follows:

When a road laying an embargo refuses to accept a trailer account improper or improperly applied permit to its embargo, it shall notify holding road, stating its exception to the permit, prior to midnight of the second day from date the trailer is delivered or tendered with necessary data for forwarding. If it neglects to give such notice, it shall be responsible for the use charge incurred by the reclaiming road for the number of days the trailer is held.

RULE 17-T—Arbitration Procedures

A. Scope

To interpret these rules and to settle disputes arising from them, the Safety and Operations Management Committee (SOMC) acting as the Operating - Transportation General Committee, Association of American Railroads, shall act as an Arbitration Committee. Members representing a majority of the total votes of the committee shall be present to constitute a quorum.

B. Rule Disputes

In case any question or dispute arises under these rules, it may by agreement of the disputing parties be submitted to the Arbitration Committee through the Secretary of the Business Services Division in abstract. The abstracts shall briefly set forth the points at issue and each party's interpretation of the rules upon which its claim is based. The Arbitration Committee shall base its decisions upon the rules and the abstract submitted, and its decisions shall be final. Should one of the parties elect not to furnish the necessary information, the Arbitration Committee shall use its judgment as to whether it can properly decide. All decisions shall be reported to the parties involved in the dispute.

C. Non-Rule Disputes

In case a question shall arise not covered by the rules, the roads disagreeing may by mutual consent submit such questions to the Arbitration Committee.

RULE 18-T—Interpretation and Revision of Rules

The Equipment Assets Committee, Business Services Division, Association of American Railroads, shall have authority to informally interpret these rules, and to make recommendations for changes or revisions thereto to SOMC, Association of American Railroads. Upon approval by SOMC, such changes or revisions to these rules will be submitted to the subscribers for vote by letter ballot (one vote for each trailer or container bearing railroad reporting marks which is owned, leased or controlled by subscribers, with an affirmative majority vote of all subscribers necessary for approval).

RULE 19-T—Supervision and Audit

A. Supervision

The Business Services Division, subject to direction of SOMC, shall supervise the application of the Trailer and Container Service and Reporting Rules, and obtain trailer location statements and other trailer performance statistics as deemed necessary.

B. Audit Authorization

The audit team of the Business Services Division of the Association of American Railroads may conduct investigations and audits, including examination of trailer records as may be necessary, to ensure the observance of these trailer and container reporting rules, and in the event that they are unable to adjust any matter with the individual railroads report their findings to the affected subscribers.

RULE 20-T—(Intentionally Not Used)

RULE 21-T—(Intentionally Not Used)

RULE 22-T—(Intentionally Not Used)

**APPENDIX 4—REFERENCE RULE 11-T, SECTION 1 (B)
NORTH AND SOUTH RAILROAD COMPANY
TRAILER USE CHARGE REPORT**

AAR ACCOUNTING CODE _____
AAR ACCOUNTING NUMBER _____

NSRR
999

FORM NO. G-1-T

SHEET NUMBER _____
MONTH/YEAR _____

UNIT INITIAL PAID: EW OWNER: EAST WEST RAILROAD

Unit Number	Time Rate			Rate Pay	Pay Code	Begin Cycle			End Cycle			Time Units	L E	Total Amount	
						YYYY	MM	HHH	YYYY	MM	HHH				
⋮															

NOTE: See Appendix 4-A to determine how totals are to be displayed

**APPENDIX 4-A
REFERENCE APPENDIX 4 AND 6**

RATE TYPE DEFINITIONS

Code	Definition
A	Aged Rate
C	Contract
T	Tariff Rate

PAY CODE DEFINITIONS

Code	EDI Code	Definition
A	AJ	An adjustment to an initial complete settlement.
C	FP	An initial full and complete settlement to a cycle.
F	FL	A final payment for a cycle which was initiated in previous months.
P	PP	A partial payment for a trip that begins in one month and completes in the next.
U	NS	A default value if unknown. Payment when prior or subsequent status is unknown at the time of payment.

**GRAND TOTAL REPORTING PROCEDURES
FOR APPENDIX 4 AND 6.**

Individual Sheet Totals are not to be reported. The grand totals, by reporting mark, for each service month will be displayed on the last detail sheet as follows:

Grand Total	Days	Amount
Loaded		
Empty		
Total		

APPENDIX 5—REFERENCE RULE 11-T, A.3.

**NORTH AND SOUTH RAILROAD COMPANY
SUMMARY OF AMOUNTS DUE FOR CAR HIRE OF
FREIGHT CARS, TRAILERS AND RELATED COSTS**

FOR EQUIPMENT OF _____

MONTH OF _____ 20__

ITEM NAME	ACCOUNT*		(A)	(B)	(A)-(B)
	TYPE	DESC	PAYMENT	DEDUCTION	NET
CAR HIRE RULES 1/11-1T/11T					
CURRENT	010	01			
FIRST ADJUSTMENT		02			
PRIOR		03			
REGISTRATION ADJUSTMENT		06			
PENALTY		01.02.03.06			
APPURTENANCE	010				
CURRENT		01			
FIRST ADJUSTMENT		02			
PRIOR		03			
PENALTY		01.02.03			
INTERMODAL	020				
CURRENT		01			
FIRST ADJ.		02			
PRIOR		03			
PENALTY		01.02.03			
CAR HIRE OTHER					
CAR HIRE MISCELLANEOUS	014	ANY			
RULE 4	040	07.08.09			
RULE 5	050-055	07.08.09			
RULE 7	070	07.08.09			
RULE 8	080	07.08.09			
RULE 15	150-151	07.08.09			
RULE 16	160	07.08.09			
RULE 21 LOADING CHARGE	210	01.02.03			
RULE 22	220-225	07.08.09			
RULE 23	230	07.08.09			
MISCELLANEOUS					
SPECIAL	400	07.08.09			
BILATERAL	425	07.08.09			
CONTRACTS	450	07.08.09			
TTX STORAGE	500-550	07.08			
TRAILER RELIEF	600	07.08.09			
NON CAR HIRE - OTHER					
CSR - 5	800	XXXXXXXXXX			
SPECIAL USE CHARGE	810	XXXXXXXXXX			
ORIGIN DETENTION	820	XXXXXXXXXX			
DESTINATION DETENTION	825	XXXXXXXXXX			
OT - 5	850	07.08.09			
GRAND TOTALS	xxx	XXXXXXXXXX			

*Applicable to exchange tape roads only

**APPENDIX 6
REFERENCE RULE 11-T, A.5.,7.
Form 0-1-T**

**NORTH & SOUTH RAILROAD
TRAILER USE CHARGE ADJUSTMENT REPORT**

AAR Accounting Code _____
AAR Accounting Number _____

NSRR
999

Sheet Number _____
Month/Year _____

- Trailer Use Adjustment Report Voluntary Adjustment Additions
 Prior Penalty Adjustment Deductions
 Prior Non-Penalty Adjustment

Unit Initial Paid: **EW** Owner: **EAST WEST RAILROAD**

Unit Number	Time Rate	Rate Type	Pay Code	Begin Cycle			End Cycle			Time Units	L E	Total Amount
				YYYY	MM	HHH	YYYY	MM	HHH			

**APPENDIX 7
REFERENCE RULE 11-T, B.1.**

I. In the interest of providing consistency of content and format, the content information immediately below is mandatory for the processing of trailer/container discrepancy claims (See Note 5).

- (13) Provision for claimee to post record and furnish payment and allowance information (See Note 4).
- (14) Provision for reissuance showing new claimee, month and year of reissue.

- (1) Size of Claim form shall be 8 1/2 x 11".
- (2) Claimee.
- (3) Trailer/Container initial and number.
- (4) AAR Equipment Type Code.
- (5) Month and year use charge earned.
- (6) Use Charge.
- (7) Trailer/Container owner name and mailing location.
- (8) All interchange and all junction records for the month (see Notes 1 & 2).
- (9) Location (Alpha abbreviation of city) of: (I) all interchanges; and/or (II) all junctions furnished via the AAR TRAIN II system; and/or (III) any event that begins or ends a cycle as specified in Rules 2-T, D, and II-T, B.4.
- (10) TRAIN II data type codes on all junction records (see APPENDIX 7-A. Not required for manually prepared claims.)
- (11) All non-penalty allowances, **by cycle**, for the month being claimed (See Notes 2, 3, & 6).
- (12) (Intentionally not used).

NOTE 1: Manually prepared claims must only include the last previous and first subsequent records in addition to those needed to support the claims.

NOTE 2: Hour of month is the cumulative hour of begin/end cycle, e.g., 3rd of month at 1100 hours would be stated as 60.

NOTE 3: On the line titled "claimed," show the days being claimed from each road, after applying overpayments to underpayments per Rule 11-T, B.3.

NOTE 4: When responding to claim, denote road's initials in the first space available in the "USER record" section with replies being made in descending sequence.

NOTE 5: Claims for differences in trailer/container use charges rates are not required to be issued in the standardized mandatory claim format.

NOTE 6: **Skip a line in owner pay history record when a cycle is missing.**

NOTE 7: Reason Codes: - For Future Use.

XYZ RAILROAD

APPENDIX 7

INITIAL NUMBER _____
FOR MONTH OF _____

CLAIM NO. DATE ISSUED				RATES			DATA ISSUED				
				TIME		MILEAGE	APPURT.				
ROAD	MONTH	YEAR	TYPE	DUE				REISSUE ROAD			
				PAID							
OWNER'S RECORD											
JCT. TYPE	BEGIN CYCLE YYYY-MM-HHH	BEGIN LOCATION	BEGIN ROAD	END CYCLE YYYY-MM-HHH	END LOCATION	END ROAD	UNITS EARNED	UNITS ALLOWED	DIFF (+) / (-)		
USER'S RECORD											
JCT. TYPE	BEGIN CYCLE YYYY-MM-HHH	BEGIN LOCATION	BEGIN ROAD	END CYCLE YYYY-MM-HHH	END LOCATION	END ROAD	UNITS EARNED	UNITS ALLOWED	DIFF (+) / (-)		
COMMENTS											
ROAD										TOTAL	
EARNED											
ALLOWED											
CLAIMED											
ALLOWED						WILL ALLOW/DEDUCT				CLAIM AMOUNT	
ROAD	TIME	MILES	MO	YR	AS INIT/NUMBER	ROAD	TIME	MILES	MO	YR	TIME
											MILES
											APPURT.
											TOTAL

JUNCTION DATA TYPE CODE DEFINITIONS

APPENDIX 7-A

REFERENCE APPENDIX 7

CODE:

- B Interchange record created by LCS when both roads reported the same equipment event but the time difference was greater than 4 hours.
- D Interchange record created by LCS from the delivery record. No receipt reported.
- G Interchange record created by LCS because of a gap (both reports are missing).
- O Verified interchange created from one-road reporting, where the delivery road is the official reporter.
- P Verified interchange created from one-road reporting, where the receiving road is the official reporter.

- R Interchange record created by LCS from the receipt record. No delivery reported.
- T Interchange record created by LCS default logic when a TRUK reporting is missing.
- V Verified interchange, both roads reported exactly the same time and location.
- W Verified interchange record created by LCS using the delivery record because both roads reported the same equipment event with a time discrepancy within 4 hours or less.
- Z Interchange record created by LCS when an Out To TRUK and an In From TRUK message is matched (both roads reported).

ASSOCIATIONS AND GOVERNMENTAL AGENCIES INVOLVED IN INTERMODAL TRANSPORTATION

NOTE: These listings and contacts are subject to change.

Air Transport Association of America, Inc.

1301 Pennsylvania Ave., N.W., Suite 1100
Washington, D.C. 20004-1707
202-626-4000; FAX: 202-626-4181
www.airlines.org

Contact:

John M. Meenan
Executive Vice President & Chief Operating Officer
202-626-4019
kwright@airlines.org

American Association of Port Authorities

1010 Duke St.
Alexandria, VA 22314
703-684-5700
www.aapa-ports.org

Contact:

Kurt J. Nagle
President
703-684-5700 (phone); 703-684-6321 (fax)
info@aapa-ports.org

American Society of Transportation & Logistics

P.O. Box 3363
Warrenton, VA 20188
202-580-7270; FAX: 202-962-3939
www.astl.org

E-mail: info@astl.org

Contact:

Laurie Hein Denham
Executive Director
202-580-7270
LDenham@astl.org

American Waterways Operators

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