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****ASSOCIATION OF AMERICAN RAILROADS.****

****OPERATIONS AND MAINTENANCE DEPARTMENT -- MECHANICAL DIVISION.****

****CLASSIFICATION OF CARS, DEFINITIONS AND DESIGNATING LETTERS OF PASSENGER EQUIPMENT CARS.****

Adopted, 1910; Revised, 1964.

****CLASS "B."****

These designations also apply to cars having articulation at one or both ends.

"BE" -- Baggage Express. A car constructed and equipped to render it suitable for passenger train service, having side doors for the admittance of baggage or express, with or without windows or end doors.

"BEM" -- Baggage Express Messenger. A car constructed and equipped to render it suitable for passenger train service, having side doors for the admittance of baggage or express, with or without windows or end doors, that complies essentially with phases 1 and 2 of Circular No. DV-1175, issued August 2, 1948, minimum compliance to include safety rod, desk and pigeon holes, stationary safe (where required), drinking water, lavatory and toilet, wardrobe with coat hangers and shelf, folding metal brace for portable safe, electric lights, brake valve or cord, signal valve or cord. All such cars to be designated by a 5-pointed star, 6 inches diameter, to be placed on the exterior of car directly above the designation.

"BH" -- Horse or Horse and Carriage Express. A car constructed and equipped to render it suitable for passenger train service for the transportation of fine stock, with or without stalls (movable or stationary) and with or without space left for carriage or horse equipment.

"BLF" -- Flat Car. A car constructed and equipped for passenger train service, especially to carry containers for the transportation of liquids or other commodities.

"BM" -- Milk Car. A car without means of refrigeration. Constructed and equipped for passenger train service and used primarily for the transportation of milk in cans or bottles.

"BMR" -- Milk Car. An insulated car having ice bunkers or ice boxes, constructed and equipped for passenger train service and used primarily for the transportation of milk in cans or bottles.

"BMT" -- House Car. A car constructed and equipped for passenger train service used for the transportation of liquids. Equipped with one or more insulated tanks and with or without pumps and compressor. Not equipped with means of refrigeration.

"BP" -- Refrigerator Express. An insulated car constructed and equipped for passenger train service. With or without means of ventilation and provided with refrigerating apparatus.

"BR" -- Refrigerator Express. An insulated car constructed and equipped for passenger train service, having ice bunkers or ice boxes. Designed primarily for use of chunk ice with means of ventilation and suitable to carry any perishable commodity requiring refrigeration or ventilation.

"BS" -- Refrigerator Express. An insulated car constructed and equipped for passenger train service, and having brine tanks. Designed primarily for the combined use of crushed ice and salt, and usually without ventilating devices. Used chiefly for meats and packing-house products.

"BX" -- Box Express. A box car constructed and equipped to render it suitable for passenger train service, having suitable side doors, with or without end doors or windows. (see Note 1.)

"BXM" -- Box Express Messenger. A box car constructed and equipped to render it suitable for passenger train service, having suitable side doors for admission of baggage or express, with or without end doors or windows and having same interior equipment for messenger service and stencilling as called for in a "BEM" car.

****CLASS "C."****

These designations also apply to cars having articulation at one or both ends.

"CA" -- Combined Car, Baggage and Passenger. A car having two compartments, one suitable for transporting baggage, the other fitted with seats for passengers, the two compartments separated by bulkheads.

"CAD" -- Combined Car, Baggage and Passenger. A car having two compartments. One suitable for transporting baggage, the other fitted with seats for passengers and equipped for preparing and serving food or refreshments, the two compartments separated by bulkheads.

"CO" -- Combined car having three separate compartments, separated by bulkheads, one compartment suitable for transporting baggage, one for mail fitted with suitable apparatus for sorting and classifying mail, and the other fitted with seats for the transportation of passengers.

"CS" -- Combined Smoking and Baggage Car (Club Car). A car having two compartments, separated by bulkheads, one compartment suitable for transporting baggage, the other fitted with seats or chairs and used as smoking car; at times equipped with buffet or bar.

"CSA" -- Combined Baggage, Dormitory and Kitchen. A car having three compartments separated by bulkheads, one for baggage, one fitted with sleeping accommodations and one for kitchen.

"CSB" -- Baggage-Dormitory Car. A car having two compartments, separated by bulkheads, one for baggage, the other fitted with accommodations for train employes.

"CSP" -- Combined Mail Storage or Baggage, Dormitory and Passenger. A car having three compartments, separated by bulkheads, one for mail storage or baggage, one fitted with sleeping accommodations for the crew and one fitted with seats for passengers.

****CLASS "D."****

These designations also apply to cars having articulation at one or both ends.

"DA" -- Dining Car. Regular dining car, for the use of passengers in transit, fitted with regular kitchen, tables, chairs or seats, with or without bar, carrying cooks and waiters.

"DB" -- Buffet Car. A coach or chair car provided with cooking facilities to prepare and serve meals.

"DC" -- Cafe Car. A car fitted with kitchen, one compartment used as cafe where meals or beverages are served and smoking allowed, the other compartment of car fitted with either regular dining room, lunch counter or card room; carrying cooks and waiters.

"DCL" -- Lunch Counter Lounge. A car fitted with a lunch counter and kitchen, the other portion equipped with seats or movable chairs. The latter end may be designed as a lounge, observation room or car may be equipped with an observation platform.

"DD" -- Diner Dormitory. A car with the features of a regular diner and also fitted with sleeping accommodations. May be embodied in two cars operated as a unit.

"DE" -- Dining car for use of patrons, fitted with tables and chairs or seats, but without a kitchen.

"DG" -- Grill Room Car. Very similar to cafe car.

"DK" -- Dormitory Kitchen Car. One portion provided with a kitchen for preparing food for patrons, the other portion equipped as a dormitory for the use of the crew.

"DKP" -- Kitchen Car. A car provided with facilities for cooking and preparing food for passengers, the food to be served outside the car. The car may be one of a group operated articulatively with trucks common to the group.

"DL" -- Buffet-Lounge Car. Similar to "DB" class except car is provided with compartment to serve as smoking, reading or card room.

"DLC" -- Lunch Counter Car. One portion provided with a kitchen for preparing food for patrons, the other portion equipped with a lunch counter.

"DO" -- Cafe Observation Car. Car fitted with cafe at one end, kitchen in center or extreme end, having observation compartment fitted with stationary or movable tables and observation platform at rear.

"DP" -- Dining and Parlor Car. A car fitted with dining compartment, kitchen and compartment for passengers, fitted with chairs, stationary or otherwise, carrying regular cooks and waiters.

"DPA" -- Diner-Lounge. A compartment car in which the features of "DA" and "PL" are combined except with pantry instead of kitchen.

****CLASS "E."****

These designations also apply to cars having articulation at one or both ends.

"EA" -- Electric Street Railway Service Car, direct current, for transportation of passengers; without automatic couplings.

"EB" -- Electric Baggage Car, for long hauls or suburban service, multiple unit with automatic couplings and air brakes and suitable for the transportation of baggage. Third rail, trolley or pantagraph contact.

"EC" -- Electric Combined -- A car for long hauls or suburban service, multiple unit with automatic couplings and air brakes. This car is made up of two compartments, separated by bulkhead, one suitable for the transportation of baggage and the other fitted with seats or chairs for the use of passengers. Third rail, trolley or pantagraph contact.

"ED" -- Rail Motor Car. Car propelled by internal combustion engines either directly or engines serving to run dynamo to furnish electricity for axle motors. With or without baggage or mail compartment or both.

"EG" -- Gasoline Motor Propelled Car, for inspection or private use, or use in suburban service, hauling one or more trailers.

"EM" -- Electric Mail Car, for use in United States Mail Service, fitted with side doors, with or without mail hook, and suitable apparatus for the sorting and classifying of mail enroute. With or without end doors or windows.

"EP" -- Electric Passenger Car, for long hauls or suburban service, multiple unit and fitted with automatic couplings and air brakes. Third rail, trolley or pantagraph contact.

"ES" -- Electric Passenger Car, for long hauls or suburban service; multiple unit and fitted with automatic couplings and air brakes. Operating power, storage battery.

"ET" -- Electric Passenger Trailer, a non-powered unit fitted with automatic couplings and air brakes for use in multiple unit service in combination with electric powered motor cars.

****CLASS "M."****

These designations also apply to cars having articulation at one or both ends.

"MA" -- Postal Car. For use of United States Mail Service, fitted with side doors, with or without mail-bag hook, and having suitable apparatus for the sorting and classifying of mail in transit, with or without end doors or windows.

"MB" -- Baggage and Mail. A car having two compartments, one for baggage and one for mail, separated by bulkheads; the mail end fitted with suitable apparatus for sorting and classifying mail, and with or without mail-bag catchers, with or without end doors or windows, and having suitable side doors.

"MBD" -- Combination Mail, Baggage and Dormitory Car. A car having three compartments separated by bulkheads, one compartment for mail fitted with suitable apparatus for sorting and classifying mail, one compartment arranged for baggage and one compartment fitted with dormitory equipment for employes.

"MBE" -- Combination Baggage, Mail and Express Car. A car having three compartments, each entirely separate from the other, for handling its individual class of business.

"MD" -- Combination Mail and Dormitory Car. A car having two compartments separated by a bulkhead, one compartment for mail fitted with suitable apparatus for sorting and classifying mail, with or without end doors and windows, the other compartment fitted with dormitory equipment for employes.

"MP" -- Postal Car. Suitable for transporting newspapers or large mail packages for United States Mail Service, having side doors and fitted with stanchions, with or without end doors or windows.

"MR" -- Postal Storage Cars. For United States Mail Service, suitable to carry mail in bulk, without appliances for sorting or classifying, fitted with side doors and stanchions and with or without end doors or windows.

"MS" -- Mail and Smoker. A combined car having two separate compartments, separated by bulkheads, one compartment suitable for the transportation, sorting and classifying of mail, the other fitted with seats or chairs to be used by passengers as smoking car.

"MORT" -- Passenger equipment car specially fitted for the transportation of remains of service personnel. (This designation is a temporary addition to List of Definitions and Designating Letters to cover cars which during this exigency may be fitted in manner described.)

****CLASS "P."****

Note -- When cars of this class have observation dome, a note should be included in the OFFICIAL REGISTER OF PASSENGER TRAIN EQUIPMENT (or Official Railway

Equipment Register) to show that the cars are equipped with a "Dome" and seats at an upper level.

These designations also apply to cars having articulation at one or both ends.

"PA" -- Passenger Car. A car for ordinary short haul suburban service, with seats and open platforms.

"PAS" -- Coach-Sleeping Car. A car having two compartments separated by bulkheads, one fitted with sleeping accommodations, the other fitted as classification 'PB'.

"PB" -- Coach or Chair. A car fitted with regular coach seats or reclining chairs, with or without toilet facilities, smoking room, and lounging facilities. May be embodied in two cars operated as a unit.

"PBC" -- Parlor-Coach. A compartment car in which the features of both "PB" and "PC" cars are combined.

"PBO" -- Coach-Observation. A car fitted with regular coach seats, with toilet facilities and having an observation compartment at one end.

"PC" -- Passenger, Parlor or Chair Car. A car fitted with individual or movable chairs and having toilet and washroom facilities. May be equipped with bar. Sometimes provided with barber shop and bath.

"PD" -- Tavern. A car fitted with bar and with tables and seats.

"PDS" -- A car, one end of which is similar to "PD", the other end being fitted up for sleeping accommodations.

"PE" -- Emigrant or Colonist Car. A second-class passenger car, with floors either bare or fitted with matting, used expressly for emigrant trade on trains where low rate of fare is charged.

"PL" -- Lounge Car. For first class passenger service and of a more luxurious character than a day coach with or without smoking compartment with upholstered movable chairs, settees, etc., and other facilities and conveniences to provide comfort for passengers.

"PO" -- Observation Car. A car having observation compartment at one end and fitted with either berth facilities, parlor chairs or compartments, usually run in first-class service.

"PS" -- Sleeping Car. A car for passenger service having seats that can be made up into berths, and usually having one or more separate stateroom compartments, also toilet and washroom facilities for men and women, and smoking compartments for men. Some cars of this class are all compartments, and some compartment and observation combined.

"PSA" -- Dormitory Car. A car for passenger train service equipped with sleeping and toilet facilities for train employes.

"PT" -- Tourist Car. A second-class sleeping car, fitted usually with cane seats convertible into berths and used mostly on transcontinental trains; cars fitted with smoking compartment, toilet and washroom.

"PV" -- Private car used as officers' or private individual's car and railroad pay car -- usually composed of sleeping compartments, dining compartments, observation end and with kitchen, servant's quarters and toilet and bathroom.

****CLASS "I."****

These designations also apply to cars having articulation at one or both ends.

"IA" -- Instruction Cars for use of employees, usually run from one point to another in passenger trains.

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****GENERAL SERVICE FREIGHT EQUIPMENT CARS.****

****CLASS "X" -- BOX CAR TYPE.****

"XAP" -- Automobile parts. A house car similar in design to "XM" but specially equipped with permanent interior fixtures for stowing automobile parts, not suitable for general service loading of other miscellaneous commodities.

"XAR" -- Automobile device. A house car similar in design to "XM" box except unlined with side or side and end doors and equipped with loading racks and/or floor tubes with tie-down chains for loading setup automobiles and trucks, not suitable for general service loading of all miscellaneous commodities.

"XI" -- Insulated box car similar in design to "XM", but either wholly or partially insulated, equipped either with or without ventilating devices, not equipped for refrigeration.

"XM" -- Box. A house car for general service and especially for lading requiring protection from the weather and equipped with side or side and end doors.

"XMC" -- A house car having individual compartments with a multiplicity of side doors and suitable for general commodity loading.

"XME" -- Merchandise loading. A house car similar in design to "XM" with wooden lining and fitted with interior stowing fixtures, but which notwithstanding such stowing fixtures can be used for general service loading.

"XML" -- Loader equipped. A house car similar in design to "XM", either fully or partially lined with steel perforated side walls or equipped with protruding interior side rails, stanchions and cross bar members for securement of certain types of lading.

"XMP" -- A house car similar in design to "XM" but specially equipped for specific commodity loading other than automobiles and parts and not suitable for miscellaneous commodity loading.

"XMR" -- Automobile device. A house car similar in design to "XM", fully lined with side or side and end doors, equipped with loading racks and/or floor tubes with tie-down chains for loading setup automobiles and trucks and suitable for general service loading of other miscellaneous commodities.

"XT" -- A house car with or without doors, with or without insulation, either metal lined or enclosing one or more tanks.

"XU" -- A house car with removable superstructure to be used for Special Loading.

****CLASS "R" -- REFRIGERATOR CAR TYPE.****

"RA" -- Brine-Tank Refrigerator. A house car equipped with insulation and brine-tanks. Designed primarily for the combined use of crushed ice and salt and usually without ventilating devices. Used chiefly for meats and packing-house products.

"RAM" -- Brine Tank Refrigerator, similar to "RA" but equipped with beef rails.

"RB" -- A bunkerless refrigerator car similar in design to an "RS" car with or without ventilating devices and with or without devices for attaching portable heaters. Constructed with a minimum of 3 in. of insulation in sides and ends and 3½ in. in floor and roof based on the insulation requirements given in A.A.R. Supplement to Manual Plate C-2 or a thickness reduced in proportion to the thermal conductivity of the insulation.

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

"RCD" -- Solid Carbon Dioxide Refrigerator. A house car equipped with insulation, with or without means of ventilation and provided with a system of refrigeration in which Solid Carbon Dioxide is employed as the primary refrigerant.

"RP" -- Mechanical Refrigerator. A house car equipped with insulation, with or without means of ventilation and provided with apparatus or other device for furnishing protection against heat and/or cold. Apparatus operated by power other than through the car axle.

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

"RPM" -- Mechanical Refrigerator, similar to "RP" but equipped with beef rails.

"RS" -- Bunker Refrigerator. A fully insulated house car equipped with ice bunkers. Designed primarily for use of chunk ice and with or without means of ventilation.

"RSB" -- Bunker Refrigerator. A fully insulated house car equipped with ice bunkers and air circulating fans. Designed primarily for use in bulk potato or similar type loading as cars are equipped with interior slope sheets and conveyors and/or equipment for mechanical loading and unloading.

"RSM" -- Bunker Refrigerator, similar to "RS" but equipped with beef rails.

"RSTC" -- Bunker Refrigerator. A fully insulated house car equipped with one or two ice bunkers or brine tanks, with or without means for exterior ventilation, equipped with thermostatically controlled electric fan forced air circulating system, powered by equipment located on car.

"RSTM" -- Bunker refrigerator, similar to "RSTC", but equipped with beef rails.

****CLASS "V" -- VENTILATOR CAR TYPE.****

"VA" -- Fruit-Vegetable Ventilated Box. Similar in design to general service box car, but with either end and/or side ventilators, and with or without double sliding side doors. When equipped with double doors, one door is solid and the other screened.

"VM" -- Fruit-Vegetable Ventilator. Similar in design to ventilated box car, except that it is partially insulated.

"VS" -- Fruit-Vegetable Insulated Ventilator. A house car equipped with insulation and hinged swinging side doors, and means of ventilation. Not equipped for refrigeration, although sometimes provided with shallow boxes under hatches (or ventilating openings) to protect lading, but not to contain ice. Sometimes called "Produce Car".

****CLASS "S" -- STOCK CAR TYPE.****

"SA" -- Stock Car. A car for transportation of stock on the hoof (except horses and mules), equipped with roof, slatted sides and side doors and fixed deck located sufficiently high to permit the loading of cattle on the lower deck. With or without feed and water troughs.

"SC" -- Stock Car. This car is for transportation of stock on the hoof, and is equipped with roof, slatted sides and side doors, and convertible single or double deck. With or without feed and water troughs.

"SD" -- Stock Car. Composite having drop doors in floor and means of housing in sides and making drop-bottom box car.

"SF" -- Stock Car. This car is for transportation of stock on the hoof, and is equipped with roof, slatted sides and side doors, and fixed double deck. With or without feed and water troughs.

"SH" -- Horse Car. A car specially fitted for the transportation of horses in freight service.

"SM" -- Stock Car. This car is for transportation of stock on the hoof, and is equipped with roof, slatted sides and side doors, and single deck. With or without feed and water troughs.

"SP" -- Stock Car. Used in poultry trade, fitted with roof and sides usually of wire netting, fitted with shelves for storing crates of poultry and leaving space for poultrymen, feed bag and watering facilities.

"ST" -- Stock Car. This car is for transportation of livestock on the hoof, and is equipped with roof, slotted sides and side doors, and fixed triple deck. With or without feed and water troughs.

****CLASS "G" -- GONDOLA CAR TYPE.****

"GA" -- An Open Top Car having fixed sides and ends and drop bottom, consisting of doors hinged crosswise of car to dump between rails.

"GB" -- An Open Top Car, having fixed sides, fixed or drop ends and solid bottom, suitable for mill trade.

"GD" -- An Open Top Car, having fixed or drop ends, solid bottom, and sides equipped with doors for dumping.

"GE" -- An Open Top Car, having fixed sides, drop ends and drop bottom, consisting of doors hinged crosswise of car to dump between rails.

"GH" -- An Open Top Car, having fixed sides, drop ends and drop bottom, consisting of doors hinged at center sills to dump outside of rails.

"GRA" -- An Open Top Car, having fixed sides and ends and level bottom with one or more hoppers dumping outside of rails.

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

"GT" -- An Open Top Car, having high fixed sides and ends and solid bottom, suitable for unloading coal on dumping machines only, but not suitable for mill trade.

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

****CLASS "H" -- HOPPER CAR TYPE.****

"HD" -- An Open-Top self-clearing car, having fixed sides and ends, and bottom consisting of two or more divided hoppers with doors hinged lengthwise of car and dumping outside of rails. Formerly "HDA"

"HE" -- An Open-Top Car, not self-clearing, having fixed sides and ends, level bottom with two or more divided hoppers with doors hinged crosswise of cars and dumping between rails.

"HF" -- An Open Top Self-clearing car, having fixed sides and ends and bottom consisting of two or more divided hoppers with doors hinged crosswise dumping between rails; also two divided hoppers extending from end of car to bolster, with doors hinged lengthwise of car and dumping outside of rails.

"HFA" -- An Open-Top self-clearing car, having fixed sides and ends and bottom consisting of divided hoppers at center with doors hinged lengthwise, dumping outside and/or inside of rail; also one divided hopper, each end, extending from end of car to bolster with doors hinged lengthwise of car and dumping outside of rails.

"HFB" -- An Open Top Self-Clearing Car, having fixed sides and ends and bottom, consisting of one or more divided hoppers at center of car with doors hinged lengthwise dumping inside rail; also cross hoppers at ends with doors dumping between, or between and outside of rail.

"HK" -- An Open-Top self-clearing car, having fixed sides and ends and bottom consisting of two or more divided hoppers with doors hinged lengthwise of car and dumping outside and/or inside of rails.

"HM" -- An Open Top Self-Clearing Car, having fixed sides and ends, and bottom consisting of two divided hoppers with doors hinged crosswise of car and dumping between rails.

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

"HT" -- An Open Top Self-Clearing Car, having fixed sides and ends and bottom consisting of three or more divided hoppers with doors hinged crosswise of car and dumping between rails.

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

****CLASS "F" -- FLAT CAR TYPE.****

"FA" -- A flat car specifically equipped with multi-level racks or decks for the loading and transporting of set-up vehicles, not suitable for other miscellaneous commodities.

"FC" -- A flat car or other type of car specifically equipped to carry trucks, trailers, or removable trailer bodies for the transportation of freight.

"FD" -- Depressed Center Flat. A flat car of special construction having the portion of floor extending between trucks depressed to provide necessary head room for certain classes of lading.

"FG" -- Flat or gun truck car for special transportation of heavy ordnance or other heavy commodities.

"FL" -- Flat logging car or logging truck. This is either an ordinary flat car, or car consisting of two trucks fitted with cross supports over truck bolsters; the trucks connected by a skeleton or flexible frame and logs loaded lengthwise on cross supports.

"FM" -- Ordinary flat car for general service. This car has flooring laid over sills and without sides or ends.

"FW" -- Flat well-hole car for special transportation of plate-glass, etc. This car is a flat car with hole in middle to enable lading to be dropped down on account of clearance limits.

****CLASS "L" -- SPECIAL CAR TYPE.****

"LB" -- A house car with high sliding doors at center, both sides. Balance of sides, approximately the lower half, provided each side with two or more doors hinged at top to open outward with suitable locks at bottom.

"LC" -- A house car with side doors and roof hatches. May be equipped with end doors.

"LF" -- A flat car equipped to handle one or more demountable containers for the transportation of commodities not under refrigeration.

"LFA" -- A flat car equipped with a container or containers for the purpose of transporting commodities immersed in liquids or gases.

"LFR" -- A flat car supplied with a power unit and equipped to handle one or more demountable containers for the transportation of commodities under refrigeration.

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

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

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

"LP" -- An Open-Top car having solid bottom and fixed ends with or without fixed sides (either slatted or solid). Also with or without running boards having guard rails. Suitable for handling pulpwood.

"LRC" -- A house car, heavily insulated; with or without ventilation, with or without hatches, with or without gravity conveyors for loading and unloading. May have cross partitions forming compartments. Designed primarily for the transportation of Solid Carbon Dioxide.

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

"LU" -- An enclosed car with roof, having a special metal beam of heavy design at top of each side to support a series of retractable overhead side doors and their appurtenances, or other types

of doors, running substantially the length of car, which beams also support the roof details. Car may be equipped with special loading devices or racks for handling various commodities.

****CLASS "N."****

"NE" -- Caboose mounted on eight wheels and longer than four-wheel caboose, but of the same general design.

"NM" -- Freight train service caboose for convenience of trainmen. This caboose is mounted on four wheels and has lookout at top over roof. It is fitted with bunks or benches and a stove for cooking and heating purposes, also tank for storage of drinking and washing water, and small tool storage boxes.

****CLASS "T." -- TANK CAR TYPE.****

"TA" -- Tank car equipped with container of ICC Specification 103A, 103A-W, 103E-W, 103A-N-W, 103C, 103C-W and 111A100-W-6. Also ARA-II, ARA-III, ICC-103, ICC-103-W or ICC-111A100-W-2 if containers and appurtenances were originally designed or subsequently reconstructed to comply with the requirements for ICC-103A cars.

"TG" -- Tank car having one or more glass-lined containers of ICC Specification 103A-W.

"TL" -- Tank car equipped with container lined with any material other than glass, such as ICC Specification 103B, 103B-W, 103B100-W, 111A100-W-5, 105A300-W (rubber-lined). Also ARA-III (rubber-lined).

"TM" -- Tank car equipped with container of ARA or AAR Specification I, II, III, III Experimental Welded Seams, IV, 203, 203-W, 203-X, or ICC Specification 103, 103-W, 103D-W, 104, 104-W, ICC-111A100-W-1, ICC-111A100-W-3 or Specification EMERGENCY USG-A, USG-B or USG-C.

"TMU" -- Tank car equipped with containers of ARA Specification VI, B. E. Specification 27, ICC Specification 27, 51, 106A500, 106A500-X, 106A800, 106A800-X, 106A800-NCI, 107A**** series 110A500-W, or 110A800-W.

"TP" -- Tank car equipped with container of ARA Specification IV-A, V or AAR-205A300-W or ICC Specification 104A, 104A-W, 105, 105A100, 105A100-W, 105A200-W, 105A300, 105A300-W, 105A400, 105A400-W, 105A500, 105A500-W, 105A600, 105A600-W, 109A300-W, 111A100-W-4, 112A400-W or 112A500-W.

"TPA" -- Tank car equipped with aluminum container of ICC Specification 104A-AL-W, 105A100AL-W, 105A200AL-W, 105A300AL-W, 109A100AL-W, 109A200AL-W or 109A300AL-W.

"TR" -- Tank car equipped with container of AAR Specification 201A35, 201A35 SPECIAL, 201A35-W, 201A35-X, 201A70-W, or ICC Specification 103AL, 103AL-W, 103A-AL-W, 103C-AL and 111A60AL-W.

"TVI" -- Tank car equipped with insulated container having an inner and outer shell with a vacuum in the annular space to AAR Specification 204-W.

"TW" -- Tank car equipped with one or more wooden containers of ICC Specification 108 or 108A.

****CLASS "Y."****

"YA" -- Yard pick-up car for use of car droppers and yardmen in performance of their duty. It might be termed a "Car Dropper's Car." It is protected by house, around which runs a platform and railing, a long running board on sides near ground and is fitted with benches, tool box and stove.

"YM" -- Yard Poling Car. This car used in hump classification and flat-yard classification. This car is usually fitted with small house or protection and benches, tool box and stove, a counterweighted pole on each side and running board or step near the ground for convenience of yardmen. It is protected with safety appliances and, when in use, coupled to an engine.

****GENERAL SERVICE MAINTENANCE OF WAY EQUIPMENT CARS.****

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

Ditching Car. A car equipped with machinery for propelling itself, or otherwise, and excavating ditches along the sides of the track as it proceeds.

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

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

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

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

"MWB" -- Ballast Cars. All descriptions of cars used for the purpose of carrying ballast for the laying of new right of way and repairs. The car used generally for this work is of the gondola type, with side or center dump.

"MWC" -- Caboose and Tool Car. Similar to tool car, but having one end fitted up as a caboose, with bunks, stove and water storage, with or without lookout, and is used in either work or wrecking trains.

"MWD" -- Dump Cars. On the type of contractors' car used for building up fills; the body of the car dumps being raised by means of counterweight, air or hand power.

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

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

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

"MWH" -- Hand Car. This car is flat and mounted on four wheels and propelled by means of pushing, known as "Push Car."

"MWJ" -- Ballast Unloader. A car equipped with machinery for pulling a plow through cars loaded with ballast.

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

"MWL" -- Hand Car. This is a small flat car, with or without seats, mounted on four wheels and propelled by means of cranks or hand levers.

"MWM" -- Store-supply Car. A car equipped for handling material to be distributed for railway use.

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

"MWS" -- Steam Shovel. Car equipped with donkey engine housed in. Having a boom of wood or steel and the end of which is a shovel or scoop. It may be propelled by its own power or by means of a locomotive and run as a car in freight trains, being equipped with safety appliances. The cubic capacity of shovels, in yards, can be indicated by figures after classification letters.

"MWT" -- Tool and Block Car. A car used for carrying all descriptions of tool equipment and blocking. This car has side and end housings and roof, also end platforms. There are doors in sides and ends and usually windows. It is fitted inside with proper racks and boxes for storage of tools.

"MWU" -- Wrecking Derrick. This derrick has boom and hoist fitted to frame of flat car and lifting done by means of hand power; propelled by locomotives.

"MWV" -- Wrecking Derrick. This derrick has boom and hoist fitted to flat car and having drum at one end to furnish means of hoisting; steam furnished to donkey engine, running drum, by means of flexible steam line from attached locomotive; propelled by locomotive.

"MWW" -- Wrecking Derrick. A derrick used for wrecking purposes having donkey engine to raise and lower booms and hoists; engine housed in and on separate platform with boom, is pivoted in center of car frame in order that it can be worked on either side or ends; usually fitted with anchor beams to be used for heavy lifting. Fitted with safety appliances and propelled by means of locomotive. Lifting capacity in tons shown by means of figures.

"MWX" -- Boarding Outfit Car. This includes cars used for boarding, sleeping or cooking purposes in construction and similar work.