

**REFERENCE GUIDE FOR THE 2011
SURFACE TRANSPORTATION BOARD
CARLOAD WAYBILL SAMPLE**



Business Services Division

October 8, 2012

This publication is produced
under contract to the
Surface Transportation Board
Contract DFTR 53-10-C-00001

TABLE OF CONTENTS

| | | |
|-------------------|---|-----------|
| SECTION 1 | Summary of 2011 Waybill Processing..... | 1 |
| | Waybills of US, Canadian & Mexican Origin..... | 4 |
| | Waybills of Canadian Origin..... | 14 |
| | Waybills of Mexican Origin..... | 19 |
| SECTION 2 | Error Analysis and Corrective Action | 24 |
| | 2011 Reporting Railroads..... | 33 |
| | Proxy Equipment Types for the 2011 Carload Waybill Sample | 34 |
| SECTION 3 | Data Exceptions..... | 35 |
| | Railinc Waybill Correction Process | 35 |
| | Railroad-Wide Corrections..... | 36 |
| | Contract Rate Flag..... | 37 |
| | TTX Train Assignments..... | 37 |
| SECTION 4 | 2011 Waybill Record Layouts and Waybill References | 38 |
| | 900-Byte STB Waybill File Record Layout | 39 |
| | 900-byte STB Waybill Data Element Descriptions..... | 44 |
| | Surface Transportation Board (STB) Codes..... | 79 |
| | Surface Transportation Codes (BEA County Listing)..... | 81 |
| | 2011 Surface Transportation Board Public Use Waybill 247-Byte Record Layout | 99 |
| | 2011 Surface Transportation Board Public Use Waybill 247-Byte Record Data Element Descriptions..... | 101 |
| | STCC Headers..... | 112 |
| | Surface Transportation Board Car Types | 164 |
| | Umler Field Descriptions—Data Layout Detail | 165 |
| | AAR Equipment Type Code | 169 |
| | CS54 Group Codes..... | 172 |
| Appendix A | 173 | |
| | The Carload Waybill Statistics: Usefulness For Economic Analysis | 173 |

LIST OF TABLES AND FIGURES

| | |
|---|----|
| Table 1-1. Standard Transportation Commodity Code Major Industry Group Numbers | 3 |
| Table 1-2. 2011 Waybill Sample—US, Canada & Mexico (Carloads, Revenue, and Tonnage by STCC Code) | 4 |
| Table 1-3. Carload 3-Year History from Waybill Samples—US, Canada & Mexico (by STCC Code) | 5 |
| Table 1-4. Revenue 3-Year History from Waybill Samples—US, Canada & Mexico (by STCC Code)..... | 6 |
| Table 1-5. Tonnage 3-Year History from Waybill Samples—US, Canada & Mexico (by STCC Code)..... | 7 |
| Figure 1-1. Top Six Commodity Groups and All Others—for US, Canada, & Mexico (3-Year History by Carloads, Revenue, and Tonnage) | 8 |
| Waybills of US Origin | 9 |
| Table 1-6. US Origin 2011 Waybill Sample—Carloads, Revenue, and Tonnage (by STCC Code) | 9 |
| Table 1-7. US Origin Carload 3-Year History from Waybill Samples (by STCC Code)..... | 10 |
| Table 1-8. US Origin Revenue 3-Year History from Waybill Samples (by STCC Code)..... | 11 |
| Table 1-9. US Origin Tonnage 3-Year History from Waybill Samples (by STCC Code)..... | 12 |
| Figure 1-2. US Origin Top Six Commodity Groups and All Others (3-Year History by Carloads, Revenue, and Tonnage)..... | 13 |
| Table 1-10. Canadian Origin 2011 Waybill Sample (Carloads, Revenue, and Tonnage by STCC Code) | 14 |
| Table 1-11. Canadian Origin Carload 3-Year History from Waybill Samples (by STCC Code) | 15 |
| Table 1-12. Canadian Origin Revenue 3-Year History from Waybill Samples (by STCC Code)..... | 16 |
| Table 1-13. Canadian Origin Tonnage 3-Year History from Waybill Samples (by STCC Code)..... | 17 |
| Figure 1-3. Canadian Origin Top Six Commodity Groups and All Others (3-Year History by Carloads, Revenue, and Tonnage)..... | 18 |

| | |
|--|-----|
| Table 1-14. Mexican Origin 2011 Waybill Sample (Carloads, Revenue, and Tonnage by STCC Code) | 19 |
| Table 1-15. Mexican Origin Carload 3-Year History from Waybill Samples (by STCC Code) | 20 |
| Table 1-16. Mexican Origin Revenue 3-Year History from Waybill Samples (by STCC Code)..... | 21 |
| Table 1-17. Mexican Origin Tonnage 3-Year History from Waybill Samples (by STCC Code)..... | 22 |
| Figure 1-4. Mexican Origin Top Six Commodity Groups and All Others (3-Year History by Carloads, Revenue, and Tonnage)..... | 23 |
| Table 2-1. Umler Error Codes and Messages | 25 |
| Table 2-2. Proxy Equipment Types—2011 Carload Waybill Sample | 34 |
| Table 4-1. 900-Byte STB Waybill File Record Layout | 39 |
| Table 4-2. 900-Byte Waybill File Record Data Element Descriptions | 44 |
| Table 4-3. Revised Intermodal Service Plan Code Reporting | 45 |
| Table 4-4. STB BEA Codes..... | 79 |
| Table 4-5. Surface Transportation Codes (BEA County Listing)..... | 81 |
| Table 4-6. 247-Byte STB Public Use Waybill File Record Layout..... | 99 |
| Table 4-7. 247-Byte STB Public Use Waybill Data Element Descriptions..... | 101 |
| Table 4-8. Revised Intermodal Service Plan Code Reporting | 102 |
| Table 4-9. STB Car Types | 164 |
| Table 4-10. Umler Field Descriptions—Data Layout Detail | 165 |
| Figure 4-1. U.S. Census Bureau Regions | 170 |
| Figure 4-2. U.S. Census Bureau Region Map..... | 171 |

SECTION 1 SUMMARY OF 2011 WAYBILL PROCESSING

Railinc has collected and processed 599,588 waybills for inclusion in the 2011 Carload Waybill Sample. Of this total, 599,588 (100 percent) were submitted electronically. This 2011 figure is 18,660 waybills higher than 2010 levels.

As of the April 1, 2011 cutoff date for processing the 2011 Sample, there were no late reporting roads.

*Table 1-2 provides a detailed breakdown of the total 2011 Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Both raw and factored-to-population data for carloads, tonnage, and line-haul revenue are provided, in addition to a count of the number of waybills from which the data was derived.

Table 1-3 provides a Three Year (2009–2011) **Carload** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC).US, Canadian and Mexican Origins.

*Table 1-4 provides a Three Year (2009–2011) **Revenue** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC).US, Canadian and Mexican Origins.

Table 1-5 provides a Three Year (2009–2011) **Tonnage** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC).US, Canadian and Mexican Origins. Figure 1-1 provides graphical views of the three-year history of the top six commodity groups and all others. Trending per STCC can be seen across those years.

*Table 1-6 provides a breakdown similar to that of Table 1-2, for 2011 Waybills with United States origins only. U.S. origins accounted for 573,002 originated waybills (95.5 percent of those sampled).

Table 1-7 provides a Three Year (2009–2011) **Carload** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). US Origins Only.

*Table 1-8 provides a Three Year (2009–2011) **Revenue** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). US Origins Only.

Table 1-9 provides a Three Year (2009–2011) **Tonnage** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). US Origins Only.

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

*Table 1-10 provides a breakdown similar to that of Table 1-2, for 2011 Waybill traffic for Canadian originations only. Canadian originations were a smaller percent of the total sample than in 2010, accounting for 25,402 originated waybills, 4.2% of the total sample.

Table 1-11 provides a Three Year (2009–2011) **Carload** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Canadian Origins Only.

*Table 1-12 provides a Three Year (2009–2011) **Revenue** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Canadian Origins Only.

Table 1-13 provides a Three Year (2009–2011) **Tonnage** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Canadian Origins Only.

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

*Table 1-14 provides a breakdown similar to that of Table 1-2, for 2011 Waybill traffic for Mexican originations only. Mexican originations were a slightly larger percent of the total sample than in 2010, accounting for 1,186 originated waybills, 0.019% of the total sample.

Table 1-15 provides a Three Year (2009–2011) **Carload** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Mexican Origins Only.

*Table 1-16 provides a Three Year (2009–2011) **Revenue** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Mexican Origins Only.

Table 1-17 provides a Three Year (2009–2011) **Tonnage** History from Waybill Statistics by two-digit Standard Transportation Commodity Code (STCC). Mexican Origins Only.

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

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

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

| GROUP | DESCRIPTION |
|--------------|---|
| 01 | Farm Products |
| 08 | Forest Products |
| 09 | Fresh Fish or Other Marine Products |
| 10 | Metallic Ores |
| 11 | Coal |
| 13 | Crude Petroleum, Natural Gas or Gasoline |
| 14 | Nonmetallic Minerals; except Fuels |
| 19 | Ordnance or Accessories |
| 20 | Food or Kindred Products |
| 21 | Tobacco Products; except Insecticides—see Major Industry Group 28 |
| 22 | Textile Mill Products |
| 23 | Apparel, or Other Finished Textile Products or Knit Apparel |
| 24 | Lumber or Wood Products; except Furniture—see Major Industry Group 25 |
| 25 | Furniture or Fixtures |
| 26 | Pulp, Paper or Allied Products |
| 27 | Printed Matter |
| 28 | Chemicals or Allied Products |
| 29 | Petroleum or Coal Products |
| 30 | Rubber or Miscellaneous Plastics Products |
| 31 | Leather or Leather Products |
| 32 | Clay, Concrete, Glass or Stone Products |
| 33 | Primary Metal Products, including Galvanized; except Coating or other Allied Processing—see Major Industry Group 34 |
| 34 | Fabricated Metal Products; except Ordnance—see Major Industry Groups 19, 35, 36 or 37 |
| 35 | Machinery; except Electrical—see Major Industry Group 36 |
| 36 | Electrical Machinery, Equipment or Supplies |
| 37 | Transportation Equipment |
| 38 | Instruments, Photographic Goods, Optical Goods, Watches or Clocks |
| 39 | Miscellaneous Products of Manufacturing |
| 40 | Waste or Scrap Materials Not Identified by Producing Industry |
| 41 | Miscellaneous Freight Shipments |
| 42 | Containers, Carriers or Devices, Shipping, Returned Empty |
| 43 | Mail, Express or Other Contract Traffic |
| 44 | Freight Forwarder Traffic |
| 45 | Shipper Association or Similar Traffic |
| 46 | Miscellaneous Mixed Shipments |
| 47 | Small Packaged Freight Shipments |
| 48 | Hazardous Wastes |
| 49 | Hazardous Materials |
| 50 | Bulk Commodity Shipments in Boxcars |

Waybills of US, Canadian & Mexican Origin

Table 1-2. 2011 Waybill Sample—US, Canada & Mexico (Carloads, Revenue, and Tonnage by STCC Code)

| 2011 | | | | | | | |
|--------------|------------------|--------------------------------|-----------------------|------------------|-----------------------|---------------|-----------------------|
| 2-Digit STCC | Waybills Sampled | Estimates for Total Population | | | | | |
| | | Total Carloads | Percent of Population | Total Revenue | Percent of Population | Total Tonnage | Percent of Population |
| 1 | 19,779 | 1,812,754 | 5.4% | 6,026,963,753 | 7.3% | 165,149,534 | 7.7% |
| 8 | 62 | 2,480 | 0.0% | 10,041,760 | 0.0% | 111,280 | 0.0% |
| 9 | 95 | 3,800 | 0.0% | 6,825,920 | 0.0% | 81,080 | 0.0% |
| 10 | 4,060 | 866,664 | 2.6% | 701,552,005 | 0.9% | 72,470,647 | 3.4% |
| 11 | 30,639 | 7,511,846 | 22.2% | 19,879,003,571 | 24.2% | 896,909,527 | 42.0% |
| 13 | 86 | 4,252 | 0.0% | 16,415,487 | 0.0% | 385,310 | 0.0% |
| 14 | 14,053 | 1,336,025 | 3.9% | 2,603,025,257 | 3.2% | 129,374,249 | 6.1% |
| 19 | 76 | 3,864 | 0.0% | 29,294,336 | 0.0% | 163,380 | 0.0% |
| 20 | 41,588 | 1,851,056 | 5.5% | 6,194,955,857 | 7.5% | 128,183,445 | 6.0% |
| 21 | 3 | 120 | 0.0% | 137,320 | 0.0% | 760 | 0.0% |
| 22 | 582 | 23,280 | 0.1% | 27,915,680 | 0.0% | 373,120 | 0.0% |
| 23 | 7,553 | 302,120 | 0.9% | 432,005,640 | 0.5% | 3,645,680 | 0.2% |
| 24 | 11,388 | 467,892 | 1.4% | 1,874,419,080 | 2.3% | 36,476,704 | 1.7% |
| 25 | 2,469 | 98,760 | 0.3% | 156,325,640 | 0.2% | 1,009,320 | 0.0% |
| 26 | 21,599 | 864,576 | 2.6% | 3,078,404,032 | 3.7% | 44,982,452 | 2.1% |
| 27 | 817 | 32,680 | 0.1% | 46,139,400 | 0.1% | 533,560 | 0.0% |
| 28 | 36,647 | 1,699,921 | 5.0% | 7,445,571,270 | 9.1% | 150,855,339 | 7.1% |
| 29 | 5,978 | 349,618 | 1.0% | 1,212,678,271 | 1.5% | 28,015,384 | 1.3% |
| 30 | 4,508 | 180,320 | 0.5% | 272,398,000 | 0.3% | 2,400,400 | 0.1% |
| 31 | 78 | 3,120 | 0.0% | 9,816,920 | 0.0% | 32,520 | 0.0% |
| 32 | 10,903 | 506,274 | 1.5% | 1,954,657,644 | 2.4% | 51,892,497 | 2.4% |
| 33 | 15,729 | 678,367 | 2.0% | 2,942,261,576 | 3.6% | 57,622,124 | 2.7% |
| 34 | 2,657 | 106,460 | 0.3% | 210,502,044 | 0.3% | 1,446,508 | 0.1% |
| 35 | 1,565 | 65,738 | 0.2% | 254,158,407 | 0.3% | 1,475,803 | 0.1% |
| 36 | 3,560 | 142,412 | 0.4% | 273,521,548 | 0.3% | 1,658,964 | 0.1% |
| 37 | 50,338 | 2,074,960 | 6.1% | 6,460,049,445 | 7.9% | 42,235,788 | 2.0% |
| 38 | 299 | 11,960 | 0.0% | 17,675,200 | 0.0% | 145,760 | 0.0% |
| 39 | 1,400 | 56,000 | 0.2% | 87,259,400 | 0.1% | 650,160 | 0.0% |
| 40 | 15,141 | 681,432 | 2.0% | 1,607,353,964 | 2.0% | 64,386,732 | 3.0% |
| 41 | 3,447 | 148,739 | 0.4% | 214,510,821 | 0.3% | 1,654,310 | 0.1% |
| 42 | 38,290 | 1,531,628 | 4.5% | 877,051,584 | 1.1% | 10,440,432 | 0.5% |
| 43 | 257 | 10,280 | 0.0% | 9,849,000 | 0.0% | 108,400 | 0.0% |
| 44 | 323 | 12,920 | 0.0% | 10,683,160 | 0.0% | 184,440 | 0.0% |
| 45 | 22 | 880 | 0.0% | 1,438,920 | 0.0% | 15,640 | 0.0% |
| 46 | 212,541 | 8,501,732 | 25.1% | 9,883,142,280 | 12.0% | 116,588,976 | 5.5% |
| 47 | 3,127 | 125,080 | 0.4% | 275,090,800 | 0.3% | 1,323,880 | 0.1% |
| 48 | 469 | 25,134 | 0.1% | 136,270,006 | 0.2% | 2,068,524 | 0.1% |
| 49 | 37,435 | 1,749,179 | 5.2% | 6,886,384,660 | 8.4% | 122,097,041 | 5.7% |
| 50 | 25 | 1,000 | 0.0% | 1,517,840 | 0.0% | 15,560 | 0.0% |
| TOTALS | 599,588 | 33,845,323 | 100.0% | \$82,127,267,498 | 100.0% | 2,137,165,230 | 100.0% |

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

| Carload Estimates for Total Population | | | | | | |
|--|----------------|-----------------------|----------------|-----------------------|----------------|-----------------------|
| 2-Digit STCC | 2011 | | 2010 | | 2009 | |
| | Total Carloads | Percent of Population | Total Carloads | Percent of Population | Total Carloads | Percent of Population |
| 1 | 1,812,754 | 5.4% | 1,989,267 | 6.0% | 1,849,157 | 6.1% |
| 8 | 2,480 | 0.0% | 3,200 | 0.0% | 2,200 | 0.0% |
| 9 | 3,800 | 0.0% | 2,680 | 0.0% | 1,960 | 0.0% |
| 10 | 866,664 | 2.6% | 854,022 | 2.6% | 604,468 | 2.0% |
| 11 | 7,511,846 | 22.2% | 7,644,486 | 22.9% | 7,554,711 | 25.0% |
| 13 | 4,252 | 0.0% | 1,004 | 0.0% | 1,224 | 0.0% |
| 14 | 1,336,025 | 3.9% | 1,299,283 | 3.9% | 1,140,379 | 3.8% |
| 19 | 3,864 | 0.0% | 6,168 | 0.0% | 4,888 | 0.0% |
| 20 | 1,851,056 | 5.5% | 1,895,485 | 5.7% | 1,759,413 | 5.8% |
| 21 | 120 | 0.0% | 40 | 0.0% | 80 | 0.0% |
| 22 | 23,280 | 0.1% | 38,040 | 0.1% | 24,680 | 0.1% |
| 23 | 302,120 | 0.9% | 225,880 | 0.7% | 154,760 | 0.5% |
| 24 | 467,892 | 1.4% | 463,996 | 1.4% | 436,736 | 1.4% |
| 25 | 98,760 | 0.3% | 89,880 | 0.3% | 81,760 | 0.3% |
| 26 | 864,576 | 2.6% | 821,000 | 2.5% | 721,280 | 2.4% |
| 27 | 32,680 | 0.1% | 27,840 | 0.1% | 22,800 | 0.1% |
| 28 | 1,699,921 | 5.0% | 1,583,290 | 4.8% | 1,284,484 | 4.2% |
| 29 | 349,618 | 1.0% | 333,483 | 1.0% | 290,088 | 1.0% |
| 30 | 180,320 | 0.5% | 162,036 | 0.5% | 135,320 | 0.4% |
| 31 | 3,120 | 0.0% | 3,120 | 0.0% | 2,960 | 0.0% |
| 32 | 506,274 | 1.5% | 488,325 | 1.5% | 462,897 | 1.5% |
| 33 | 678,367 | 2.0% | 626,756 | 1.9% | 466,103 | 1.5% |
| 34 | 106,460 | 0.3% | 98,765 | 0.3% | 69,804 | 0.2% |
| 35 | 65,738 | 0.2% | 55,086 | 0.2% | 43,881 | 0.1% |
| 36 | 142,412 | 0.4% | 143,748 | 0.4% | 128,644 | 0.4% |
| 37 | 2,074,960 | 6.1% | 1,889,520 | 5.7% | 1,542,889 | 5.1% |
| 38 | 11,960 | 0.0% | 12,040 | 0.0% | 11,240 | 0.0% |
| 39 | 56,000 | 0.2% | 64,360 | 0.2% | 55,520 | 0.2% |
| 40 | 681,432 | 2.0% | 641,801 | 1.9% | 605,292 | 2.0% |
| 41 | 148,739 | 0.4% | 165,226 | 0.5% | 139,039 | 0.5% |
| 42 | 1,531,628 | 4.5% | 1,598,232 | 4.8% | 1,193,868 | 3.9% |
| 43 | 10,280 | 0.0% | 12,240 | 0.0% | 32,320 | 0.1% |
| 44 | 12,920 | 0.0% | 7,640 | 0.0% | 2,032 | 0.0% |
| 45 | 880 | 0.0% | 1,240 | 0.0% | 760 | 0.0% |
| 46 | 8,501,732 | 25.1% | 8,134,352 | 24.4% | 7,512,444 | 24.8% |
| 47 | 125,080 | 0.4% | 110,240 | 0.3% | 106,360 | 0.4% |
| 48 | 25,134 | 0.1% | 18,813 | 0.1% | 17,416 | 0.1% |
| 49 | 1,749,179 | 5.2% | 1,815,269 | 5.4% | 1,789,573 | 5.9% |
| 50 | 1,000 | 0.0% | 520 | 0.0% | 280 | 0.0% |
| TOTALS | 33,845,323 | 100.0% | 33,328,373 | 100.0% | 30,253,710 | 100.0% |

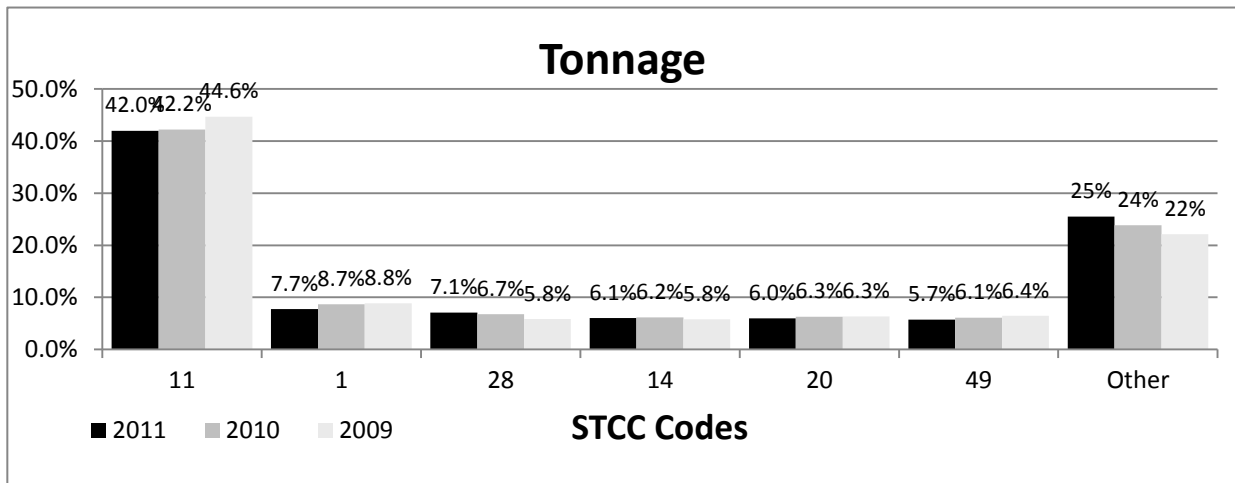
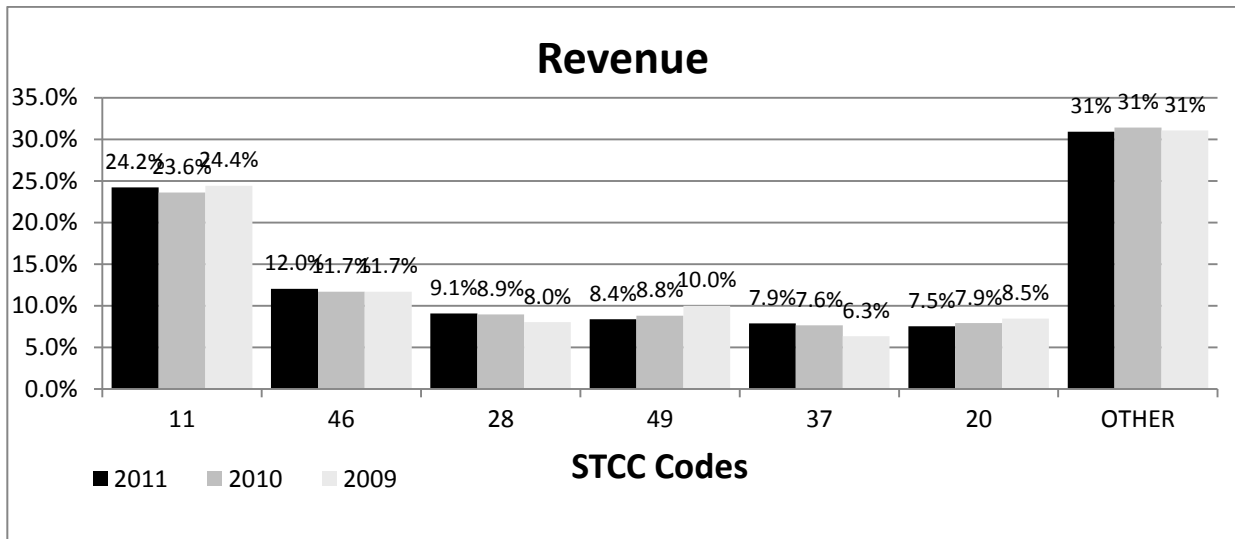
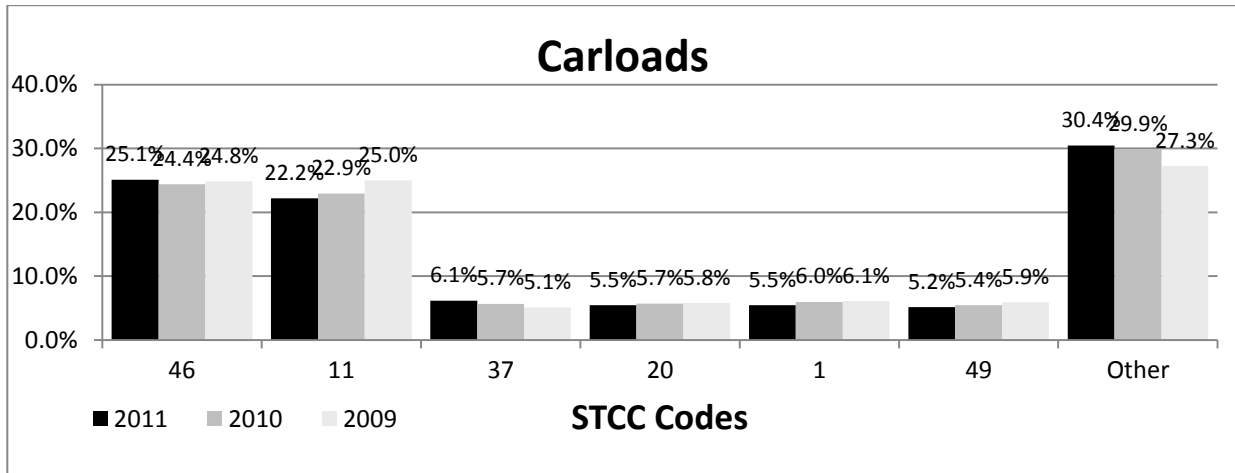
Table 1-4. Revenue 3-Year History from Waybill Samples—US, Canada & Mexico (by STCC Code)

| Revenue Estimates for Total Population | | | | | | |
|--|----------------|-----------------------|------------------|-----------------------|------------------|-----------------------|
| 2-Digit STCC | 2011 | | 2010 | | 2009 | |
| | Total Revenue | Percent of Population | Total Revenue | Percent of Population | Total Revenue | Percent of Population |
| 01 | 6,026,963,753 | 7.3% | 6,188,191,832 | 8.4% | 5,488,580,581 | 8.9% |
| 08 | 10,041,760 | 0.0% | 8,767,040 | 0.0% | 7,630,760 | 0.0% |
| 09 | 6,825,920 | 0.0% | 6,224,920 | 0.0% | 3,824,200 | 0.0% |
| 10 | 701,552,005 | 0.9% | 621,142,950 | 0.8% | 453,445,693 | 0.7% |
| 11 | 19,879,003,571 | 24.2% | 17,317,954,181 | 23.6% | 15,065,294,257 | 24.4% |
| 13 | 16,415,487 | 0.0% | 2,672,468 | 0.0% | 4,718,340 | 0.0% |
| 14 | 2,603,025,257 | 3.2% | 2,046,352,264 | 2.8% | 1,476,525,009 | 2.4% |
| 19 | 29,294,336 | 0.0% | 35,231,728 | 0.0% | 43,720,172 | 0.1% |
| 20 | 6,194,955,857 | 7.5% | 5,820,438,810 | 7.9% | 5,219,347,698 | 8.5% |
| 21 | 137,320 | 0.0% | 44,440 | 0.0% | 79,960 | 0.0% |
| 22 | 27,915,680 | 0.0% | 39,686,760 | 0.1% | 28,789,440 | 0.0% |
| 23 | 432,005,640 | 0.5% | 311,414,280 | 0.4% | 174,015,160 | 0.3% |
| 24 | 1,874,419,080 | 2.3% | 1,792,467,064 | 2.4% | 1,604,823,622 | 2.6% |
| 25 | 156,325,640 | 0.2% | 131,842,120 | 0.2% | 104,124,200 | 0.2% |
| 26 | 3,078,404,032 | 3.7% | 2,767,835,472 | 3.8% | 2,431,739,484 | 3.9% |
| 27 | 46,139,400 | 0.1% | 33,999,360 | 0.0% | 24,602,040 | 0.0% |
| 28 | 7,445,571,270 | 9.1% | 6,568,111,448 | 8.9% | 4,953,044,370 | 8.0% |
| 29 | 1,212,678,271 | 1.5% | 1,051,051,498 | 1.4% | 842,526,873 | 1.4% |
| 30 | 272,398,000 | 0.3% | 211,675,300 | 0.3% | 161,800,920 | 0.3% |
| 31 | 9,816,920 | 0.0% | 7,033,800 | 0.0% | 6,851,600 | 0.0% |
| 32 | 1,954,657,644 | 2.4% | 1,714,862,341 | 2.3% | 1,559,471,459 | 2.5% |
| 33 | 2,942,261,576 | 3.6% | 2,477,989,360 | 3.4% | 1,784,319,069 | 2.9% |
| 34 | 210,502,044 | 0.3% | 161,324,664 | 0.2% | 113,943,036 | 0.2% |
| 35 | 254,158,407 | 0.3% | 197,738,278 | 0.3% | 155,752,141 | 0.3% |
| 36 | 273,521,548 | 0.3% | 297,867,388 | 0.4% | 206,636,348 | 0.3% |
| 37 | 6,460,049,445 | 7.9% | 5,610,271,816 | 7.6% | 3,915,034,845 | 6.3% |
| 38 | 17,675,200 | 0.0% | 17,303,840 | 0.0% | 12,707,120 | 0.0% |
| 39 | 87,259,400 | 0.1% | 87,708,880 | 0.1% | 65,862,880 | 0.1% |
| 40 | 1,607,353,964 | 2.0% | 1,403,807,876 | 1.9% | 1,238,392,504 | 2.0% |
| 41 | 214,510,821 | 0.3% | 252,479,192 | 0.3% | 254,757,917 | 0.4% |
| 42 | 877,051,584 | 1.1% | 851,390,592 | 1.2% | 593,850,672 | 1.0% |
| 43 | 9,849,000 | 0.0% | 10,566,640 | 0.0% | 29,960,000 | 0.0% |
| 44 | 10,683,160 | 0.0% | 6,934,440 | 0.0% | 4,463,532 | 0.0% |
| 45 | 1,438,920 | 0.0% | 2,137,520 | 0.0% | 1,416,320 | 0.0% |
| 46 | 9,883,142,280 | 12.0% | 8,580,013,332 | 11.7% | 7,222,876,168 | 11.7% |
| 47 | 275,090,800 | 0.3% | 211,627,760 | 0.3% | 172,396,560 | 0.3% |
| 48 | 136,270,006 | 0.2% | 100,527,971 | 0.1% | 112,465,364 | 0.2% |
| 49 | 6,886,384,660 | 8.4% | 6,465,372,841 | 8.8% | 6,164,190,220 | 10.0% |
| 50 | 1,517,840 | 0.0% | 1,062,440 | 0.0% | 402,400 | 0.0% |
| TOTALS | 82,127,267,498 | 100.0% | \$73,413,124,906 | 100.0% | \$61,704,382,934 | 100.0% |

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

| Tonnage Estimates for Total Population | | | | | | |
|--|---------------|-----------------------|---------------|-----------------------|---------------|-----------------------|
| 2-Digit STCC | 2011 | | 2010 | | 2009 | |
| | Total Tonnage | Percent of Population | Total Tonnage | Percent of Population | Total Tonnage | Percent of Population |
| 01 | 165,149,534 | 7.7% | 180,571,623 | 8.7% | 171,448,323 | 8.8% |
| 08 | 111,280 | 0.0% | 133,200 | 0.0% | 127,160 | 0.0% |
| 09 | 81,080 | 0.0% | 65,800 | 0.0% | 48,400 | 0.0% |
| 10 | 72,470,647 | 3.4% | 72,428,059 | 3.5% | 50,547,712 | 2.6% |
| 11 | 896,909,527 | 42.0% | 879,645,450 | 42.2% | 866,350,228 | 44.6% |
| 13 | 385,310 | 0.0% | 69,640 | 0.0% | 106,432 | 0.0% |
| 14 | 129,374,249 | 6.1% | 128,497,591 | 6.2% | 112,035,290 | 5.8% |
| 19 | 163,380 | 0.0% | 218,752 | 0.0% | 266,624 | 0.0% |
| 20 | 128,183,445 | 6.0% | 130,752,745 | 6.3% | 123,271,992 | 6.3% |
| 21 | 760 | 0.0% | 600 | 0.0% | 1,280 | 0.0% |
| 22 | 373,120 | 0.0% | 502,600 | 0.0% | 332,400 | 0.0% |
| 23 | 3,645,680 | 0.2% | 2,711,160 | 0.1% | 1,906,800 | 0.1% |
| 24 | 36,476,704 | 1.7% | 36,195,992 | 1.7% | 34,074,706 | 1.8% |
| 25 | 1,009,320 | 0.0% | 893,520 | 0.0% | 807,800 | 0.0% |
| 26 | 44,982,452 | 2.1% | 43,462,840 | 2.1% | 40,814,680 | 2.1% |
| 27 | 533,560 | 0.0% | 456,840 | 0.0% | 382,280 | 0.0% |
| 28 | 150,855,339 | 7.1% | 140,544,942 | 6.7% | 113,322,040 | 5.8% |
| 29 | 28,015,384 | 1.3% | 26,736,132 | 1.3% | 23,518,557 | 1.2% |
| 30 | 2,400,400 | 0.1% | 2,222,564 | 0.1% | 1,839,280 | 0.1% |
| 31 | 32,520 | 0.0% | 37,600 | 0.0% | 33,880 | 0.0% |
| 32 | 51,892,497 | 2.4% | 45,785,860 | 2.2% | 44,041,976 | 2.3% |
| 33 | 57,622,124 | 2.7% | 53,301,271 | 2.6% | 39,460,868 | 2.0% |
| 34 | 1,446,508 | 0.1% | 1,199,795 | 0.1% | 932,020 | 0.0% |
| 35 | 1,475,803 | 0.1% | 1,349,114 | 0.1% | 1,049,048 | 0.1% |
| 36 | 1,658,964 | 0.1% | 1,830,376 | 0.1% | 1,591,908 | 0.1% |
| 37 | 42,235,788 | 2.0% | 38,927,484 | 1.9% | 31,474,482 | 1.6% |
| 38 | 145,760 | 0.0% | 175,840 | 0.0% | 152,040 | 0.0% |
| 39 | 650,160 | 0.0% | 755,040 | 0.0% | 706,400 | 0.0% |
| 40 | 64,386,732 | 3.0% | 41,455,342 | 2.0% | 38,599,352 | 2.0% |
| 41 | 1,654,310 | 0.1% | 2,032,672 | 0.1% | 1,939,603 | 0.1% |
| 42 | 10,440,432 | 0.5% | 10,515,984 | 0.5% | 8,290,884 | 0.4% |
| 43 | 108,400 | 0.0% | 128,680 | 0.0% | 364,920 | 0.0% |
| 44 | 184,440 | 0.0% | 115,560 | 0.0% | 33,480 | 0.0% |
| 45 | 15,640 | 0.0% | 24,600 | 0.0% | 16,160 | 0.0% |
| 46 | 116,588,976 | 5.5% | 110,698,132 | 5.3% | 103,921,208 | 5.4% |
| 47 | 1,323,880 | 0.1% | 1,200,680 | 0.1% | 1,073,000 | 0.1% |
| 48 | 2,068,524 | 0.1% | 1,510,230 | 0.1% | 1,261,436 | 0.1% |
| 49 | 122,097,041 | 5.7% | 126,542,298 | 6.1% | 125,150,417 | 6.4% |
| 50 | 15,560 | 0.0% | 10,400 | 0.0% | 6,960 | 0.0% |
| TOTALS | 2,137,165,230 | 100.0% | 2,083,707,008 | 100.0% | 1,941,302,026 | 100.0% |

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



Waybills of US Origin

Table 1-6. US Origin 2011 Waybill Sample—Carloads, Revenue, and Tonnage (by STCC Code)

| 2011 | | | | | | | |
|--------------|------------------|--------------------------------|-----------------------|-------------------|-----------------------|---------------|-----------------------|
| 2-Digit STCC | Waybills Sampled | Estimates for Total Population | | | | | |
| | | Total Carloads | Percent of Population | Total Revenue | Percent of Population | Total Tonnage | Percent of Population |
| 01 | 18,943 | 1,772,365 | 5.4% | 5,851,710,714 | 7.6% | 161,523,937 | 7.8% |
| 08 | 57 | 2,280 | 0.0% | 9,491,000 | 0.0% | 107,000 | 0.0% |
| 09 | 94 | 3,760 | 0.0% | 6,794,360 | 0.0% | 80,240 | 0.0% |
| 10 | 4,035 | 865,664 | 2.6% | 693,051,085 | 0.9% | 72,370,407 | 3.5% |
| 11 | 30,606 | 7,504,001 | 22.9% | 19,845,372,015 | 25.6% | 895,986,410 | 43.3% |
| 13 | 81 | 4,052 | 0.0% | 15,459,407 | 0.0% | 366,790 | 0.0% |
| 14 | 13,840 | 1,327,505 | 4.1% | 2,556,173,337 | 3.3% | 128,710,889 | 6.2% |
| 19 | 74 | 3,784 | 0.0% | 29,123,256 | 0.0% | 162,660 | 0.0% |
| 20 | 40,195 | 1,788,666 | 5.5% | 5,867,876,543 | 7.6% | 122,829,699 | 5.9% |
| 21 | 3 | 120 | 0.0% | 137,320 | 0.0% | 760 | 0.0% |
| 22 | 562 | 22,480 | 0.1% | 24,340,560 | 0.0% | 333,080 | 0.0% |
| 23 | 7,541 | 301,640 | 0.9% | 431,381,280 | 0.6% | 3,638,440 | 0.2% |
| 24 | 9,148 | 378,252 | 1.2% | 1,224,297,440 | 1.6% | 28,529,944 | 1.4% |
| 25 | 2,437 | 97,480 | 0.3% | 155,368,240 | 0.2% | 993,600 | 0.0% |
| 26 | 19,340 | 774,216 | 2.4% | 2,459,273,352 | 3.2% | 37,647,292 | 1.8% |
| 27 | 817 | 32,680 | 0.1% | 46,139,400 | 0.1% | 533,560 | 0.0% |
| 28 | 33,270 | 1,531,694 | 4.7% | 6,557,383,014 | 8.5% | 134,133,577 | 6.5% |
| 29 | 5,546 | 332,198 | 1.0% | 1,115,382,791 | 1.4% | 26,642,904 | 1.3% |
| 30 | 4,363 | 174,520 | 0.5% | 261,736,440 | 0.3% | 2,316,760 | 0.1% |
| 31 | 78 | 3,120 | 0.0% | 9,816,920 | 0.0% | 32,520 | 0.0% |
| 32 | 10,374 | 484,914 | 1.5% | 1,865,918,048 | 2.4% | 49,955,393 | 2.4% |
| 33 | 14,476 | 628,251 | 1.9% | 2,598,043,400 | 3.4% | 53,190,660 | 2.6% |
| 34 | 2,573 | 103,100 | 0.3% | 200,227,684 | 0.3% | 1,408,788 | 0.1% |
| 35 | 1,438 | 60,658 | 0.2% | 240,687,607 | 0.3% | 1,415,483 | 0.1% |
| 36 | 3,181 | 127,252 | 0.4% | 206,323,668 | 0.3% | 1,432,364 | 0.1% |
| 37 | 48,101 | 1,985,484 | 6.1% | 6,242,603,357 | 8.1% | 40,427,852 | 2.0% |
| 38 | 295 | 11,800 | 0.0% | 17,557,720 | 0.0% | 144,760 | 0.0% |
| 39 | 1,380 | 55,200 | 0.2% | 86,420,920 | 0.1% | 642,240 | 0.0% |
| 40 | 14,587 | 659,024 | 2.0% | 1,544,717,296 | 2.0% | 62,866,704 | 3.0% |
| 41 | 3,447 | 148,739 | 0.5% | 214,510,821 | 0.3% | 1,654,310 | 0.1% |
| 42 | 38,085 | 1,523,428 | 4.7% | 871,144,984 | 1.1% | 10,376,032 | 0.5% |
| 43 | 257 | 10,280 | 0.0% | 9,849,000 | 0.0% | 108,400 | 0.0% |
| 44 | 323 | 12,920 | 0.0% | 10,683,160 | 0.0% | 184,440 | 0.0% |
| 45 | 22 | 880 | 0.0% | 1,438,920 | 0.0% | 15,640 | 0.0% |
| 46 | 206,100 | 8,244,092 | 25.2% | 9,635,710,720 | 12.4% | 113,024,016 | 5.5% |
| 47 | 3,127 | 125,080 | 0.4% | 275,090,800 | 0.4% | 1,323,880 | 0.1% |
| 48 | 368 | 21,094 | 0.1% | 118,651,446 | 0.2% | 1,828,324 | 0.1% |
| 49 | 33,811 | 1,603,707 | 4.9% | 6,193,874,056 | 8.0% | 110,579,441 | 5.3% |
| 50 | 25 | 1,000 | 0.0% | 1,517,840 | 0.0% | 15,560 | 0.0% |
| TOTALS | 573,000 | 32,727,380 | 100.0% | \$ 77,495,279,921 | 100.0% | 2,067,534,756 | 100.0% |

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

| Carload Estimates for Total Population | | | | | | |
|--|----------------|-----------------------|----------------|-----------------------|----------------|-----------------------|
| 2-Digit STCC | 2011 | | 2010 | | 2009 | |
| | Total Carloads | Percent of Population | Total Carloads | Percent of Population | Total Carloads | Percent of Population |
| 01 | 1,772,365 | 5.4% | 1,944,720 | 6.0% | 1,791,291 | 6.1% |
| 08 | 2,280 | 0.0% | 3,200 | 0.0% | 2,200 | 0.0% |
| 09 | 3,760 | 0.0% | 2,640 | 0.0% | 1,960 | 0.0% |
| 10 | 865,664 | 2.6% | 853,222 | 2.6% | 602,720 | 2.1% |
| 11 | 7,504,001 | 22.9% | 7,640,765 | 23.7% | 7,552,325 | 25.8% |
| 13 | 4,052 | 0.0% | 964 | 0.0% | 1,224 | 0.0% |
| 14 | 1,327,505 | 4.1% | 1,295,163 | 4.0% | 1,138,219 | 3.9% |
| 19 | 3,784 | 0.0% | 6,168 | 0.0% | 4,888 | 0.0% |
| 20 | 1,788,666 | 5.5% | 1,847,413 | 5.7% | 1,705,997 | 5.8% |
| 21 | 120 | 0.0% | 40 | 0.0% | 80 | 0.0% |
| 22 | 22,480 | 0.1% | 37,440 | 0.1% | 23,960 | 0.1% |
| 23 | 301,640 | 0.9% | 225,680 | 0.7% | 154,720 | 0.5% |
| 24 | 378,252 | 1.2% | 369,044 | 1.1% | 345,044 | 1.2% |
| 25 | 97,480 | 0.3% | 88,560 | 0.3% | 80,880 | 0.3% |
| 26 | 774,216 | 2.4% | 729,720 | 2.3% | 630,884 | 2.2% |
| 27 | 32,680 | 0.1% | 27,760 | 0.1% | 22,760 | 0.1% |
| 28 | 1,531,694 | 4.7% | 1,427,317 | 4.4% | 1,172,951 | 4.0% |
| 29 | 332,198 | 1.0% | 315,039 | 1.0% | 278,464 | 0.9% |
| 30 | 174,520 | 0.5% | 157,076 | 0.5% | 130,080 | 0.4% |
| 31 | 3,120 | 0.0% | 3,120 | 0.0% | 2,920 | 0.0% |
| 32 | 484,914 | 1.5% | 466,877 | 1.4% | 444,185 | 1.5% |
| 33 | 628,251 | 1.9% | 573,396 | 1.8% | 420,743 | 1.4% |
| 34 | 103,100 | 0.3% | 96,485 | 0.3% | 68,644 | 0.2% |
| 35 | 60,658 | 0.2% | 51,146 | 0.2% | 42,801 | 0.1% |
| 36 | 127,252 | 0.4% | 135,712 | 0.4% | 124,644 | 0.4% |
| 37 | 1,985,484 | 6.1% | 1,786,212 | 5.5% | 1,471,897 | 5.0% |
| 38 | 11,800 | 0.0% | 12,000 | 0.0% | 11,200 | 0.0% |
| 39 | 55,200 | 0.2% | 63,520 | 0.2% | 55,000 | 0.2% |
| 40 | 659,024 | 2.0% | 621,085 | 1.9% | 586,112 | 2.0% |
| 41 | 148,739 | 0.5% | 164,866 | 0.5% | 138,519 | 0.5% |
| 42 | 1,523,428 | 4.7% | 1,588,792 | 4.9% | 1,188,268 | 4.1% |
| 43 | 10,280 | 0.0% | 12,240 | 0.0% | 32,320 | 0.1% |
| 44 | 12,920 | 0.0% | 7,640 | 0.0% | 2,032 | 0.0% |
| 45 | 880 | 0.0% | 1,240 | 0.0% | 760 | 0.0% |
| 46 | 8,244,092 | 25.2% | 7,890,552 | 24.5% | 7,330,164 | 25.0% |
| 47 | 125,080 | 0.4% | 110,240 | 0.3% | 106,360 | 0.4% |
| 48 | 21,094 | 0.1% | 15,133 | 0.0% | 13,616 | 0.0% |
| 49 | 1,603,707 | 4.9% | 1,664,213 | 5.2% | 1,632,852 | 5.6% |
| 50 | 1,000 | 0.0% | 520 | 0.0% | 280 | 0.0% |
| TOTALS | 32,727,380 | 100.0% | 32,236,920 | 100.0% | 29,313,964 | 100.0% |

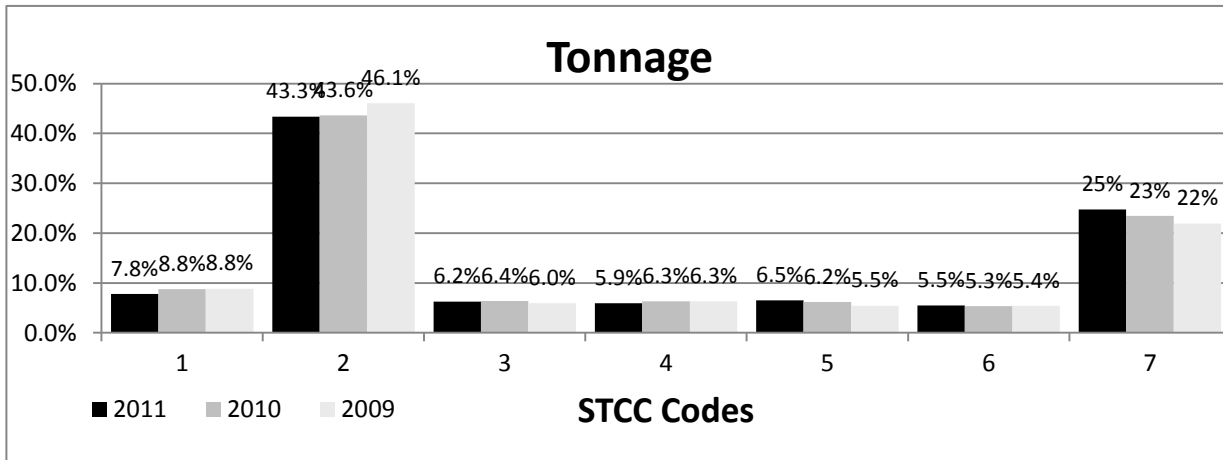
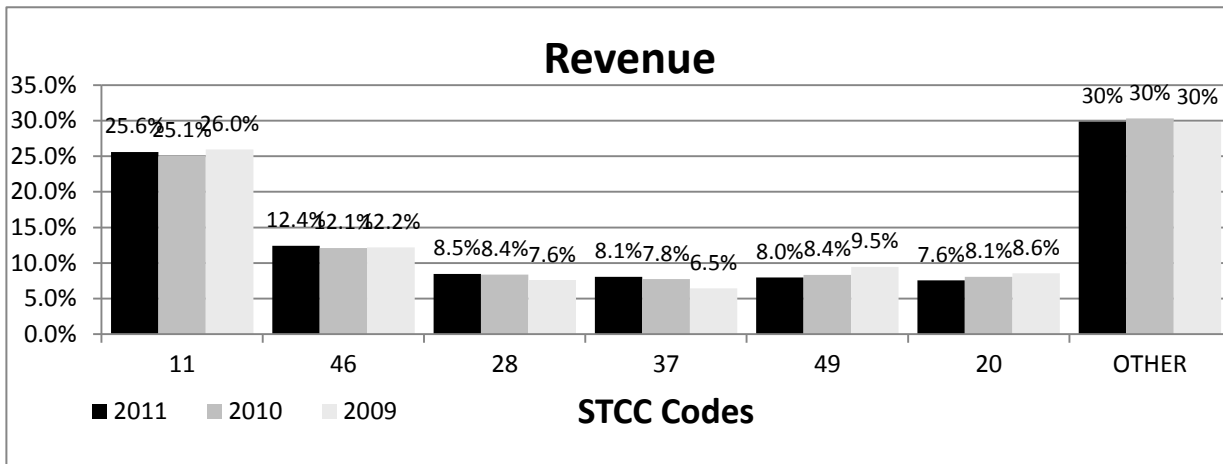
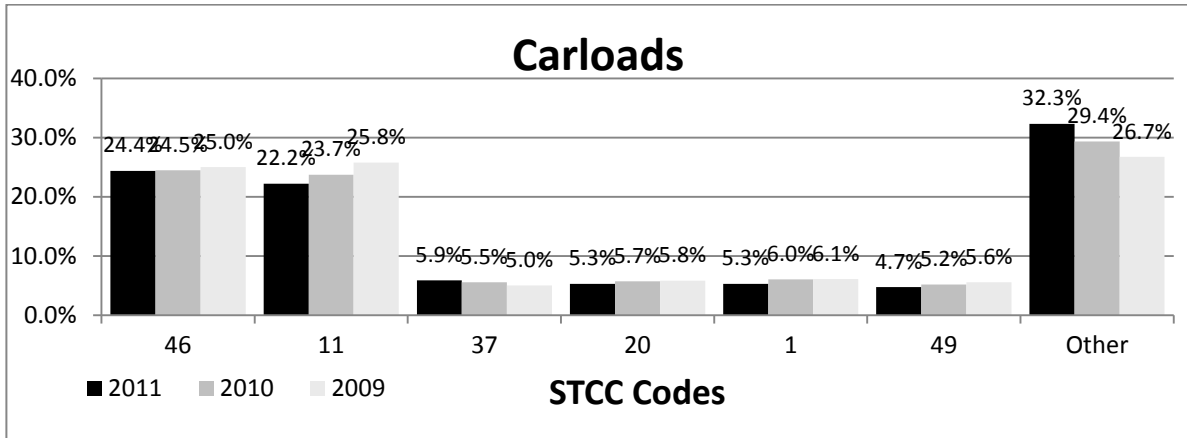
Table 1-8. US Origin Revenue 3-Year History from Waybill Samples (by STCC Code)

| Revenue Estimates for Total Population | | | | | | |
|--|------------------|-----------------------|------------------|-----------------------|-------------------|-----------------------|
| 2-Digit STCC | 2011 | | 2010 | | 2009 | |
| | Total Revenue | Percent of Population | Total Revenue | Percent of Population | Total Revenue | Percent of Population |
| 01 | 5,851,710,714 | 7.6% | 5,993,428,884 | 8.7% | 5,252,993,415 | 9.1% |
| 08 | 9,491,000 | 0.0% | 8,767,040 | 0.0% | 7,630,760 | 0.0% |
| 09 | 6,794,360 | 0.0% | 6,195,760 | 0.0% | 3,824,200 | 0.0% |
| 10 | 693,051,085 | 0.9% | 616,859,910 | 0.9% | 446,622,153 | 0.8% |
| 11 | 19,845,372,015 | 25.6% | 17,303,058,489 | 25.1% | 15,054,161,377 | 26.0% |
| 13 | 15,459,407 | 0.0% | 2,612,268 | 0.0% | 4,718,340 | 0.0% |
| 14 | 2,556,173,337 | 3.3% | 2,026,101,424 | 2.9% | 1,465,799,209 | 2.5% |
| 19 | 29,123,256 | 0.0% | 35,231,728 | 0.1% | 43,720,172 | 0.1% |
| 20 | 5,867,876,543 | 7.6% | 5,570,237,110 | 8.1% | 4,960,785,378 | 8.6% |
| 21 | 137,320 | 0.0% | 44,440 | 0.0% | 76,690 | 0.0% |
| 22 | 24,340,560 | 0.0% | 38,347,600 | 0.1% | 25,194,280 | 0.0% |
| 23 | 431,381,280 | 0.6% | 311,167,320 | 0.5% | 173,927,480 | 0.3% |
| 24 | 1,224,297,440 | 1.6% | 1,132,040,488 | 1.6% | 990,488,976 | 1.7% |
| 25 | 155,368,240 | 0.2% | 129,993,120 | 0.2% | 102,960,080 | 0.2% |
| 26 | 2,459,273,352 | 3.2% | 2,177,050,152 | 3.2% | 1,891,561,328 | 3.3% |
| 27 | 46,139,400 | 0.1% | 33,953,360 | 0.0% | 24,571,800 | 0.0% |
| 28 | 6,557,383,014 | 8.5% | 5,786,612,904 | 8.4% | 4,405,688,919 | 7.6% |
| 29 | 1,115,382,791 | 1.4% | 963,919,298 | 1.4% | 784,085,317 | 1.4% |
| 30 | 261,736,440 | 0.3% | 202,289,220 | 0.3% | 151,894,040 | 0.3% |
| 31 | 9,816,920 | 0.0% | 7,033,800 | 0.0% | 6,777,200 | 0.0% |
| 32 | 1,865,918,048 | 2.4% | 1,637,217,225 | 2.4% | 1,491,406,567 | 2.6% |
| 33 | 2,598,043,400 | 3.4% | 2,152,396,800 | 3.1% | 1,525,246,309 | 2.6% |
| 34 | 200,227,684 | 0.3% | 156,955,984 | 0.2% | 106,937,916 | 0.2% |
| 35 | 240,687,607 | 0.3% | 161,127,662 | 0.2% | 153,017,821 | 0.3% |
| 36 | 206,323,668 | 0.3% | 262,221,312 | 0.4% | 190,555,468 | 0.3% |
| 37 | 6,242,603,357 | 8.1% | 5,354,534,744 | 7.8% | 3,741,629,013 | 6.5% |
| 38 | 17,557,720 | 0.0% | 17,293,400 | 0.0% | 12,676,920 | 0.0% |
| 39 | 86,420,920 | 0.1% | 86,750,600 | 0.1% | 64,990,040 | 0.1% |
| 40 | 1,544,717,296 | 2.0% | 1,346,615,864 | 1.9% | 1,188,317,404 | 2.1% |
| 41 | 214,510,821 | 0.3% | 252,040,672 | 0.4% | 251,261,037 | 0.4% |
| 42 | 871,144,984 | 1.1% | 845,242,432 | 1.2% | 590,780,392 | 1.0% |
| 43 | 9,849,000 | 0.0% | 10,566,640 | 0.0% | 29,960,000 | 0.1% |
| 44 | 10,683,160 | 0.0% | 6,934,440 | 0.0% | 4,463,532 | 0.0% |
| 45 | 1,438,920 | 0.0% | 2,137,520 | 0.0% | 1,416,320 | 0.0% |
| 46 | 9,635,710,720 | 12.4% | 8,361,992,572 | 12.1% | 7,062,794,368 | 12.2% |
| 47 | 275,090,800 | 0.4% | 211,627,760 | 0.3% | 172,396,560 | 0.3% |
| 48 | 118,651,446 | 0.2% | 84,982,651 | 0.1% | 95,900,684 | 0.2% |
| 49 | 6,193,874,056 | 8.0% | 5,769,337,653 | 8.4% | 5,481,824,199 | 9.5% |
| 50 | 1,517,840 | 0.0% | 1,062,440 | 0.0% | 402,400 | 0.0% |
| TOTALS | \$77,495,279,921 | 100.0% | \$69,065,982,686 | 100.0% | \$ 57,963,458,064 | 100.0% |

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

| Tonnage Estimates for Total Population | | | | | | |
|--|---------------|-----------------------|---------------|-----------------------|---------------|-----------------------|
| 2-Digit STCC | 2011 | | 2010 | | 2009 | |
| | Total Tonnage | Percent of Population | Total Tonnage | Percent of Population | Total Tonnage | Percent of Population |
| 01 | 161,523,937 | 7.8% | 176,524,913 | 8.8% | 166,191,781 | 8.8% |
| 08 | 107,000 | 0.0% | 133,200 | 0.0% | 127,160 | 0.0% |
| 09 | 80,240 | 0.0% | 64,760 | 0.0% | 48,400 | 0.0% |
| 10 | 72,370,407 | 3.5% | 72,353,339 | 3.6% | 50,377,624 | 2.7% |
| 11 | 895,986,410 | 43.3% | 879,276,327 | 43.6% | 866,108,808 | 46.1% |
| 13 | 366,790 | 0.0% | 68,800 | 0.0% | 106,432 | 0.0% |
| 14 | 128,710,889 | 6.2% | 128,191,991 | 6.4% | 111,876,530 | 6.0% |
| 19 | 162,660 | 0.0% | 218,752 | 0.0% | 266,624 | 0.0% |
| 20 | 122,829,699 | 5.9% | 126,776,561 | 6.3% | 118,813,140 | 6.3% |
| 21 | 760 | 0.0% | 600 | 0.0% | 1,280 | 0.0% |
| 22 | 333,080 | 0.0% | 483,320 | 0.0% | 302,800 | 0.0% |
| 23 | 3,638,440 | 0.2% | 2,707,960 | 0.1% | 1,906,360 | 0.1% |
| 24 | 28,529,944 | 1.4% | 27,762,156 | 1.4% | 25,865,284 | 1.4% |
| 25 | 993,600 | 0.0% | 875,240 | 0.0% | 798,480 | 0.0% |
| 26 | 37,647,292 | 1.8% | 36,155,600 | 1.8% | 33,356,348 | 1.8% |
| 27 | 533,560 | 0.0% | 454,560 | 0.0% | 381,600 | 0.0% |
| 28 | 134,133,577 | 6.5% | 125,124,511 | 6.2% | 102,431,430 | 5.5% |
| 29 | 26,642,904 | 1.3% | 25,303,504 | 1.3% | 22,573,757 | 1.2% |
| 30 | 2,316,760 | 0.1% | 2,144,964 | 0.1% | 1,749,120 | 0.1% |
| 31 | 32,520 | 0.0% | 37,600 | 0.0% | 33,560 | 0.0% |
| 32 | 49,955,393 | 2.4% | 43,858,308 | 2.2% | 42,270,768 | 2.2% |
| 33 | 53,190,660 | 2.6% | 48,650,911 | 2.4% | 35,416,388 | 1.9% |
| 34 | 1,408,788 | 0.1% | 1,171,875 | 0.1% | 900,180 | 0.0% |
| 35 | 1,415,483 | 0.1% | 1,259,430 | 0.1% | 1,032,488 | 0.1% |
| 36 | 1,432,364 | 0.1% | 1,691,532 | 0.1% | 1,521,828 | 0.1% |
| 37 | 40,427,852 | 2.0% | 36,677,856 | 1.8% | 29,926,950 | 1.6% |
| 38 | 144,760 | 0.0% | 175,120 | 0.0% | 152,000 | 0.0% |
| 39 | 642,240 | 0.0% | 744,720 | 0.0% | 697,280 | 0.0% |
| 40 | 62,866,704 | 3.0% | 39,984,138 | 2.0% | 37,240,240 | 2.0% |
| 41 | 1,654,310 | 0.1% | 2,028,352 | 0.1% | 1,928,443 | 0.1% |
| 42 | 10,376,032 | 0.5% | 10,445,704 | 0.5% | 8,262,444 | 0.4% |
| 43 | 108,400 | 0.0% | 128,680 | 0.0% | 364,920 | 0.0% |
| 44 | 184,440 | 0.0% | 115,560 | 0.0% | 33,480 | 0.0% |
| 45 | 15,640 | 0.0% | 24,600 | 0.0% | 16,160 | 0.0% |
| 46 | 113,024,016 | 5.5% | 107,359,692 | 5.3% | 101,492,968 | 5.4% |
| 47 | 1,323,880 | 0.1% | 1,200,680 | 0.1% | 1,073,000 | 0.1% |
| 48 | 1,828,324 | 0.1% | 1,271,590 | 0.1% | 1,113,796 | 0.1% |
| 49 | 110,579,441 | 5.3% | 114,466,042 | 5.7% | 112,701,176 | 6.0% |
| 50 | 15,560 | 0.0% | 10,400 | 0.0% | 6,960 | 0.0% |
| TOTALS | 2,067,534,756 | 100.0% | 2,015,923,848 | 100.0% | 1,879,467,987 | 100.0% |

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



Waybills of Canadian Origin

Table 1-10. Canadian Origin 2011 Waybill Sample (Carloads, Revenue, and Tonnage by STCC Code)

| 2011 | | | | | | | |
|--------------|------------------|--------------------------------|-----------------------|------------------|-----------------------|---------------|-----------------------|
| 2-Digit STCC | Waybills Sampled | Estimates for Total Population | | | | | |
| | | Total Carloads | Percent of Population | Total Revenue | Percent of Population | Total Tonnage | Percent of Population |
| 01 | 834 | 40309 | 3.8% | 174,311,919 | 3.9% | 3,619,437 | 5.3% |
| 08 | 5 | 200 | 0.0% | 550,760 | 0.0% | 4,280 | 0.0% |
| 09 | 1 | 40 | 0.0% | 31,560 | 0.0% | 840 | 0.0% |
| 10 | 25 | 1000 | 0.1% | 8,500,920 | 0.2% | 100,240 | 0.1% |
| 11 | 33 | 7845 | 0.7% | 33,631,556 | 0.8% | 923,117 | 1.4% |
| 13 | 5 | 200 | 0.0% | 956,080 | 0.0% | 18,520 | 0.0% |
| 14 | 199 | 7960 | 0.7% | 43,186,600 | 1.0% | 613,040 | 0.9% |
| 19 | 2 | 80 | 0.0% | 171,080 | 0.0% | 720 | 0.0% |
| 20 | 1312 | 59150 | 5.5% | 310,113,954 | 7.0% | 5,150,346 | 7.5% |
| 21 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 22 | 20 | 800 | 0.1% | 3,575,120 | 0.1% | 40,040 | 0.1% |
| 23 | 8 | 320 | 0.0% | 320,400 | 0.0% | 4,680 | 0.0% |
| 24 | 2240 | 89640 | 8.4% | 650,121,640 | 14.6% | 7,946,760 | 11.6% |
| 25 | 31 | 1240 | 0.1% | 935,040 | 0.0% | 15,000 | 0.0% |
| 26 | 2259 | 90360 | 8.4% | 619,130,680 | 13.9% | 7,335,160 | 10.7% |
| 27 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 28 | 3319 | 165907 | 15.5% | 865,702,016 | 19.5% | 16,535,082 | 24.2% |
| 29 | 408 | 16460 | 1.5% | 94,115,320 | 2.1% | 1,321,120 | 1.9% |
| 30 | 135 | 5400 | 0.5% | 9,833,400 | 0.2% | 78,560 | 0.1% |
| 31 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 32 | 440 | 17800 | 1.7% | 77,019,236 | 1.7% | 1,802,584 | 2.6% |
| 33 | 1224 | 48956 | 4.6% | 332,614,936 | 7.5% | 4,350,344 | 6.4% |
| 34 | 13 | 520 | 0.0% | 3,370,920 | 0.1% | 15,080 | 0.0% |
| 35 | 17 | 680 | 0.1% | 892,280 | 0.0% | 8,120 | 0.0% |
| 36 | 26 | 1040 | 0.1% | 10,211,200 | 0.2% | 21,200 | 0.0% |
| 37 | 1988 | 79516 | 7.4% | 187,995,968 | 4.2% | 1,562,776 | 2.3% |
| 38 | 4 | 160 | 0.0% | 117,480 | 0.0% | 1,000 | 0.0% |
| 39 | 20 | 800 | 0.1% | 838,480 | 0.0% | 7,920 | 0.0% |
| 40 | 533 | 21568 | 2.0% | 58,319,548 | 1.3% | 1,469,028 | 2.2% |
| 41 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 42 | 170 | 6800 | 0.6% | 4,834,880 | 0.1% | 58,680 | 0.1% |
| 44 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 45 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 46 | 6424 | 256960 | 24.0% | 246,149,880 | 5.5% | 3,557,520 | 5.2% |
| 47 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 48 | 101 | 4040 | 0.4% | 17,618,560 | 0.4% | 240,200 | 0.4% |
| 49 | 3606 | 144752 | 13.5% | 686,177,884 | 15.4% | 11,456,680 | 16.8% |
| 50 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| TOTALS | 25,402 | 1,070,503 | 100.0% | \$ 4,441,349,297 | 100.0% | 68,258,074 | 100.0% |

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

| Carload Estimates for Total Population | | | | | | |
|--|----------------|-----------------------|----------------|-----------------------|----------------|-----------------------|
| 2-Digit STCC | 2011 | | 2010 | | 2009 | |
| | Total Carloads | Percent of Population | Total Carloads | Percent of Population | Total Carloads | Percent of Population |
| 01 | 40309 | 3.8% | 44,427 | 4.2% | 65,869 | 5.1% |
| 08 | 200 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 09 | 40 | 0.0% | 40 | 0.0% | 0 | 0.0% |
| 10 | 1000 | 0.1% | 800 | 0.1% | 3,520 | 0.3% |
| 11 | 7845 | 0.7% | 3,721 | 0.4% | 5,392 | 0.4% |
| 13 | 200 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 14 | 7960 | 0.7% | 40 | 0.0% | 4,000 | 0.3% |
| 19 | 80 | 0.0% | 0 | 0.0% | 0 | |
| 20 | 59150 | 5.5% | 3,880 | 0.4% | 53,364 | 4.2% |
| 21 | 0 | 0.0% | 46,192 | 4.4% | 0 | 0.0% |
| 22 | 800 | 0.1% | 0 | 0.0% | 1,040 | 0.1% |
| 23 | 320 | 0.0% | 520 | 0.0% | 480 | 0.0% |
| 24 | 89640 | 8.4% | 200 | 0.0% | 205,572 | 16.0% |
| 25 | 1240 | 0.1% | 94,952 | 9.0% | 2,160 | 0.2% |
| 26 | 90360 | 8.4% | 1,080 | 0.1% | 134,724 | 10.5% |
| 27 | 0 | 0.0% | 91,280 | 8.6% | 240 | 0.0% |
| 28 | 165907 | 15.5% | 80 | 0.0% | 162,738 | 12.7% |
| 29 | 16460 | 1.5% | 154,173 | 14.6% | 8,576 | 0.7% |
| 30 | 5400 | 0.5% | 17,164 | 1.6% | 5,760 | 0.4% |
| 31 | 0 | 0.0% | 4,840 | 0.5% | 0 | 0.0% |
| 32 | 17800 | 1.7% | 18,568 | 1.8% | 27,820 | 2.2% |
| 33 | 48956 | 4.6% | 51,920 | 4.9% | 58,400 | 4.6% |
| 34 | 520 | 0.0% | 760 | 0.1% | 1,740 | 0.1% |
| 35 | 680 | 0.1% | 740 | 0.1% | 960 | 0.1% |
| 36 | 1040 | 0.1% | 596 | 0.1% | 1,280 | 0.1% |
| 37 | 79516 | 7.4% | 94,868 | 9.0% | 145,926 | 11.4% |
| 38 | 160 | 0.0% | 40 | 0.0% | 40 | 0.0% |
| 39 | 800 | 0.1% | 760 | 0.1% | 680 | 0.1% |
| 40 | 21568 | 2.0% | 20,180 | 1.9% | 25,972 | 2.0% |
| 41 | 0 | 0.0% | 280 | 0.0% | 320 | 0.0% |
| 42 | 6800 | 0.6% | 6,840 | 0.6% | 8,720 | 0.7% |
| 44 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 45 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 46 | 256960 | 24.0% | 243,640 | 23.1% | 177,200 | 13.8% |
| 47 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 48 | 4040 | 0.4% | 3,680 | 0.3% | 1,320 | 0.1% |
| 49 | 144752 | 13.5% | 150,216 | 14.2% | 177,939 | 13.9% |
| 50 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| TOTALS | 1,070,503 | 100.0% | 1,056,477 | 100.0% | 1,281,752 | 100.0% |

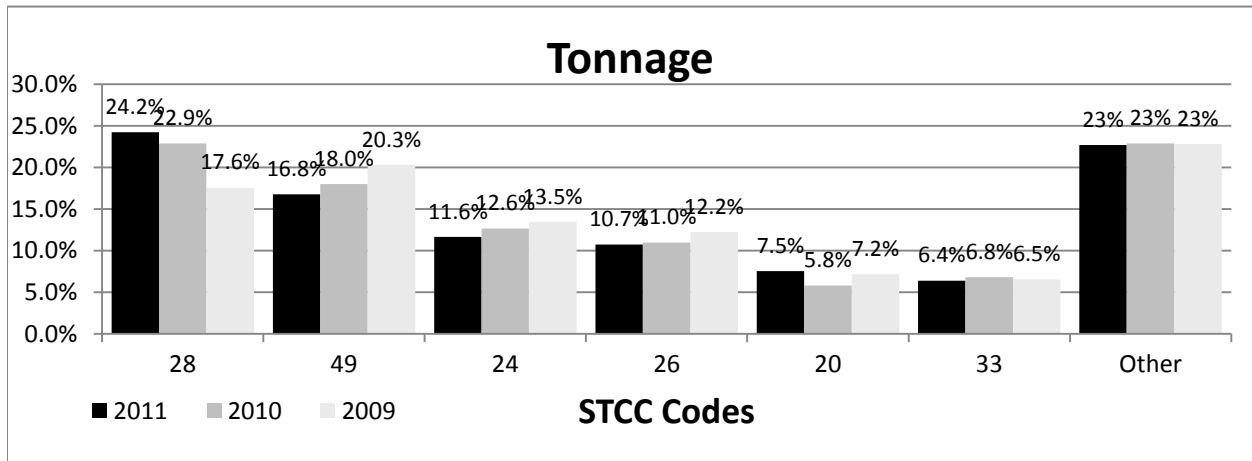
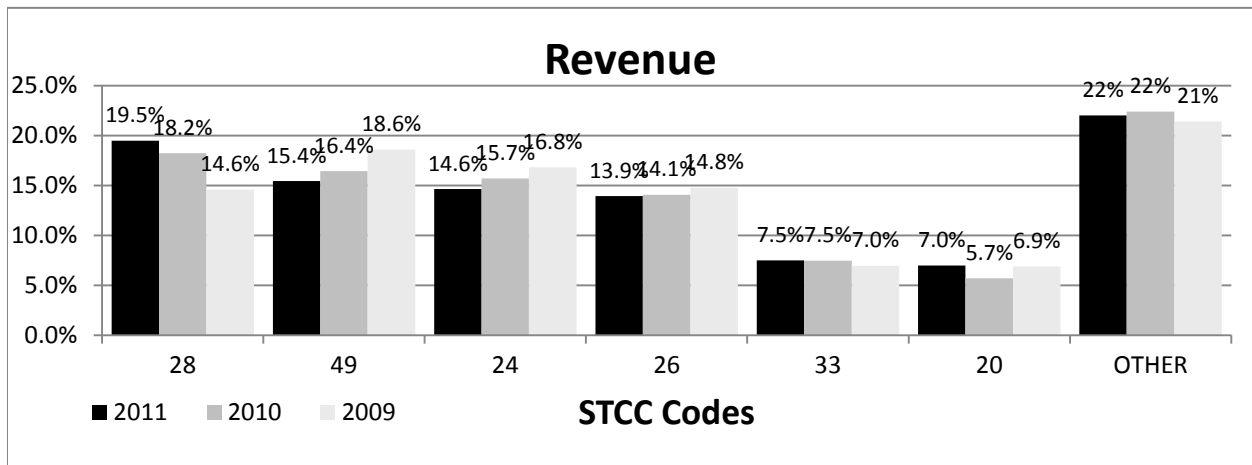
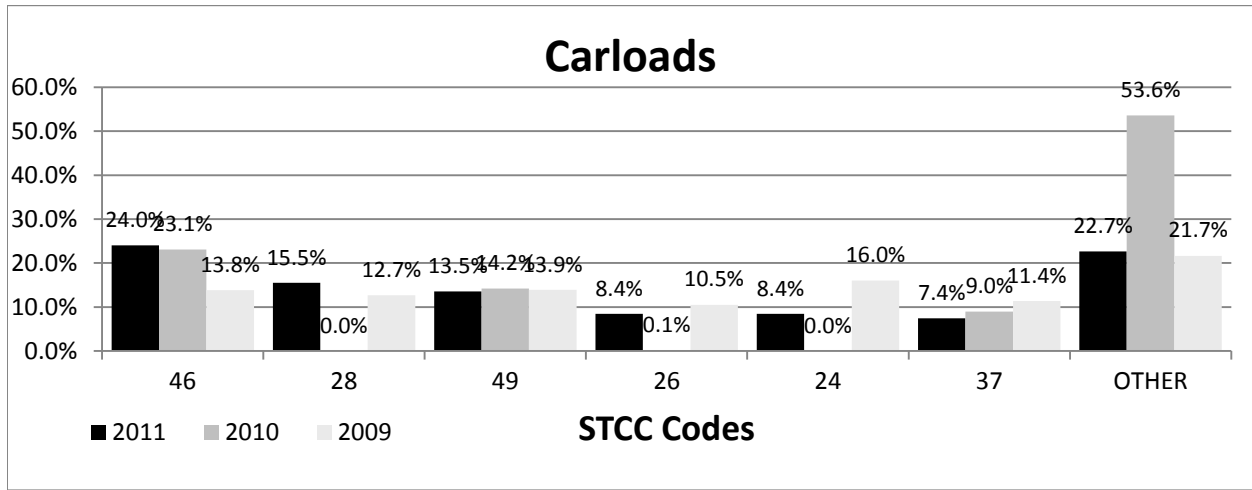
Table 1-12. Canadian Origin Revenue 3-Year History from Waybill Samples (by STCC Code)

| 2-Digit STCC | Revenue Estimates for Total Population | | | | | |
|--------------|--|-----------------------|-----------------|-----------------------|------------------|-----------------------|
| | 2011 | | 2010 | | 2009 | |
| | Total Revenue | Percent of Population | Total Revenue | Percent of Population | Total Revenue | Percent of Population |
| 01 | 174,311,919 | 3.9% | 194,105,588 | 4.6% | 233,983,446 | 6.4% |
| 08 | 550,760 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 9 | 31,560 | 0.0% | 29,160 | 0.0% | 0 | 0.0% |
| 10 | 8,500,920 | 0.2% | 4,283,040 | 0.1% | 0 | 0.0% |
| 11 | 33,631,556 | 0.8% | 14,895,692 | 0.4% | 6,823,540 | 0.2% |
| 13 | 956,080 | 0.0% | 60,200 | 0.0% | 11,132,880 | 0.3% |
| 14 | 43,186,600 | 1.0% | 18,591,120 | 0.4% | 8,478,960 | 0.2% |
| 19 | 171,080 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 20 | 310,113,954 | 7.0% | 239,431,620 | 5.7% | 251,271,520 | 6.9% |
| 21 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 22 | 3,575,120 | 0.1% | 1,052,200 | 0.0% | 3,595,160 | 0.1% |
| 23 | 320,400 | 0.0% | 246,960 | 0.0% | 87,680 | 0.0% |
| 24 | 650,121,640 | 14.6% | 660,426,576 | 15.7% | 614,334,646 | 16.8% |
| 25 | 935,040 | 0.0% | 1,156,840 | 0.0% | 1,106,920 | 0.0% |
| 26 | 619,130,680 | 13.9% | 590,785,320 | 14.1% | 539,600,356 | 14.8% |
| 27 | 0 | 0.0% | 46,000 | 0.0% | 30,240 | 0.0% |
| 28 | 865,702,016 | 19.5% | 766,143,984 | 18.2% | 532,290,811 | 14.6% |
| 29 | 94,115,320 | 2.1% | 82,961,840 | 2.0% | 55,664,676 | 1.5% |
| 30 | 9,833,400 | 0.2% | 8,958,440 | 0.2% | 9,161,080 | 0.3% |
| 31 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 32 | 77,019,236 | 1.7% | 69,589,556 | 1.7% | 61,584,412 | 1.7% |
| 33 | 332,614,936 | 7.5% | 314,345,360 | 7.5% | 254,093,560 | 7.0% |
| 34 | 3,370,920 | 0.1% | 1,214,880 | 0.0% | 6,824,360 | 0.2% |
| 35 | 892,280 | 0.0% | 16,035,856 | 0.4% | 1,711,320 | 0.0% |
| 36 | 10,211,200 | 0.2% | 3,087,956 | 0.1% | 436,120 | 0.0% |
| 37 | 187,995,968 | 4.2% | 231,320,472 | 5.5% | 149,603,432 | 4.1% |
| 38 | 117,480 | 0.0% | 10,440 | 0.0% | 30,200 | 0.0% |
| 39 | 838,480 | 0.0% | 794,120 | 0.0% | 872,840 | 0.0% |
| 40 | 58,319,548 | 1.3% | 53,982,608 | 1.3% | 49,326,500 | 1.4% |
| 41 | 0 | 0.0% | 180,480 | 0.0% | 3,372,080 | 0.1% |
| 42 | 4,834,880 | 0.1% | 5,178,400 | 0.1% | 2,830,720 | 0.1% |
| 44 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 45 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 46 | 246,149,880 | 5.5% | 217,796,120 | 5.2% | 159,364,080 | 4.4% |
| 47 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 48 | 17,618,560 | 0.4% | 15,545,320 | 0.4% | 16,564,680 | 0.5% |
| 49 | 686,177,884 | 15.4% | 690,412,108 | 16.4% | 678,488,541 | 18.6% |
| 50 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| TOTALS | \$ 4,441,349,297 | 100.0% | \$4,202,668,256 | 100.0% | \$ 3,652,664,760 | 100.0% |

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

| Tonnage Estimates for Total Population | | | | | | |
|--|-------------------|-----------------------|-------------------|-----------------------|-------------------|-----------------------|
| 2-Digit STCC | 2011 | | 2010 | | 2009 | |
| | Total Tonnage | Percent of Population | Total Tonnage | Percent of Population | Total Tonnage | Percent of Population |
| 01 | 3,619,437 | 5.3% | 4,037,470 | 6.1% | 5,244,222 | 8.6% |
| 08 | 4,280 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 9 | 840 | 0.0% | 1,040 | 0.0% | 0 | 0.0% |
| 10 | 100,240 | 0.1% | 74,720 | 0.1% | 0 | 0.0% |
| 11 | 923,117 | 1.4% | 369,123 | 0.6% | 170,088 | 0.3% |
| 13 | 18,520 | 0.0% | 840 | 0.0% | 241,420 | 0.4% |
| 14 | 613,040 | 0.9% | 287,280 | 0.4% | 120,760 | 0.2% |
| 19 | 720 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 20 | 5,150,346 | 7.5% | 3,858,144 | 5.8% | 4,367,012 | 7.2% |
| 21 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 22 | 40,040 | 0.1% | 18,000 | 0.0% | 29,600 | 0.0% |
| 23 | 4,680 | 0.0% | 3,200 | 0.0% | 440 | 0.0% |
| 24 | 7,946,760 | 11.6% | 8,433,836 | 12.6% | 8,209,422 | 13.5% |
| 25 | 15,000 | 0.0% | 16,040 | 0.0% | 8,960 | 0.0% |
| 26 | 7,335,160 | 10.7% | 7,307,240 | 11.0% | 7,450,532 | 12.2% |
| 27 | 0 | 0.0% | 2,280 | 0.0% | 680 | 0.0% |
| 28 | 16,535,082 | 24.2% | 15,268,071 | 22.9% | 10,707,650 | 17.6% |
| 29 | 1,321,120 | 1.9% | 1,373,868 | 2.1% | 878,720 | 1.4% |
| 30 | 78,560 | 0.1% | 75,760 | 0.1% | 86,400 | 0.1% |
| 31 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 32 | 1,802,584 | 2.6% | 1,827,752 | 2.7% | 1,691,928 | 2.8% |
| 33 | 4,350,344 | 6.4% | 4,533,800 | 6.8% | 3,976,480 | 6.5% |
| 34 | 15,080 | 0.0% | 14,680 | 0.0% | 30,520 | 0.1% |
| 35 | 8,120 | 0.0% | 31,484 | 0.0% | 11,080 | 0.0% |
| 36 | 21,200 | 0.0% | 13,884 | 0.0% | 4,160 | 0.0% |
| 37 | 1,562,776 | 2.3% | 2,033,148 | 3.0% | 1,420,132 | 2.3% |
| 38 | 1,000 | 0.0% | 720 | 0.0% | 40 | 0.0% |
| 39 | 7,920 | 0.0% | 8,760 | 0.0% | 9,120 | 0.0% |
| 40 | 1,469,028 | 2.2% | 1,433,880 | 2.2% | 1,349,272 | 2.2% |
| 41 | 0 | 0.0% | 2,920 | 0.0% | 10,360 | 0.0% |
| 42 | 58,680 | 0.1% | 59,280 | 0.1% | 26,360 | 0.0% |
| 44 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 45 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 46 | 3,557,520 | 5.2% | 3,334,920 | 5.0% | 2,419,200 | 4.0% |
| 47 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 48 | 240,200 | 0.4% | 238,640 | 0.4% | 147,640 | 0.2% |
| 49 | 11,456,680 | 16.8% | 12,011,136 | 18.0% | 12,387,961 | 20.3% |
| 50 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| TOTALS | 68,258,074 | 100.0% | 66,671,916 | 100.0% | 61,000,159 | 100.0% |

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



Waybills of Mexican Origin

Table 1-14. Mexican Origin 2011 Waybill Sample (Carloads, Revenue, and Tonnage by STCC Code)

| 2011 | | | | | | | |
|--------------|------------------|--------------------------------|-----------------------|---------------|-----------------------|---------------|-----------------------|
| 2-Digit STCC | Waybills Sampled | Estimates for Total Population | | | | | |
| | | Total Carloads | Percent of Population | Total Revenue | Percent of Population | Total Tonnage | Percent of Population |
| 01 | 2 | 80 | 0.2% | 941,120 | 0.5% | 6,160 | 0.4% |
| 10 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 14 | 14 | 560 | 1.2% | 3,665,320 | 1.9% | 50,320 | 3.7% |
| 20 | 81 | 3240 | 6.8% | 16,965,360 | 8.9% | 203,400 | 14.8% |
| 22 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 23 | 4 | 160 | 0.3% | 303,960 | 0.2% | 2,560 | 0.2% |
| 24 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 25 | 1 | 40 | 0.1% | 22,360 | 0.0% | 720 | 0.1% |
| 26 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 27 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 28 | 58 | 2320 | 4.9% | 22,486,240 | 11.8% | 186,680 | 13.6% |
| 29 | 24 | 960 | 2.0% | 3,180,160 | 1.7% | 51,360 | 3.7% |
| 30 | 10 | 400 | 0.8% | 828,160 | 0.4% | 5,080 | 0.4% |
| 32 | 89 | 3560 | 7.5% | 11,720,360 | 6.1% | 134,520 | 9.8% |
| 33 | 29 | 1160 | 2.4% | 11,603,240 | 6.1% | 81,120 | 5.9% |
| 34 | 71 | 2840 | 6.0% | 6,903,440 | 3.6% | 22,640 | 1.6% |
| 35 | 110 | 4400 | 9.3% | 12,578,520 | 6.6% | 52,200 | 3.8% |
| 36 | 353 | 14120 | 29.8% | 56,986,680 | 29.9% | 205,400 | 15.0% |
| 37 | 249 | 9960 | 21.0% | 29,450,120 | 15.4% | 245,160 | 17.9% |
| 39 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 40 | 21 | 840 | 1.8% | 4,317,120 | 2.3% | 51,000 | 3.7% |
| 41 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 42 | 35 | 1400 | 3.0% | 1,071,720 | 0.6% | 5,720 | 0.4% |
| 43 | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 46 | 17 | 680 | 1.4% | 1,281,680 | 0.7% | 7,440 | 0.5% |
| 49 | 18 | 720 | 1.5% | 6,332,720 | 3.3% | 60,920 | 4.4% |
| TOTALS | 1,186 | 47,440 | 100.0% | \$190,638,280 | 100.0% | 1,372,400 | 100.0% |

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

| Carload Estimates for Total Population | | | | | | |
|--|----------------|-----------------------|----------------|-----------------------|----------------|-----------------------|
| 2-Digit STCC | 2011 | | 2010 | | 2009 | |
| | Total Carloads | Percent of Population | Total Carloads | Percent of Population | Total Carloads | Percent of Population |
| 01 | 80 | 0.2% | 120 | 0.3% | 160 | 0.8% |
| 10 | 0 | 0.0% | 0 | 0.0% | - | 0.0% |
| 14 | 560 | 1.2% | 240 | 0.7% | 440 | 2.1% |
| 20 | 3240 | 6.8% | 1880 | 5.4% | 1,520 | 7.4% |
| 22 | 0 | 0.0% | 80 | 0.2% | - | 0.0% |
| 23 | 160 | 0.3% | 0 | 0.0% | - | 0.0% |
| 24 | 0 | 0.0% | 0 | 0.0% | - | 0.0% |
| 25 | 40 | 0.1% | 240 | 0.7% | 80 | 0.4% |
| 26 | 0 | 0.0% | 0 | 0.0% | 120 | 0.6% |
| 27 | 0 | 0.0% | 0 | 0.0% | - | 0.0% |
| 28 | 2320 | 4.9% | 1800 | 5.1% | 2,560 | 12.5% |
| 29 | 960 | 2.0% | 1280 | 3.7% | 880 | 4.3% |
| 30 | 400 | 0.8% | 120 | 0.3% | 280 | 1.4% |
| 32 | 3560 | 7.5% | 2880 | 8.2% | 1,440 | 7.0% |
| 33 | 1160 | 2.4% | 1440 | 4.1% | 920 | 4.5% |
| 34 | 2840 | 6.0% | 1520 | 4.3% | 120 | 0.6% |
| 35 | 4400 | 9.3% | 3200 | 9.1% | 480 | 2.3% |
| 36 | 14120 | 29.8% | 7440 | 21.3% | 3,680 | 18.0% |
| 37 | 9960 | 21.0% | 8440 | 24.1% | 5,840 | 28.5% |
| 39 | 0 | 0.0% | 80 | 0.2% | - | 0.0% |
| 40 | 840 | 1.8% | 536 | 1.5% | 240 | 1.2% |
| 41 | 0 | 0.0% | 80 | 0.2% | 40 | 0.2% |
| 42 | 1400 | 3.0% | 2600 | 7.4% | 520 | 2.5% |
| 43 | 0 | 0.0% | 0 | 0.0% | - | 0.0% |
| 46 | 680 | 1.4% | 160 | 0.5% | 440 | 2.1% |
| 49 | 720 | 1.5% | 840 | 2.4% | 720 | 3.5% |
| TOTALS | 47,440 | 100.0% | 34,976 | 100.0% | 20,480 | 100.0% |

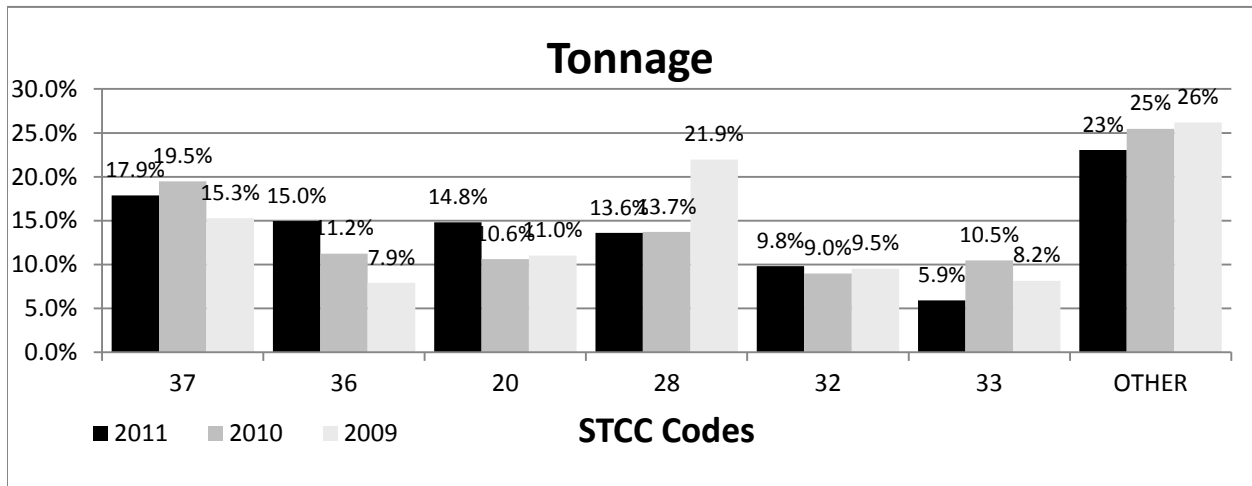
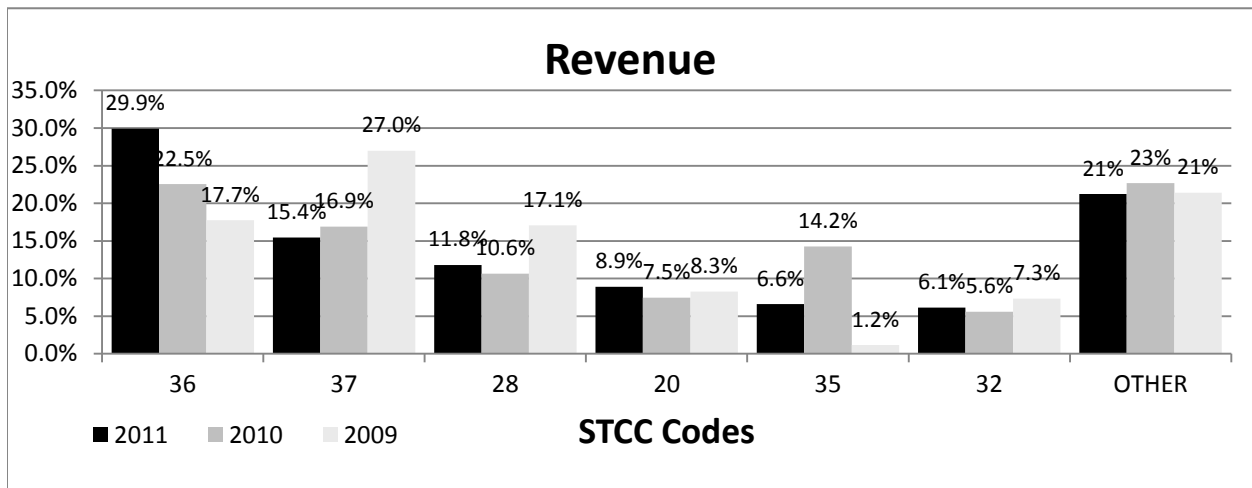
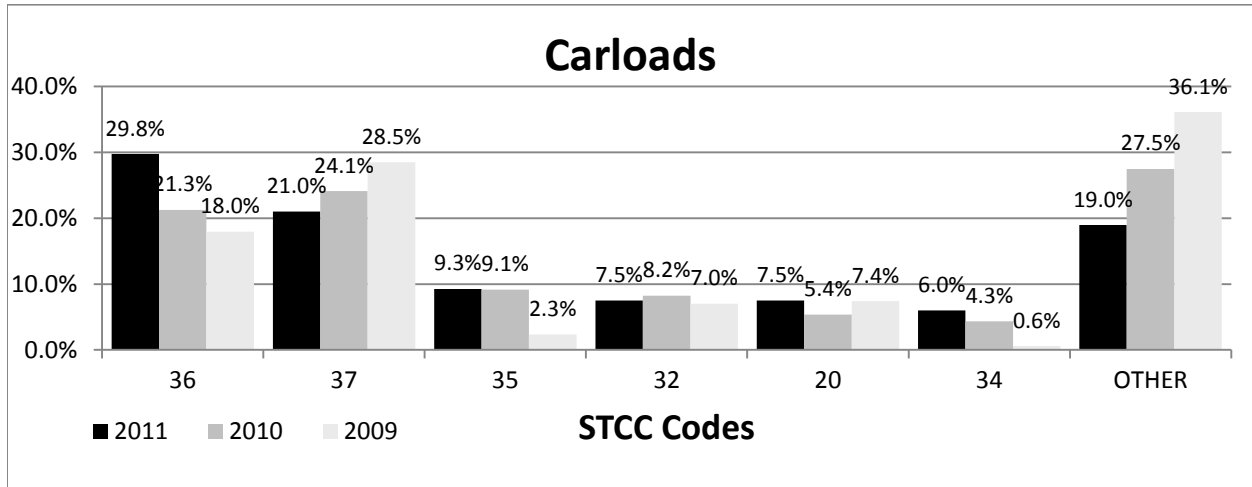
Table 1-16. Mexican Origin Revenue 3-Year History from Waybill Samples (by STCC Code)

| Revenue Estimates for Total Population | | | | | | |
|--|---------------|-----------------------|----------------|-----------------------|---------------|-----------------------|
| 2-Digit STCC | 2011 | | 2010 | | 2009 | |
| | Total Revenue | Percent of Population | Total Revenue | Percent of Population | Total Revenue | Percent of Population |
| 01 | 941,120 | 0.5% | 657,360 | 0.5% | 1,603,720 | 1.8% |
| 10 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 14 | 3,665,320 | 1.9% | 1,659,720 | 1.1% | 2,246,840 | 2.5% |
| 20 | 16,965,360 | 8.9% | 10,770,080 | 7.5% | 7,290,800 | 8.3% |
| 22 | 0 | 0.0% | 286,960 | 0.2% | 0 | 0.0% |
| 23 | 303,960 | 0.2% | 0 | 0.0% | 0 | 0.0% |
| 24 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 25 | 22,360 | 0.0% | 692,160 | 0.5% | 57,200 | 0.1% |
| 26 | 0 | 0.0% | 0 | 0.0% | 577,800 | 0.7% |
| 27 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 28 | 22,486,240 | 11.8% | 15,354,560 | 10.6% | 15,064,640 | 17.1% |
| 29 | 3,180,160 | 1.7% | 4,170,360 | 0.0% | 2,776,880 | 0.0% |
| 30 | 828,160 | 0.4% | 427,640 | 0.3% | 745,800 | 0.8% |
| 32 | 11,720,360 | 6.1% | 8,055,560 | 5.6% | 6,480,480 | 7.3% |
| 33 | 11,603,240 | 6.1% | 11,247,200 | 7.8% | 4,979,200 | 5.6% |
| 34 | 6,903,440 | 3.6% | 3,153,800 | 2.2% | 180,760 | 0.2% |
| 35 | 12,578,520 | 6.6% | 20,574,760 | 14.2% | 1,023,000 | 1.2% |
| 36 | 56,986,680 | 29.9% | 32,558,120 | 22.5% | 15,644,760 | 17.7% |
| 37 | 29,450,120 | 15.4% | 24,416,600 | 16.9% | 23,802,400 | 27.0% |
| 39 | 0 | 0.0% | 164,160 | 0.1% | 0 | 0.0% |
| 40 | 4,317,120 | 2.3% | 3,209,404 | 2.2% | 748,600 | 0.8% |
| 41 | 0 | 0.0% | 258,040 | 0.2% | 124,800 | 0.1% |
| 42 | 1,071,720 | 0.6% | 969,760 | 0.7% | 239,560 | 0.3% |
| 43 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 46 | 1,281,680 | 0.7% | 224,640 | 0.2% | 717,720 | 0.8% |
| 49 | 6,332,720 | 3.3% | 5,623,080 | 3.9% | 3,877,480 | 4.4% |
| TOTALS | \$190,638,280 | 100.0% | \$ 144,473,964 | 97.1% | \$ 88,182,440 | 100.0% |

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

| Revenue Estimates for Total Population | | | | | | |
|--|---------------|-----------------------|---------------|-----------------------|---------------|-----------------------|
| 2-Digit STCC | 2011 | | 2010 | | 2009 | |
| | Total Revenue | Percent of Population | Total Revenue | Percent of Population | Total Revenue | Percent of Population |
| 1 | 6,160 | 0.4% | 9,240 | 0.8% | 12,320 | 1.5% |
| 10 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 14 | 50,320 | 3.7% | 18,320 | 1.6% | 38,000 | 4.6% |
| 20 | 203,400 | 14.8% | 118,040 | 10.6% | 91,840 | 11.0% |
| 22 | 0 | 0.0% | 1,280 | 0.1% | 0 | 0.0% |
| 23 | 2,560 | 0.2% | 0 | 0.0% | 0 | 0.0% |
| 24 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 25 | 720 | 0.1% | 2,240 | 0.2% | 360 | 0.0% |
| 26 | 0 | 0.0% | 0 | 0.0% | 7,800 | 0.9% |
| 27 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 28 | 186,680 | 13.6% | 152,360 | 13.7% | 182,960 | 21.9% |
| 29 | 51,360 | 3.7% | 58,760 | 5.3% | 66,080 | 7.9% |
| 30 | 5,080 | 0.4% | 1,840 | 0.2% | 3,760 | 0.5% |
| 32 | 134,520 | 9.8% | 99,800 | 9.0% | 79,280 | 9.5% |
| 33 | 81,120 | 5.9% | 116,560 | 10.5% | 68,000 | 8.2% |
| 34 | 22,640 | 1.6% | 13,240 | 1.2% | 1,320 | 0.2% |
| 35 | 52,200 | 3.8% | 58,200 | 5.2% | 5,480 | 0.7% |
| 36 | 205,400 | 15.0% | 124,960 | 11.2% | 65,920 | 7.9% |
| 37 | 245,160 | 17.9% | 216,480 | 19.5% | 127,400 | 15.3% |
| 39 | 0 | 0.0% | 1,560 | 0.1% | 0 | 0.0% |
| 40 | 51,000 | 3.7% | 37,324 | 3.4% | 9,840 | 1.2% |
| 41 | 0 | 0.0% | 1,400 | 0.1% | 800 | 0.1% |
| 42 | 5,720 | 0.4% | 11,000 | 1.0% | 2,080 | 0.2% |
| 43 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 46 | 7,440 | 0.5% | 3,520 | 0.3% | 9,040 | 1.1% |
| 49 | 60,920 | 4.4% | 65,120 | 5.9% | 61,280 | 7.4% |
| TOTALS | 1,372,400 | 100.0% | 1,111,244 | 100.0% | 833,560 | 100.0% |

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



SECTION 2 ERROR ANALYSIS AND CORRECTIVE ACTION

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

[Table 2-2](#) lists Proxy Equipment Types for the 2011 Carload Waybill Sample

Listed below are the types of errors found in the 2011 data. In each case, these “errors” are concerned with equipment registration in the Umler file.

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

Table 2-1. Umler Error Codes and Messages

| Code | Message |
|------|---|
| 01 | <p data-bbox="396 310 748 338">WAYBILL ID IS INVALID</p> <p data-bbox="396 359 1409 527">The waybill ID must be '1' if MRI, and 'blank' if Hardcopy. During each edit, the AAR/Railinc will calculate the proper waybill ID, based on the sampled waybill's stratum number. If the stratum number is 1, 2, 3, 4 or 5, the waybill is MRI and the ID should be '1'. If the stratum number is 6, 7 or 8, the waybill is hardcopy and the ID should be 'blank'. (See item 28)</p> <p data-bbox="396 541 1398 611">Note: The Waybill ID, wherever referenced, applies only to the record format of the 'raw' sampled waybill, and not to that of the final master file waybill.</p> |
| 02 | <p data-bbox="396 659 813 686">INVALID WAYBILL NUMBER</p> <p data-bbox="396 707 841 735">The waybill number must be numeric.</p> |
| 03 | <p data-bbox="396 785 764 812">INVALID WAYBILL DATE</p> <p data-bbox="396 833 1403 903">The waybill date must fall before December 31, 1999. The waybill was not processed for the current waybill year if the date was out of bounds.</p> |
| 04 | <p data-bbox="396 953 857 980">INVALID ACCOUNTING PERIOD</p> <p data-bbox="396 1001 1403 1071">The accounting period date must be numeric. The month must be greater than '0' and less than '17'.</p> <p data-bbox="396 1085 1344 1155">Note: Accounting period months 13, 14, 15 and 16 are valid if the road submits quarterly (13 = First Quarter, 14 = Second Quarter, etc.).</p> |
| 05 | <p data-bbox="396 1205 776 1232">INVALID CARLOAD FIELD</p> <p data-bbox="396 1253 1057 1281">The carload field must be numeric and greater than zero.</p> |
| 06 | <p data-bbox="396 1331 716 1358">INVALID CAR INITIAL</p> <p data-bbox="396 1379 894 1407">The car initial cannot be blank or numeric.</p> |
| 07 | <p data-bbox="396 1457 732 1484">INVALID CAR NUMBER</p> <p data-bbox="396 1505 792 1533">The car number must be numeric.</p> |
| 08 | <p data-bbox="396 1583 792 1610">Umler RECORD NOT FOUND</p> <p data-bbox="396 1631 1247 1659">The car initial and number combination was not found in the Umler File.</p> |
| 09 | <p data-bbox="396 1709 932 1736">INVALID TOFC/COFC SERVICE CODE</p> <p data-bbox="396 1757 1377 1785">The TOFC/COFC Service Code (STB Alternate Code) specified is not a valid code.</p> |

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

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

| Code | Message |
|------|--|
| 28 | <p data-bbox="394 275 716 300">INVALID STRATUM ID</p> <p data-bbox="394 327 1406 422">If the waybill was submitted by MRI means (i.e., the waybill ID is 1), the Stratum ID will be calculated based on the number of carloads on the waybill. If the MRI waybill has:</p> <ul data-bbox="444 449 946 632" style="list-style-type: none"> <li data-bbox="444 449 873 474">• 1-2 carloads, the stratum ID is 1. <li data-bbox="444 485 889 510">• 3-15 carloads, the stratum ID is 2. <li data-bbox="444 520 906 546">• 16-60 carloads, the stratum ID is 3. <li data-bbox="444 556 922 581">• 61-100 carloads, the stratum ID is 4. <li data-bbox="444 592 946 617">• 101-9999 carloads, the stratum ID is 5. <p data-bbox="394 648 1068 674">If the Hardcopy waybill (i.e. the waybill ID is blank) has:</p> <ul data-bbox="444 701 932 808" style="list-style-type: none"> <li data-bbox="444 701 873 726">• 1-5 carloads, the stratum ID is 6. <li data-bbox="444 737 889 762">• 6-25 carloads, the stratum ID is 7. <li data-bbox="444 772 932 798">• 26-9999 carloads, the stratum ID is 8. <p data-bbox="394 829 1360 894">These calculations are made each time the sample is edited. Please note that the ‘Waybill ID’ is only applicable to the record format for the ‘raw’ sampled waybill.</p> |
| 29 | <p data-bbox="394 947 894 972">INVALID SUBSAMPLE ID (MRI only)</p> <p data-bbox="394 995 1373 1089">The subsample ID must be either ‘1’, ‘2’, ‘3’ or ‘4’. At this stage in processing this field is blank for Hardcopy waybills. During final processing, ALK will calculate subsample codes for Hardcopy waybills.</p> |
| 31 | <p data-bbox="394 1144 894 1169">INVALID REPORTING 260 NUMBER</p> <p data-bbox="394 1192 1214 1220">The reporting 260 number was not found in the Railroad Register file.</p> |
| 32 | <p data-bbox="394 1274 764 1299">ORIGIN FSAC NOT VALID</p> <p data-bbox="394 1323 1377 1350">The Origin FSAC and 260 number combination could not be found in the CSM file.</p> |
| 33 | <p data-bbox="394 1404 829 1430">INVALID ORIGIN 260 NUMBER</p> <p data-bbox="394 1453 1320 1514">The Rule 260 number for the origin railroad could not be found in the Railroad Register file.</p> |
| 34 | <p data-bbox="394 1568 881 1593">1ST RULE 260 ABBREV IS INVALID</p> <p data-bbox="394 1617 1365 1644">The Rule 260 junction abbreviation could not be found in the Reload Location file.</p> |
| 35 | <p data-bbox="394 1698 803 1724">1ST 260 NUMBER IS INVALID</p> <p data-bbox="394 1747 1365 1808">The Rule 260 number for the 1st bridge railroad could not be found in the Railroad Register file.</p> |

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

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

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

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

2011 Reporting Railroads

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

Proxy Equipment Types for the 2011 Carload Waybill Sample

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

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

Table 2-2. Proxy Equipment Types—2011 Carload Waybill Sample

| | | | | | |
|----------------|----------------|----------------|-----------------|----------------|----------------|
| 0113110C113LO | 2037315R660RP | 2421446P435FC | 2871236C113LO | 3352910F126FMS | 4904210T389T |
| 0113210C113LO | 2037361R660RP | 2429110P435FC | 2899113B314XM | 3423927P435FC | 4904350P435FC |
| 0113215C113LO | 2041110C614LO | 2432158A403XP | 2899885T106T | 3429912P435FC | 490540P435FC |
| 0113230C113LO | 2041210C113LO | 2439120F483FBC | 2899980C713LO | 3519952A603XP | 4904587P435FC |
| 0113310C113LO | 2041953C114LO | 2499110A606XP | 2911791T106T | 3534155P435FC | 4905419T389T |
| 0113655C114LO | 2041983A302XP | 2499238F483FBC | 2952190P435FC | 3633130A603XP | 4905421T389T |
| 0113710C113LO | 2042175C114LO | 2499610A606XP | 2991314H351HT | 3711120V41FA | 4905709P435FC |
| 0113930C114LO | 2042179C113LO | 2499615A403XP | 2991315C113LO | 3711215V971FA | 4905716P435FC |
| 0114110B314XM | 2044310C313LO | 2519990P435FC | 2991425H350HT | 3714720P435FC | 4905752T389T |
| 0114410C113LO | 2046115T104T | 2611135A302XP | 3011110P435FC | 3714920P435FC | 4910185P435FC |
| 0115110P435FC | 2061930C113LO | 2611137A432XL | 3011115P435FC | 3714995P435FC | 4910242T389T |
| 0115925P435FC | 2062110C314LO | 2621115A405XP | 3021110P435FC | 3729940F126FMS | 4910280P435FC |
| 0115970A302XP | 2071110P435FC | 2621216A405XP | 3071145P435FC | 3741110D113D | 4910432P435FC |
| 0115991P435FC | 2082110R660RB | 2621345A405XP | 3071643P435FC | 3742210R660RP | 4912271P435FC |
| 0119510R470RPL | 2084120P435FC | 2621912P435FC | 3241110C112LO | 3742213C214LO | 4914205T105T |
| 0134190C113LO | 2085945C114LO | 2631117A302XP | 3241115C112LO | 3742214C113LO | 4917473T106T |
| 0139990P435FC | 2087150P435FC | 2647110P435FC | 3274110C113LO | 3742217C214LO | 4918689C113LO |
| 1011310K180HMA | 2092110T107T | 2649990P435FC | 3295231C113LO | 3742239C214LO | 4925202T375T |
| 1011320K280HMA | 2092314C114LO | 2651157P435FC | 3295232C113LO | 3742263C214LO | 4925212T106T |
| 1121210J311GT | 2093939C114LO | 2731190P435FC | 3295234C614LO | 3742293T105T | 4929119E534GBS |
| 1121290J311GT | 2099515P435FC | 2741120P435FC | 3295950C112LO | 3742294H350HT | 4930040T054T |
| 1421930H350HT | 2099520P435FC | 2812190P435FC | 3295956T104T | 3742297H351HT | 4930207P435FC |
| 1421965K340HTS | 2099991P435FC | 2812358C112LO | 3295960C113LO | 3742298A806XP | 4930216P435FC |
| 1421990H340HM | 2279940P435FC | 2812518T104T | 3311115E530GBS | 3742299M110MWB | 4930228T055T |
| 1441190H340HM | 2399989P435FC | 2812534C113LO | 3311116E530GBS | 3914160P435FC | 4931320T097T |
| 1441230K380HMA | 2399990P435FC | 2812552C113LO | 3312120E530GBS | 4011208C112LO | 4935225P435FC |
| 1441290K344HTS | 2411110F241FB | 2812567C113LO | 3312135E241GBSR | 4021125E530GBS | 4935230T104T |
| 1441310C112LO | 2411115F241FB | 2812632T104T | 3312140F411FMS | 4022174P435FC | 4935240T104T |
| 1471110C612LO | 2411165F472FL | 2818170C113LO | 3312150E531GBS | 4024115A302XP | 4935254P435FC |
| 1471411K304HKS | 2411210M190MWM | 2818668T107T | 3312253F443FB | 4024150B314XM | 4935601P435FC |
| 1471510C113LO | 2411410F241FB | 2818671C414LO | 3312265E231GBS | 4029154E500GTS | 4935640T107T |
| 1491110C113LO | 2411411F241FB | 2818990T105T | 3312332E241GBSR | 4029173S101FC | 4936015P435FC |
| 1491415C113LO | 2411515K340HTS | 2819155C113LO | 3312420E735GBS | 4111190P435FC | 4936344P435FC |
| 1491820P435FC | 2411570E500GTS | 2821139C214LO | 3312445E530GBS | 4211299A806XP | 4936540P435FC |
| 2012910R470RPL | 2411580E500GTS | 2821140C214LO | 3312468E730GBS | 4221125P435FC | 4936556P435FC |
| 2012911P435FC | 2411701E500GTS | 2821144C214LO | 3312528F443FB | 4221130P435FC | 4941104T105T |
| 2016110R470RPL | 2411923E507GTS | 2821156C214LO | 3312627E735GBS | 4611110P435FC | 4950130P435FC |
| 2023325R410RBL | 2421170F483FBC | 2821163C214LO | 3312653E530GBS | 4621110P435FC | 4950150P435FC |
| 2033110P435FC | 2421184F483FBC | 2841915P435FC | 3321120F126FMS | 4711110P435FC | 4960133P435FC |
| 2033615B314XM | 2421190F483FBC | 2841990P435FC | 3333115B314XM | 4875648C113LO | 4966110C114LO |
| 2034220P435FC | 2421195F483FBC | 2871235C113LO | 3333140A636XL | 4903520P435FC | 4966325H340HM |

SECTION 3 DATA EXCEPTIONS

Overall, there were no major deviations in waybill data quality from specifications given by the Surface Transportation Board. The following tables detail all known data exceptions and sampling deviations in the 2011 Carload Waybill Sample. Efforts to correct these problems have already been made

As of December 31, 2005, all electronic waybill submitters whom Railinc was providing pre edit corrections have addressed their data quality. It is important to note that the high level of cooperation between the railroads and Railinc has resulted in the 2011 Waybill Sample being free of all but equipment registration related errors.

Railinc Waybill Correction Process

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

Railroad-Wide Corrections

1. Valid, Umler-registered intermodal flat car initials and numbers are used to replace 'dummy' flat car initials and numbers on intermodal shipment waybills.
2. Specific rail-owned, Umler-registered trailers and containers unit initials and numbers are used to replace 'dummy' TOFC/COFC unit initials and numbers on intermodal shipment waybills.
3. TOFC Plan code 'X' is placed on any intermodal shipment waybill whose TOFC Plan code is a blank or zero.
4. Junction abbreviation spellings are adjusted to comply with Accounting Rule 260 abbreviations.
5. Freight Station Accounting Codes (FSAC) are validated for accuracy against Railinc Business Services Division master files and the Waybill Section's database.
6. Standard Transportation Commodity Codes (STCC) are identified and adjusted to comply with Industry Reference Files.
7. Waybills which list very high or low billed weights are individually verified (e.g., heavy load capacity cars, or intermodal shipments with weights below one ton); if the weight is valid for the waybill, the billed weight error flag is removed after the final edit procedure.
8. Waybills which list high freight revenues are verified individually (e.g., trans-continental movements of hazardous materials); if the revenue is valid for the waybill, the revenue error flag is removed after the final edit procedure.
9. Intermodal waybills which were processed after October 1, 2010 used the dummy car initial number 'AARX 999999'

Contract Rate Flag

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

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

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

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

TTX Train Assignments

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

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

To prevent this situation from resulting in a large number of waybill errors (Error Code 14 - INTERMODAL MOVEMENT NOT ON A FLATCAR), the standard dummy intermodal flatcar initial/number combination AARX 999999 (effective October 1, 2010) was inserted in instances of traditional TOFC/COFC movements.

SECTION 4 2011 WAYBILL RECORD LAYOUTS AND WAYBILL REFERENCES

The following documentation is included in this section:

- I. 2011 SURFACE TRANSPORTATION BOARD CARLOAD WAYBILL SAMPLE
 - A. 900-byte STB Waybill File Record Layout
 - B. 900-byte STB Waybill Data Element Descriptions
- II. DEPARTMENT OF COMMERCE
 - A. Business Economic Area (BEA) Codes (Revised 2006)
 - B. Business Economic Area (BEA) Codes by County Listing
- III. 2011 SURFACE TRANSPORTATION BOARD PUBLIC USE WAYBILL
 - A. 247-byte Record Layout
 - B. 247-byte Data Element Descriptions
- IV. WAYBILL REFERENCES
 - A. STCC[®] Headers
 - B. Surface Transportation Board Car Type Code
 - C. Umler[®] Field Descriptions
 - D. AAR Equipment Type Code (Umler[®])
 - E. US Census Regions
 - F. CS54 Group Codes

900-Byte STB Waybill File Record Layout

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

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

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

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

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

| Field | Data Description | Number of Positions | Form | Columns |
|-------|---|---------------------|------|---------|
| | South Dakota | 1 | N | 672 |
| | Tennessee | 1 | N | 673 |
| | Texas | 1 | N | 674 |
| | Utah | 1 | N | 675 |
| | Vermont | 1 | N | 676 |
| | Virginia | 1 | N | 677 |
| | Washington | 1 | N | 678 |
| | West Virginia | 1 | N | 679 |
| | Wisconsin | 1 | N | 680 |
| | Wyoming | 1 | N | 681 |
| | Canada | 1 | N | 682 |
| | Mexico | 1 | N | 683 |
| | All Other | 1 | N | 684 |
| 157 | International Harmonized Code | 12 | A | 685–696 |
| 158 | Standard Industrial Classification | 4 | A | 697–700 |
| 159 | International S. I. C. | 4 | A | 701–704 |
| 160 | Dominion of Canada Code | 3 | A | 705–707 |
| 161 | CS54 Group Code | 2 | A | 708–709 |
| 162 | Origin Freight Station Type | 4 | A | 710–713 |
| 163 | Destination Freight Station Type | 4 | A | 714–717 |
| 164 | Origin Freight Station Rating ZIP | 9 | N | 718–726 |
| 165 | Dest. Freight Station Rating ZIP | 9 | N | 727–735 |
| 166 | Origin Rate Base SPLC | 9 | A | 736–744 |
| 167 | Destination Rate Base SPLC | 9 | A | 745–753 |
| 168 | Origin Switch Limit SPLC | 9 | A | 754–762 |
| 169 | Destination Switch Limit SPLC | 9 | A | 763–771 |
| 170 | Origin Customs Flag | 1 | A | 772 |
| 171 | Destination Customs Flag | 1 | A | 773 |
| 172 | Origin Grain Flag | 1 | A | 774 |
| 173 | Destination Grain Flag | 1 | A | 775 |
| 174 | Origin Automobile Ramp Facility Code | 1 | A | 776 |
| 175 | Dest. Automobile Ramp Facility Code | 1 | A | 777 |
| 176 | Origin Intermodal Flag | 1 | A | 778 |
| 177 | Destination Intermodal Flag | 1 | A | 779 |
| 193 | Transborder Flag | 1 | N | 780 |
| 194 | Origin Railroad Country Code | 2 | A | 781-782 |
| 195 | First Interchange Railroad Country Code | 2 | A | 783-784 |
| 196 | Second Interchange Railroad Country Code | 2 | A | 785-786 |
| 197 | Third Interchange Railroad Country Code | 2 | A | 787-788 |
| 198 | Fourth Interchange Railroad Country Code | 2 | A | 789-790 |
| 199 | Fifth Interchange Railroad Country Code | 2 | A | 791-792 |
| 200 | Sixth Interchange Railroad Country Code | 2 | A | 793-794 |
| 201 | Termination Railroad Country Code | 2 | A | 795-796 |
| 202 | Fuel Surcharge | 9 | N | 797-805 |
| 179 | Blank (Space reserved for future changes) | 13 | A/N | 806-818 |

| Field | Data Description | Number of Positions | Form | Columns |
|-------|---------------------------|---------------------|------|---------|
| 180 | Origin Census Region | 4 | A | 819–822 |
| 181 | Termination Census Region | 4 | A | 823–826 |
| 182 | Exact Expansion Factor | 7 | N | 827–833 |
| 183 | Total Variable Cost | 8 | N | 834–841 |
| 185 | Railroad 1 Variable Cost | 8 | N | 842–849 |
| 186 | Railroad 2 Variable Cost | 8 | N | 850–857 |
| 187 | Railroad 3 Variable Cost | 8 | N | 858–865 |
| 188 | Railroad 4 Variable Cost | 7 | N | 866–872 |
| 189 | Railroad 5 Variable Cost | 7 | N | 873–879 |
| 190 | Railroad 6 Variable Cost | 7 | N | 880–886 |
| 191 | Railroad 7 Variable Cost | 7 | N | 887–893 |
| 192 | Railroad 8 Variable Cost | 7 | N | 894–900 |

900-byte STB Waybill Data Element Descriptions

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

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

| Field | Description |
|----------|---|
| 1 | <p>Unique Serial Number (6-digit numeric)</p> <p>To allow for unique identification of waybills, the AAR/Railinc assigns a six-digit number to all waybills processed. Hardcopy waybills are assigned serial numbers in the 100,000 to 199,999 range. MRI waybills are assigned serial numbers in the 200,000 to 999,999 range and 000,000 to 099,999⁵.</p> |
| 2 | <p>Waybill Number (6-digit numeric)</p> <p>The waybill number is the number an originating railroad assigns to each waybill document¹.</p> |
| 3 | <p>Waybill Date (6-digit numeric)</p> <p>The waybill date is the date on which the originating railroad prepares the waybill (mmddccyy) where, mm = month, dd = day, cc = century, yy = year¹.</p> |

| Field | Description |
|-------|---|
| 4 | <p>Accounting Period (Month, Year) (4-digit numeric)</p> <p>The accounting period is the month and year during which the study waybill is entered into the railroad's revenue accounting system. This information is subsequently reflected in the net income statement of the company for the specified account month (mmccyy) where, mm = month, cc = century, yy = year¹.</p> |
| 5 | <p>Number of Carloads (4-digit numeric)</p> <p>The total number of carloads on the sampled waybill¹.</p> |
| 6 | <p>Car Initials (4-character alpha)</p> <p>The car initials are the identification of car ownership as recorded in The Official Railway Equipment Register, issued by the Association of American Railroads. If the waybill covers a multiple car movement, the initials of the first car are entered¹.</p> |
| 7 | <p>Car Number (6-digit numeric)</p> <p>The car number is assigned by the owner and, when combined with the owner's car initial code, uniquely identifies the freight car used in the move. If the waybill covers a multiple car movement, the number of the first car is entered¹.</p> |
| 8 | <p>TOFC/COFC Service Code (3-digit alphanumeric, space fill)</p> <p>The code for the Intermodal Service Code (ISC) must be entered in the first position of the field. If possible, when different ISCs are used during the course of the sampled waybill movement, enter the code for the applicable ISC at origination in the first position of the field, and the code for the applicable ISC at termination in the second position of the field. For example, 'B C' indicates that the TOFC movement started on ISC 20 and terminated on ISC 22.</p> <p>Note: Three blanks in this field indicates the movement is not intermodal in nature. 'Unknown' ISCs are indicated by 'X'¹.</p> |

Table 4-3. Revised Intermodal Service Plan Code Reporting

| Intermodal Service Code | Unit Owner | Service Provided by Carrier | Determination of Charges | STB Alternate Coding |
|-------------------------|------------|-------------------------------|-------------------------------|----------------------|
| 15 | Motor/Rail | R-R, Ramp to Ramp | Agreed between Trucker & Rail | A |
| 20 | Rail | T-R-T, Door to Door | Truck Competitive Rates | B |
| 22 | Rail | T-R, Door to Destination Ramp | Truck Competitive Rates | C |
| 25 | Rail | R-R, Ramp to Ramp | Special Mode of Code 20 Rates | D |
| 27 | Rail | R-T, Origin Ramp to Door | Truck Competitive Rates | E |

| Intermodal Service Code | Unit Owner | Service Provided by Carrier | Determination of Charges | STB Alternate Coding |
|-------------------------|---------------------------|-------------------------------|---|----------------------|
| 40 | Steamship/ Stack Operator | T-R-T, Door to Door | Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line. | F |
| 42 | Steamship/ Stack Operator | T-R, Door to Destination Ramp | Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line. | G |
| 45 | Steamship /Stack Operator | R-R, Ramp to Ramp | Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line. | H |
| 47 | Steamship/ Stack Operator | R-T, Origin Ramp to Door | Domestic Container Movements Without Prior or Subsequent Waterborne Movement. Applies to U.S./Canada/Mexican Traffic. Equipment Supplied by Stack Operator or Steamship Line. | I |
| 60 | Patron | T-R-T, Door to Door | Patron Supplied Equipment | K |
| 62 | Patron | T-R, Door to Destination Ramp | Patron Supplied Equipment | L |
| 65 | Patron | R-R, Ramp to Ramp | Patron Supplied Equipment | M |
| 67 | Patron | R-T, Origin Ramp to Door | Patron Supplied Equipment | N |
| 80 | Steamship/ Stack Operator | T-R-T, Door to Door | International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line. | O |
| 82 | Steamship/ Stack Operator | T-R, Door to Destination Ramp | International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line. | P |
| 85 | Steamship/ Stack Operator | R-R, Ramp to Ramp | International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line. | Q |
| 87 | Steamship/ Stack Operator | R-T, Origin Ramp to Door | International Shipments With Prior or Subsequent Waterborne Movement. Includes Alaska, Hawaii, Puerto Rico. Equipment Supplied by Stack Operator or Steamship Line. | R |
| Unknown | Unknown | Unknown | Unknown | X |

| Field | Description |
|-------|-------------|
|-------|-------------|

9 **Number of TOFC/COFCs** (4-digit numeric)
The total number of TOFC/COFC units on the sample waybill¹.

10 **Trailer or Container Initials** (4-character alpha)
The ownership of the trailer/container on flat car must be identified as recorded in the AAR/Railinc MARK file. If the waybill covers a multiple TOFC/COFC unit movement, the initials of the first trailer/container are entered¹.

11 **Trailer or Container Number** (6-digit numeric)
The trailer/container number is assigned by the owner and, when combined with the owner's trailer/container initials, uniquely identifies the trailer/container used in the move. If the waybill covers a multiple TOFC/COFC unit movement, the number of the first trailer/container is entered¹.

| Field | Description |
|-------|--|
| 12 | <p>Commodity Code (STCC-HAZMAT) (7-digit numeric)</p> <p>The Standard Transportation Commodity Code (STCC) identifies the product designation for the commodity being transported. For hazardous materials only, the 49 series HAZMAT Code is used in lieu of the regular STCC. STCC 48 (hazardous waste) is part of the regular STCC code. The 50 series STCC is used for bulk commodities transported in box cars¹.</p> |
| 13 | <p>Billed Weight (CWT) (9-digit numeric)</p> <p>The total billed weight (in hundredweight) is the weight of the commodity being transported¹.</p> |
| 14 | <p>Actual Weight of Lading (CWT) (9-digit numeric)</p> <p>The total actual weight of lading (in hundredweight), if provided, is recorded for the commodity being transported¹.</p> |
| 15 | <p>Freight Revenue (\$) (9-digit numeric)</p> <p>The total freight line-haul revenue, from origin to destination, is shown in dollars¹.</p> |
| 16 | <p>Transit Charges (\$) (9-digit numeric)</p> <p>Transit charges, where applicable, shown in dollars¹.</p> |
| 17 | <p>Miscellaneous Charges (\$) (9-digit numeric)</p> <p>The total of all miscellaneous charges, excluding transit and freight revenue charges, shown in dollars¹.</p> |
| 18 | <p>Interstate/Intrastate Code (inferred) (1-digit numeric)</p> <p>Normally, an Intrastate routing is inferred if the origin and destination states are the same. However, an Interstate routing is inferred for routings where the origin and destination stations are within a state but the customary routing exits and re-enters the state. Interstate movements should also include import, export, ex-lake and lake cargo movements.</p> <ul style="list-style-type: none"> (1) Interstate (2) Intrastate (9) Unknown¹ |

| Field | Description |
|--------------|--|
| 19 | <p>Transit Code (1-digit numeric)</p> <ul style="list-style-type: none"> (0) Not a transit movement (1) Transit - indicates that the shipment is the outbound movement from a transit point, where some service has been performed, to the destination point (which can be another transit point). (9) Unknown¹ |
| 20 | <p>All Rail/Intermodal Code (1-digit numeric)</p> <ul style="list-style-type: none"> (1) All Rail (2) Intermodal - a continuous movement involving at least one railroad and another mode. (9) Unknown¹ |
| 21 | <p>Type of Move (inferred) (1-digit numeric)</p> <ul style="list-style-type: none"> (0) Neither import nor export (1) Imported commodity (2) Exported commodity (3) Commodity imported and exported, e.g., land bridge traffic (9) Unknown¹ |
| 22 | <p>Type of Move Via Water (inferred) (1-digit numeric)</p> <ul style="list-style-type: none"> (0) Not a water movement (1) Ex-Lake (from Great Lakes to reporting railroad) (2) Lake Cargo (Rail to Great Lakes) (3) Intercoastal - a continuous movement by U.S. rail which is part of an Atlantic Ocean (or Gulf) and Pacific Ocean movement, in either direction. (4) Coastwise - a continuous movement involving rail at either end of a coastwise movement between ports on the East Coast (including Gulf) or between ports on the West Coast. (5) Inland Waterways - a rail movement in combination with a barge movement on rivers and canals (other than the Great Lakes) that is not considered a part of the rail movement, e.g., rail car ferry. (9) Unknown¹ |
| 23 | <p>Substituted Truck-for-Rail Service (1-digit numeric)</p> <ul style="list-style-type: none"> (0) Not substituted truck-for-rail service (1) Study movement involves substituted truck-for-rail service (for example, a rail carrier may be authorized by the STB to institute truck for rail service when rail service is abandoned or a track is closed for various reasons). (9) Unknown¹ |

| Field | Description | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|--|-----------------------------|--------------------------|-----------------------------|----------------------|-----|-----|-----|---------|-----|-----|------|---------|-----|-----|-------|--------|-----|-----|--------|--------|-----|-----|----------|--------|-----|----------|-----|----------|-----|----------|------|---------|-----|----------|------------|--------------------------|
| 24 | <p>Shortline Miles (4-digit numeric)</p> <p>Shortline miles comprise the shortest rail route over which carload traffic can be moved without transfer of lading. For a complete explanation, see Docket No. 28300⁶.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 25 | <p>Rebill Code (MRI and Hardcopy) (1-digit numeric)</p> <p>(0) Local Shipment (1) Originated – Delivered (2) Received – Delivered (3) Received – Terminated</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | <p>Stratum Identification (1-digit numeric)</p> <table border="1"> <thead> <tr> <th></th> <th></th> <th><i>Carloads per Waybill</i></th> <th><i>Sampling Rate</i></th> </tr> </thead> <tbody> <tr> <td>(1)</td> <td>MRI</td> <td>1–2</td> <td>1 of 40</td> </tr> <tr> <td>(2)</td> <td>MRI</td> <td>3–15</td> <td>1 of 12</td> </tr> <tr> <td>(3)</td> <td>MRI</td> <td>16–60</td> <td>1 of 4</td> </tr> <tr> <td>(4)</td> <td>MRI</td> <td>61–100</td> <td>1 of 3</td> </tr> <tr> <td>(5)</td> <td>MRI</td> <td>Over 100</td> <td>1 of 2</td> </tr> <tr> <td>(6)</td> <td>Hardcopy</td> <td>1–5</td> <td>1 of 100</td> </tr> <tr> <td>(7)</td> <td>Hardcopy</td> <td>6–25</td> <td>1 of 10</td> </tr> <tr> <td>(8)</td> <td>Hardcopy</td> <td>26 or more</td> <td>1 of 5^{1 or 6}</td> </tr> </tbody> </table> | | | <i>Carloads per Waybill</i> | <i>Sampling Rate</i> | (1) | MRI | 1–2 | 1 of 40 | (2) | MRI | 3–15 | 1 of 12 | (3) | MRI | 16–60 | 1 of 4 | (4) | MRI | 61–100 | 1 of 3 | (5) | MRI | Over 100 | 1 of 2 | (6) | Hardcopy | 1–5 | 1 of 100 | (7) | Hardcopy | 6–25 | 1 of 10 | (8) | Hardcopy | 26 or more | 1 of 5 ^{1 or 6} |
| | | <i>Carloads per Waybill</i> | <i>Sampling Rate</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) | MRI | 1–2 | 1 of 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) | MRI | 3–15 | 1 of 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (3) | MRI | 16–60 | 1 of 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) | MRI | 61–100 | 1 of 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (5) | MRI | Over 100 | 1 of 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (6) | Hardcopy | 1–5 | 1 of 100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (7) | Hardcopy | 6–25 | 1 of 10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) | Hardcopy | 26 or more | 1 of 5 ^{1 or 6} | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 27 | <p>Subsample Code Number (1-digit numeric)</p> <p>For MRI waybills, this coding (1, 2, 3, or 4) identifies the individual subsamples obtained under the computerized sampling procedure. This field is initialized to a blank for Hardcopy (FTP) waybills, but a replicate subsample code is added during completion of the master file, using the following formula:</p> $\text{Code} = \text{Serial Number} - ((\text{Serial Number} / 4) * 4) + 1 \text{ truncated integer}$ <p>These subsample code numbers are used in a statistical fashion to estimate the standard deviation, or accuracy, of any level for the particular sample⁵.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Field | Description |
|-------|--|
| 28 | <p>Intermodal Equipment Flag (1-digit numeric)</p> <ul style="list-style-type: none"> (0) TOFC/COFC movement and non 'Road Railer' movement (1) "Might be TOFC/COFC" movement, where the following three criteria have been met: <ul style="list-style-type: none"> a. The AAR Equipment Type is either 'P', 'Q' or 'S'. b. The billed weight falls between either of these two weight ranges: 17-23 tons per car, or 34-46 tons per car. c. All traditional TOFC/COFC fields are absent (i.e., the TOFC/COFC plan is ' ', the number of TOFC/COFC units is zero, the TOFC/COFC unit initial is blank, and the TOFC/COFC unit number is zero or blank). (2) "Road Railer" movement, the car is a special Bi-modal Highway/rail vehicle, commonly referred to as a 'Road Railer' van. Movement may be reported as either TOFC/COFC or as not a TOFC/COFC. (3) TOFC/COFC movement (not a 'Road Railer' movement)¹. |
| 29 | <p>Calculated Rate Flag (1-digit numeric)</p> <ul style="list-style-type: none"> (0) Not a calculated rate. (1) The freight revenue figure is a calculated number (which has been derived from existing tariffs at the three-digit STCC level) employed to protect confidential contract rate information¹. <p>Note: This field is only used by the STB for internal analysis and does not appear on the completed Master tape retained by the contractor (AAR/Railinc/ALK).</p> |
| 30 | <p>Waybill Identifier for Retrieval (MRI only) (25-character alpha-numeric)</p> <p>The waybill identifier field is a set of codes or numbers, devised by the reporting railroad, meant to aid the reporting railroad in identifying and retrieving a copy of the study waybill, as required, for error checks or for an STB special study.</p> <p>Note: This item appears on MRI records only¹.</p> |
| 31 | <p>Reporting Railroad Rule 260 Accounting Code (3-digit numeric)</p> <p>The reporting railroad's R260 Accounting Code must be identified. The reporting railroad's code might differ from the terminating railroad's code as shown in element 33 since the reporting railroad might be reporting for its subsidiary or for other railroads under interline settlement agreements¹.</p> |

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

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

| Field | Description |
|-------|--|
| 32 | <p>Origin FSAC (5-digit numeric)</p> <p>The Freight Station Accounting Code (FSAC) numeric designation of the origin station¹.</p> |
| 33 | <p>Origin Railroad (3-digit numeric)</p> <p>The Accounting Rule 260 numeric code for the origin railroad¹.</p> |
| 34 | <p>Interchange #1 Rule 260 (5-character alpha)</p> <p>The Accounting Rule 260 alpha code for the first interchange station. Traffic was either transferred to the terminating carrier or the first bridge railroad¹.</p> |
| 35 | <p>First Bridge Railroad (3-digit numeric)</p> <p>The Accounting Rule 260 numeric code for the first bridge railroad.</p> <p>Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement¹.</p> |
| 36 | <p>Interchange #2 Rule 260 (5-character alpha)</p> <p>The Accounting Rule 260 alpha code for the second interchange station. Traffic was either transferred to the terminating carrier or the second bridge railroad¹.</p> |
| 37 | <p>Second Bridge Railroad (3-digit numeric)</p> <p>The Accounting Rule 260 numeric code for the second bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement¹.</p> |
| 38 | <p>Interchange #3 Rule 260 (5-character alpha)</p> <p>The Accounting Rule 260 alpha code for the third interchange station. Traffic was either transferred to the terminating carrier or the third bridge railroad¹.</p> |

| Field | Description |
|-------|--|
| 39 | <p>Third Bridge Railroad (3-digit numeric)</p> <p>The Accounting Rule 260 numeric code for the third bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement¹.</p> |
| 40 | <p>Interchange #4 Rule 260 (5-character alpha)</p> <p>The Accounting Rule 260 alpha code for the fourth interchange station. Traffic was either transferred to the terminating carrier or the fourth bridge railroad¹.</p> |
| 41 | <p>Fourth Bridge Railroad (3-digit numeric)</p> <p>The Accounting Rule 260 numeric code for the fourth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement¹.</p> |
| 42 | <p>Interchange #5 Rule 260 (5-character alpha)</p> <p>The Accounting Rule 260 alpha code for the fifth interchange station. Traffic was either transferred to the terminating carrier or the fifth bridge railroad¹.</p> |
| 43 | <p>Fifth Bridge Railroad (3-digit numeric)</p> <p>The Accounting Rule 260 numeric code for the fifth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement¹.</p> |
| 44 | <p>Interchange #6 Rule 260 (5-character alpha)</p> <p>The Accounting Rule 260 alpha code for the sixth interchange station. Traffic was either transferred to the terminating carrier or the sixth bridge railroad¹.</p> |
| 45 | <p>Sixth Bridge Railroad (3-digit numeric)</p> <p>The Accounting Rule 260 numeric code for the sixth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement¹.</p> |
| 46 | <p>Interchange #7 Rule 260 (5-character alpha)</p> <p>The Accounting Rule 260 alpha code for the seventh interchange station. Traffic was either transferred to the terminating carrier or the seventh bridge railroad¹.</p> |

| Field | Description |
|-------|--|
| 47 | <p>Seventh Bridge Railroad (3-digit numeric)</p> <p>The Accounting Rule 260 numeric code for the seventh bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement¹.</p> |
| 48 | <p>Interchange #8 Rule 260 (5-character alpha)</p> <p>The Accounting Rule 260 alpha code for the eighth interchange station. Traffic was either transferred to the terminating carrier or the eighth bridge railroad¹.</p> |
| 49 | <p>Eighth Bridge Railroad (3-digit numeric)</p> <p>The Accounting Rule 260 numeric code for the eighth bridge railroad. Note: By definition, a bridge railroad cannot have originated or terminated the traffic movement¹.</p> |
| 50 | <p>Interchange #9 Rule 260 (5-character alpha)</p> <p>The Accounting Rule 260 alpha code for the ninth interchange station. Traffic was then transferred to the terminating carrier¹.</p> |
| 51 | <p>Termination Railroad (3-digit numeric)</p> <p>The Accounting Rule 260 numeric code for the termination railroad¹.</p> |
| 52 | <p>Termination FSAC (5-digit numeric)</p> <p>The Freight Station Accounting Code numeric designation of the termination station¹.</p> |
| 53 | <p>Population Count (8-digit numeric)</p> <p>The size of a stratum's population, from which the sample was selected^{1 or 6}.</p> |
| 54 | <p>Stratum Count (6-digit numeric)</p> <p>The number of waybills (regardless of waybill year) that were chosen from a stratum's population^{1 or 6}.</p> |
| 55 | <p>55. Reporting Period Length (1-digit numeric)</p> <p>(1) Monthly</p> <p>(2) Quarterly⁵</p> |

| Field | Description |
|--------------|---|
| 56 | Car Owner's Mark (4-character alpha) The Umler Uniform Alphabetic Code for railroad owning car, or assigned reporting mark of private car company owning car as recorded in the AAR/Railinc MARK file. |
| 57 | Car Lessee's Mark (4-character alpha) The Umler Uniform Alphabetic Code for railroad owning car, or assigned reporting mark of private car company owning car as recorded in the AAR/Railinc MARK file. |
| 58 | Car Capacity Expired (5-digit numeric) Cubic foot capacity of car (for all equipment types except flat) ² . |
| 59 | Nominal Capacity (3-digit numeric) Expired |
| 60 | Tare Weight of Car (4-digit numeric) The actual light weight (not an average), in hundredweight, for each car ² . |
| 61 | Outside Length (5-digit numeric) Distance between pulling faces of the couplers in normal position. The first three-digits represent feet. The last 2 digits represent inches, rounded up to the next inch in the case of a fraction. Example: 5 1/4" = 6" ² . |
| 62 | Outside Width (4-digit numeric) Measurement of outside width of car, including attachments projecting to greatest extent. The first two digits represent feet. The last two digits represent inches, rounded up to next inch in the case of a fraction ² . |
| 63 | Outside Height (4-digit numeric) Measurement from top of rail to top of eaves at side of car. The first two digits represent feet. The last two digits represent inches, rounded up to the next inch in the case of a fraction ² . |
| 64 | Extreme Outside Height (4-digit numeric) Measurement from top of rail to location where extreme height occurs. The first two digits represent feet. The last two digits represent inches, rounded up to the next inch in the case of a fraction ² . |

| Field | Description |
|-------|-------------|
|-------|-------------|

- 65** **Type of Wheel Bearings and Brakes** (1-character alpha)
- (A) Plain bearings and composition brake shoes
 - (B) Roller bearings and composition brake shoes
 - (C) Plain bearings and cast iron brake shoes
 - (D) Roller bearings and cast iron brake shoes
 - (E) Roller bearings, composition brake shoes and constant contact side bearings
 - (F) Roller bearings, cast iron brake shoes and constant contact side bearings
 - (G) Roller bearings, composition brake shoes, and empty/load brake system
 - (H) Roller bearings, composition brake shoes, constant contact side bearings, and empty/load brake system
 - (I) Roller bearings, cast iron shoes and empty/load brake system
 - (J) Roller bearings, cast iron shoes, constant contact side bearings, and empty/load brake system
 - (K) Roller bearings, composition brake shoes and designed for high speed train operations
 - (L) Roller bearings, composition brake shoes, empty/load brake system and designed for high speed train operations²

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

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

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

This element identifies draft gear and coupler types.

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

An articulated car consists of two or more cars permanently coupled together in such a manner that they cannot be separated for operations in interchange service as individual cars. Such cars will be operated under one reporting mark and one reporting number. The reported code indicates the number of units permanently attached. The minimum is 2, while 9 indicates nine or more units².

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

| Field | Description |
|--------------|--|
| 69 | Pool Code Number (7-digit numeric) Numeric code indicating name and location of a specific shipper or assignment type in accordance with the provisions of Car Service Rule 16C for equipment types covered by Circulars CSD 145, CSD 435 ² . |
| 70 | AAR Equipment Type (4-character alphanumeric) Alphanumeric code giving a general physical description of the type of car ² . |
| 71 | Mechanical Designation (4-character alpha) Mechanical designation is dependent on AAR equipment type ² . |
| 72 | Licensing State (TOFC) (2-character alpha) An alphabetic code representing the Standard Alphabetic Abbreviation for state, province or foreign country. This is applicable only to rail-owned TOFC/COFC equipment ² . |
| 73 | Total Weight on Rail (3-digit numeric) The actual total weight allowable on rail based on journal size, wheel size, or car construction and wheel truck (assuming 4 axles per car), listed in thousands of pounds ² . |
| 74 | Origin SPLC (6-digit numeric) The Standard Point Location Code of the origin station ³ . |
| 75 | Destination SPLC (6-digit numeric) The Standard Point Location Code of the destination station ³ . |
| 76 | Commodity Code (non-HAZMAT STCC) (7-digit numeric) The commodity code, as reported in item 12, with hazardous codes (49xxxxx) and bulk codes (50xxxxx) translated to the actual product commodity code ⁸ . |
| 77 | Origin Railroad Alpha (4-character alpha) The Accounting Rule 260 alpha abbreviation for the origin railroad ³ . |
| 78 | First Interchange RR Alpha (4-character alpha) The Accounting Rule 260 alpha abbreviation for the first bridge railroad ³ . |

| Field | Description |
|--------------|--|
| 79 | Second Interchange RR Alpha (4-character alpha) The Accounting Rule 260 alpha abbreviation for the second bridge railroad ³ . |
| 80 | Third Interchange RR Alpha (4-character alpha) The Accounting Rule 260 alpha abbreviation for the third bridge railroad ³ . |
| 81 | Fourth Interchange RR Alpha (4-character alpha) The Accounting Rule 260 alpha abbreviation for the fourth bridge railroad ³ . |
| 82 | Fifth Interchange RR Alpha (4-character alpha) The Accounting Rule 260 alpha abbreviation for the fifth bridge railroad ³ . |
| 83 | Sixth Interchange RR Alpha (4-character alpha) The Accounting Rule 260 alpha abbreviation for the sixth bridge railroad ³ . |
| 84 | Seventh Interchange RR Alpha (4-character alpha) The Accounting Rule 260 alpha abbreviation for the seventh bridge railroad ³ . This field has been removed from the 900-byte file layout. |
| 85 | Eighth Interchange RR Alpha (4-character alpha) The Accounting Rule 260 alpha abbreviation for the eighth bridge railroad. ³ This field has been removed from the 900-byte file layout. |
| 86 | Termination Railroad Alpha (4-character alpha) The Accounting Rule 260 alpha abbreviation for the termination railroad ³ . |
| 87 | Junction Frequency (1-digit numeric) This figure represents the total number of junctions (between railroads) in the route ⁶ . |
| 88 | Theoretical Expansion Factor (3-digit numeric) The theoretical expansion factor is the inverse of the sampling rate, as indicated by the stratum identification in item 26, and is used to expand the car, ton, trailer/container and revenue statistics to 100% levels ⁶ . |

| Field | Description |
|-------|--|
| 89 | <p>Routing Error Flag (1-character alpha)</p> <p>This field contains either a 'T' (true) or an 'F' (false). An 'F' indicates that ALK was not able to sufficiently identify the actual origin or termination point of the route, so as to calculate a carrying distance for one or more railroads in the route. An 'F' in this field will be accompanied by a '99999' in the total distance field (and one or more railroad distance fields), and '99999' in all of the split revenue fields⁶.</p> |
| 90 | <p>STB Car Type (2-digit numeric)</p> <p>The STB car type is inferred from the AAR Equipment Type, as described in item 70, and corresponds to the line number on STB Form 710 for type of car⁴. (See Table 4-9. STB Car Types)⁴</p> |
| 92 | <p>AAR/Railinc Error Codes (2-digit numeric, repeated 3 times)</p> <p>Up to 3 two-digit error codes are appended to the end of each waybill record. Refer to the following sub-section, entitled "Waybill Error Codes and Messages," for specific error code definitions⁵.</p> |
| 93 | <p>Car Ownership Category (1-character alpha)</p> <p>Alpha/numeric code which identifies the owner of the car:</p> <p>(R) Railroad owned; (P) Privately Owned; (T) Trailer Train²</p> |
| 94 | <p>AAR Trailer/Container Equipment Type Code (4-character alphanumeric)</p> <p>Alpha/numeric code giving a general physical description of the type of intermodal equipment².</p> <p>Note: If Trailer/Container unit was not found in Umler it has been given the most common trailer or container type for its STC Code.</p> |
| 95 | <p>Deregulation Date (8-digit numeric)</p> <p>The exact date (ccyymmdd) of the commodity's deregulation where, cc = century, yy = year, mm = month, dd = day⁸.</p> <p>Note: Use of this flag will only be determined by commodity, not equipment type.</p> |

| Field | Description |
|-------|---|
| 96 | <p>Deregulation Flag (1-character alpha)</p> <p>Identifies commodity movements which were exempt from regulation under Ex Parte 346. This flag is coded as '1' if the commodity was deregulated at any time during the waybill processing year. If the commodity was not deregulated during the waybill processing year, the field is coded as '2'⁸.</p> <p>Note: Use of this flag will only be determined by commodity, not equipment type.</p> |
| 97 | <p>Service Type (1-character numeric)</p> <p>This flag is used by ALK Associates for routing and calculating miles for each record. Different routing formulas are used for different service types, yielding mileage that more accurately reflects railroad operating patterns.</p> <ol style="list-style-type: none"> <li data-bbox="396 743 1127 766">(1) All other traffic not included in service types 2, 3 or 4. <li data-bbox="396 791 1403 852">(2) Intermodal and finished automobiles, where the TOFC plan is non-zero or the AAR equipment type begins with P, Q, S, or Z. <li data-bbox="396 877 1411 1001">(3) Coal, coke, iron ore and bulk grain, where service type is not 2, and the 2-digit STCC is 11, or the 5-digit STCC is 29913-29914, or the 3-digit STCC is 101, or the 5-digit STCC is 01130-01139 and the AAR equipment type begins with C (designating a covered hopper). <li data-bbox="396 1026 1300 1052">(4) Auto Racks/Finished Automobiles where AAR equipment type is V⁶. |
| 98 | <p>Expanded Carloads (6-digit numeric)</p> <p>The number of carloads (item 5) multiplied by the expansion factor (item 88)⁶.</p> |
| 99 | <p>Billed Weight in Tons (7-digit numeric)</p> <p>The billed weight (item 13) calculated in tons⁶.</p> |
| 100 | <p>Expanded Tons (8-digit numeric)</p> <p>The billed weight in tons (item 99) multiplied by the expansion factor (item 88)⁶.</p> |
| 101 | <p>Expanded Trailer/Container Count (6-digit numeric)</p> <p>The number of TOFC/COFC units (item 9) multiplied by the expansion factor (item 88)⁶.</p> |

| Field | Description |
|--------------|--|
| 102 | <p>Expanded Total Revenue (10-digit numeric)</p> <p>The total freight revenue (item 15) multiplied by the expansion factor (item 88). Revenue splits are calculated by ALK in the following manner: the waybill's expanded freight revenue figure is divided by the number of 100 mile blocks traveled by each railroad in the route. The origin railroad is apportioned revenue for an additional block, to allow for pick-up and switching expenses. Likewise, the termination railroad is credited with revenue for an additional block, to allow for delivery expenses⁶.</p> |
| 103 | <p>Origin Railroad Split Revenue (10-digit numeric)</p> <p>That portion of the total expanded revenue (item 102) assigned to the origin railroad⁶.</p> |
| 104 | <p>First Interchange RR Split Revenue (10-digit numeric)</p> <p>That portion of the total expanded revenue (item 102) assigned to the second rail carrier in the route⁶.</p> |
| 105 | <p>Second Interchange RR Split Revenue (10-digit numeric)</p> <p>That portion of the total expanded revenue (item 102) assigned to the third rail carrier in the route⁶.</p> |
| 106 | <p>Third Interchange RR Split Revenue (10-digit numeric)</p> <p>That portion of the total expanded revenue (item 102) assigned to the fourth rail carrier in the route⁶.</p> |
| 107 | <p>Fourth Interchange RR Split Revenue (10-digit numeric)</p> <p>That portion of the total expanded revenue (item 102) assigned to the fifth rail carrier in the route⁶.</p> |
| 108 | <p>Fifth Interchange RR Split Revenue (10-digit numeric)</p> <p>That portion of the total expanded revenue (item 102) assigned to the sixth rail carrier in the route⁶.</p> |
| 109 | <p>Sixth Interchange RR Split Revenue (10-digit numeric)</p> <p>That portion of the total expanded revenue (item 102) assigned to the seventh rail carrier in the route⁶.</p> |

| Field | Description |
|-------|---|
| 112 | <p>Termination Railroad Split Revenue (10-digit numeric)</p> <p>That portion of the total expanded revenue (item 102) assigned to the termination rail carrier in the route⁶.</p> |
| 113 | <p>First Railroad Distance (5-digit numeric, implied nnnn.n)</p> <p>The actual distance traveled by the first carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the first carrier, this field will contain the number ‘99999’, as indicated by the Routing Error Flag (item 89)⁶.</p> |
| 114 | <p>Second Railroad Distance (5-digit numeric, implied nnnn.n)</p> <p>The actual distance traveled by the second carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the second carrier, this field will contain the number ‘99999’, as indicated by the Routing Error Flag (item 89)⁶.</p> |
| 115 | <p>Third Railroad Distance (5-digit numeric, implied nnnn.n)</p> <p>The actual distance traveled by the third carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the third carrier, this field will contain the number ‘99999’, as indicated by the Routing Error Flag (item 89)⁶.</p> |
| 116 | <p>Fourth Railroad Distance (5-digit numeric, implied nnnn.n)</p> <p>The actual distance traveled by the fourth carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the third carrier, this field will contain the number ‘99999’, as indicated by the Routing Error Flag (item 89)⁶.</p> |
| 117 | <p>Fifth Railroad Distance (5-digit numeric, implied nnnn.n)</p> <p>The actual distance traveled by the fifth carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the third carrier, this field will contain the number ‘99999’, as indicated by the Routing Error Flag (item 89)⁶.</p> |
| 118 | <p>Sixth Railroad Distance (5-digit numeric, implied nnnn.n)</p> <p>The actual distance traveled by the sixth carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the third carrier, this field will contain the number ‘99999’, as indicated by the Routing Error Flag (item 89)⁶.</p> |

| Field | Description |
|-------|---|
| 119 | <p>Seventh Railroad Distance (5-digit numeric, implied nnnn.n)</p> <p>The actual distance traveled by the seventh carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the third carrier, this field will contain the number ‘99999’, as indicated by the Routing Error Flag (item 89)⁶.</p> |
| 122 | <p>Termination Railroad Distance (5-digit numeric, implied nnnn.n)</p> <p>The actual distance traveled by the termination carrier in the route, as calculated by ALK, using the Princeton Transportation Network Model. If, due to deficiencies in the route information, ALK was unable to calculate a distance for the termination carrier, this field will contain the number ‘99999’, as indicated by the Routing Error Flag (item 89)⁶.</p> |
| 123 | <p>Total Distance (5-digit numeric, implied nnnn.n)</p> <p>The actual distance traveled by all carriers in the route, as calculated by ALK, using the Princeton Transportation Network Model. This field will contain the arithmetic sum of the previous ten fields. If, due to deficiencies in the route information, ALK was unable to calculate a distance for one or more carriers in the route, this field will contain the number ‘99999’, as indicated by the Routing Error Flag (item 89)⁶.</p> |
| 124 | <p>Origin State Alpha (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill movement originated³.</p> |
| 125 | <p>First Junction State Alpha (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill’s first junction interchange station is located³.</p> |
| 126 | <p>Second Junction State Alpha (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill’s second junction interchange station is located³.</p> |
| 127 | <p>Third Junction State Alpha (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill’s third junction interchange station is located³.</p> |

| Field | Description |
|--------------|--|
| 128 | Fourth Junction State Alpha (2-character alpha) The two-character abbreviation for the state in which the reported waybill's fourth junction interchange station is located ³ . |
| 129 | Fifth Junction State Alpha (2-character alpha) The two-character abbreviation for the state in which the reported waybill's fifth junction interchange station is located ³ . |
| 130 | Sixth Junction State Alpha (2-character alpha) The two-character abbreviation for the state in which the reported waybill's sixth junction interchange station is located ³ . |
| 131 | Seventh Junction State Alpha (2-character alpha) The two-character abbreviation for the state in which the reported waybill's seventh junction interchange station is located ³ . |
| 134 | Termination State Alpha (2-character alpha) The two-character abbreviation for the state in which the reported waybill movement terminated ³ . |
| 135 | Origin BEA Area (3-digit numeric) The Business Economic Area code for the reported waybill movement's origin location. (See Table 4-4 and Table 4-5 for "Department of Commerce - Bureau of Economic Analysis, Business Economic Area Codes") ⁷ |
| 136 | Termination BEA Area (3-digit numeric) The Business Economic Area code for the reported waybill movement's termination location. (See Table 4-4 and Table 4-5 for "Department of Commerce - Bureau of Economic Analysis, Business Economic Area Codes") ⁷ |
| 137 | Origin FIPS Code (5-digit numeric) The Federal Information Processing Standard code for the county in which the reported waybill movement originated ⁷ . |
| 138 | Termination FIPS Code (5-digit numeric) The Federal Information Processing Standard code for the county in which the reported waybill movement terminated ⁷ . |

| Field | Description |
|-------|---|
| 139 | <p data-bbox="396 289 927 312">Origin Freight Rate Area (2-digit numeric)</p> <p data-bbox="396 338 1357 432">The freight rate area, as defined by the STB (and imputed from the Standard Point Location Code (SPLC)), in which the reported waybill movement originated. The freight rate areas are defined below⁴:</p> <ol data-bbox="396 457 1403 1568" style="list-style-type: none"> <li data-bbox="396 457 1403 852">(1) Kewaunee, Wisconsin, Sheboygan, Wisconsin; stations on the North Western Railway between Sheboygan and Milwaukee; stations on the Milwaukee Railway from Sheboygan to Milwaukee, thence Wisconsin and Southern to Rugby Junction, Wisconsin; stations on the Soo Line from Rugby Junction to Duplainville, Wisconsin; stations on the Milwaukee Railway from Duplainville to Madison, Wisconsin; stations on the North Western Railway from Madison, Wisconsin, through Montfort Junction, Wisconsin, to Benton, Wisconsin; Mississippi River crossings in Iowa; all stations in Wisconsin south and east of the border of Official Territory; stations in Indiana in the Chicago Switching district; and all stations in Illinois except east bank Mississippi River crossings south of the Missouri/Iowa state line and except north bank Ohio River crossings. <li data-bbox="396 877 1403 1335">(2) Ohio River crossings on both banks of the Ohio River between Cairo, Illinois, and Cincinnati, Ohio, inclusive; stations on the C&O Railway between Cincinnati, Ohio, and Kenova, West Virginia; stations on the Norfolk and Western between Kenova and the intersection with the Virginian Railway west of Roanoke, Virginia; stations on the Virginian Railway from the foregoing point of intersection of Suffolk, Virginia, stations on the Norfolk and Western between Suffolk and Norfolk, Virginia; stations in Virginia north of the east-west line across Virginia, just described, except those on the "Eastern Shore" but including Washington, D.C.; stations on the branch lines of the Norfolk and Western extending south of its main line (except those stations between Abingdon, Virginia, and West Jefferson, North Carolina, those between Roanoke, Virginia, and Winston-Salem, North Carolina, and those between Brookneal, Virginia, and Durham, North Carolina); and stations on the C&O Railway in Kentucky. <li data-bbox="396 1360 1403 1415">(3) Mississippi River crossings on both banks of the river between the Missouri/Iowa state line and Cairo, Illinois. <li data-bbox="396 1440 1403 1474">(4) All points in Official Territory other than those included in 1, 2, and 3 above. <li data-bbox="396 1499 1403 1533">(5) Mississippi River crossings on both banks of the river south of Cairo, Illinois. <li data-bbox="396 1558 1403 1568">(6) All points in Southern Territory other than those included in 2 and 5 above. |

| Field | Description |
|------------|---|
| 139 | <p data-bbox="396 289 1029 312">Origin Freight Rate Area (2-digit numeric) (cont'd)</p> <p data-bbox="396 338 1414 531">(7) All stations on the Burlington Northern, North Western and C&S railways in Wyoming south and east of Sheridan and Casper, Wyoming; stations in Larimer and Boulder Counties, Colorado; stations on the railroads directly connecting Denver and Pueblo, Colorado; stations on the D&RGW Railway between Pueblo and Huerfano County, Colorado; and stations in Huerfano and Las Animas Counties, Colorado.</p> <p data-bbox="396 556 1263 579">(8) Stations in Kansas and Missouri except those included in 3 above.</p> <p data-bbox="396 604 1393 663">(9) Stations in Western Trunk Line Territory except those included in 1, 3, and 7 above.</p> <p data-bbox="396 688 1377 814">(10) El Paso, Texas, and all stations in New Mexico on the east of the line of the Santa Fe Railway extending northward from El Paso through Belen, New Mexico, to the New Mexico/Colorado boundary and, in addition, Santa Fe, New Mexico, and all stations in Colfax County, New Mexico.</p> <p data-bbox="396 840 1344 898">(11) All stations in Southwestern Territory except those described in 5 and 10 above.</p> <p data-bbox="396 924 1377 978">(12) All stations in Mountain-Pacific Territory except those included in 7 and 10 above.</p> |
| 140 | <p data-bbox="396 1045 1003 1068">Termination Freight Rate Area (2-digit numeric)</p> <p data-bbox="396 1094 1365 1188">The freight rate area, as defined by the STB (and imputed from the Standard Point Location Code (SPLC)), in which the reported waybill movement terminated. The freight rate areas are defined in item 139⁴.</p> |

| Field | Description |
|-------|---|
| 141 | <p data-bbox="396 289 987 312">Origin Freight Rate Territory (1-digit numeric)</p> <p data-bbox="396 338 1386 428">The freight rate territory, as defined by the STB, in which the reported waybill movement originated. Freight rate territories are imputed from the freight rate areas, and are coded as follows⁴:</p> <ul style="list-style-type: none"> <li data-bbox="396 453 756 476">(0) Cannot be Determined <li data-bbox="396 506 1427 1136">(1) Official Territory: Commencing at the eastern terminus of the United States/Canadian boundary on the Atlantic Ocean and proceeding westwardly along the border to the Straits of Mackinac, thence southwestwardly across Lake Michigan to Kewaunee, Wisconsin, thence southward along the shore of Lake Michigan to Manitowoc, Wisconsin, thence southward along the line of the Chicago and North Western Railway to Milwaukee, Wisconsin, thence northwest along the Milwaukee Railway to Rugby Junction, Wisconsin, thence south along the Soo Line to Duplainville, Wisconsin, thence west along the Milwaukee Railway through Montfort Junction, Wisconsin, to Benton, Wisconsin, thence southwest by air line to the intersection of the Wisconsin-Illinois boundary with the Mississippi River, thence south along the Mississippi River to the mouth of the Ohio River, thence eastward along the Ohio to Cincinnati, Ohio, thence eastward along the Chesapeake and Ohio Railway to Kenova, West Virginia, thence eastward along the Norfolk and Western Railway to its intersection with the former Virginian Railway (now Norfolk and Western) west of Roanoke, Virginia, thence east along the former Virginian Railway to Suffolk, Virginia, thence northeast along the Norfolk and Western Railway to Norfolk, Virginia, and then northeastward along the Atlantic Coast to the point of beginning. <li data-bbox="396 1161 1427 1318">(2) Southern Territory: Commencing at Norfolk, Virginia, and proceeding westwardly along the southern border of Official Territory as described in (1) above, to the mouth of the Ohio River, thence south along the Mississippi River to its mouth, and thence east and north along the Gulf and Atlantic Coast to the point of beginning. <li data-bbox="396 1344 1427 1667">(3) Western Trunk Line Territory: Commencing at the Straits of Mackinac and following the international boundary northeastward and thence westward to the western boundary of North Dakota, thence south along the North Dakota and South Dakota/Montana line to Sheridan, Wyoming, thence southward along the line of the Burlington system to the Colorado/New Mexico line, thence eastward following the northern boundary of New Mexico, Oklahoma, and Arkansas to the Mississippi River, thence northward along the Mississippi River to the Wisconsin/Illinois line, and thence back to the point of beginning following the northwest boundary of Official Territory, as described in (1) above. |

| Field | Description |
|-------|---|
| 141 | <p>Origin Freight Rate Territory (1-digit numeric) (cont'd)</p> <p>(4) Southwestern Territory: Commencing at the intersection of the Missouri/Arkansas boundary with the Mississippi River and proceeding westward along the southern boundary of Missouri, Kansas and Colorado to the point where the Santa Fe Railway crosses the Colorado/New Mexico line, thence southward along the Santa Fe Railway to El Paso, Texas, thence following the international boundary to the mouth of the Rio Grande River, thence along the Gulf Coast to the mouth of the Mississippi River, and thence northward along the Mississippi River to the point of beginning.</p> <p>(5) Mountain-Pacific Territory: That portion of the United States which lies west of the western boundaries of Western Trunk Line and Southwestern Territories as described in (3) and (4) above.</p> |
| 142 | <p>Termination Freight Rate Territory (1-digit numeric)</p> <p>The freight rate territory, as defined by the STB, in which the reported waybill movement terminated. Freight rate territories are imputed from the freight rate areas. See item 141 for full descriptions.</p> <p>(0) Cannot be Determined (1) Official Territory (2) Southern Territory (3) Western Trunk Line Territory (4) Southwestern Territory (5) Mountain-Pacific Territory⁴</p> |
| 143 | <p>Origin SMSA (4-digit numeric)</p> <p>The Standard Metropolitan Statistical Area code for the reported waybill movement's origin location⁷.</p> |
| 144 | <p>Termination SMSA (4-digit numeric)</p> <p>The Standard Metropolitan Statistical Area code for the reported waybill movement's termination location⁷.</p> |
| 145 | <p>Origin NET3 Number (5-digit numeric)</p> <p>The Princeton Transportation Network Model number for the node to which the waybill movement's origin location is assigned⁶.</p> |
| 146 | <p>First Junction NET3 Number (5-digit numeric)</p> <p>The Princeton Transportation Network Model number for the node to which the waybill route's first junction location is assigned⁶.</p> |

| Field | Description |
|--------------|---|
| 147 | <p>Second Junction NET3 Number (5-digit numeric)</p> <p>The Princeton Transportation Network Model number for the node to which the waybill route's second junction location is assigned⁶.</p> |
| 148 | <p>Third Junction NET3 Number (5-digit numeric)</p> <p>The Princeton Transportation Network Model number for the node to which the waybill route's third junction location is assigned⁶.</p> |
| 149 | <p>Fourth Junction NET3 Number (5-digit numeric)</p> <p>The Princeton Transportation Network Model number for the node to which the waybill route's fourth junction location is assigned⁶.</p> |
| 150 | <p>Fifth Junction NET3 Number (5-digit numeric)</p> <p>The Princeton Transportation Network Model number for the node to which the waybill route's fifth junction location is assigned⁶.</p> |
| 151 | <p>Sixth Junction NET3 Number (5-digit numeric)</p> <p>The Princeton Transportation Network Model number for the node to which the waybill route's sixth junction location is assigned⁶.</p> |
| 152 | <p>Seventh Junction NET3 Number (5-digit numeric)</p> <p>The Princeton Transportation Network Model number for the node to which the waybill route's seventh junction location is assigned⁶.</p> |
| 155 | <p>Termination NET3 Number (5-digit numeric)</p> <p>The Princeton Transportation Network Model number for the node to which the waybill movement's termination location is assigned⁶.</p> |
| 156 | <p>State Through Flags (1-digit numeric, repeated 52 times)</p> <p>A '1' indicates that the reported waybill route passes through the particular state⁶.</p> |
| 157 | <p>International Harmonized Code (12-character alpha)</p> <p>The International Harmonized Code is a twelve-digit code in the following format; XXXX.XX.XXXX. It contains a description derived from the conversion of the Harmonized Tariff Schedule of the <i>United States - Trade Policy Staff Committee, Office of the U.S. Trade Representative, Washington, D.C. 20506</i>⁸.</p> <p>Note: 'XXXX.XX.XXXX' indicates no data is available.</p> |

| Field | Description |
|-------|--|
| 158 | <p>Standard Industrial Classification (4-character alpha)</p> <p>The Standard Industrial Classification (SIC) is a four-character code that contains the statistical classification standard underlying all establishment-based federal economic statistics classified by industry. <i>Standard Industrial Classification Manual 1978</i> - Executive Office of the President, Office of Management and Budget⁸.</p> <p>Note: ‘XXXX’ indicates no data is available.</p> |
| 159 | <p>International Standard Industrial Classification (4-character alpha)</p> <p>The International Standard Industrial Classification is a four-character code containing the statistical classification standard underlying all establishment-based international economic statistics classified by industry. <i>International Standard Industrial Classification</i> - Executive Office of the President, Office of Management and Budget⁸.</p> <p>Note: ‘XXXX’ indicates no data is available.</p> |
| 160 | <p>Dominion of Canada Code (3-character alpha)</p> <p>The Dominion of Canada Code is a three-character code and is used in the monthly Canadian "Railway Transport-Revenue Freight Traffic" publication and in Schedule 35 of the Canadian "Annual Railway Transport" report⁸.</p> <p>Note: ‘XXX’ indicates no data is available.</p> |
| 161 | <p>CS54 Group Code (2-character alpha)</p> <p>The CS54 Group Code is a two-character code and is based on commodity classifications used in the weekly car loading report form CS54. (See CS54 Group Codes “CS54 Group Codes”)⁸</p> |
| 162 | <p>Origin Freight Station Type (1-character alpha; repeated up to 4 times)</p> <p>The type of station, where:</p> <ul style="list-style-type: none"> (R) Railroad Freight Tariff Location (M) Motor Freight Tariff Location (I) Interchange point (H) Haulage point (J) Junction Settlement point (W) Switching point (O) Railroad Operating Location³ <p>Note: ‘X’ indicates no data is available.</p> |

| Field | Description |
|-------|--|
| 163 | <p>Destination Freight Station Type (1-character alpha; repeated up to 4 times)</p> <p>The type of station, where:</p> <ul style="list-style-type: none"> (R) Railroad Freight Tariff Location (M) Motor Freight Tariff Location (I) Interchange point (H) Haulage point (J) Junction Settlement point (W) Switching point (O) Railroad Operating Location³ <p>Note: 'X' indicates no data is available.</p> |
| 164 | <p>Origin Freight Station Rating ZIP (9-character numeric)</p> <p>The ZIP Code used to represent the geographic area covered for rating purposes. Normally, only a three, four or five-digit ZIP Code is provided³.</p> |
| 165 | <p>Destination Freight Station Rating ZIP (9-character numeric)</p> <p>The ZIP Code used to represent the geographic area covered for rating purposes. Normally, only a three, four or five-digit ZIP Code is provided³.</p> |
| 166 | <p>Origin Rate Base SPLC (9-digit numeric)</p> <p>The Standard Point Location Code (SPLC) of the rate base. The SPLC data base, copyrighted by the National Motor Freight Traffic Association (NMFTA), is designed to provide each point originating freight and each point receiving freight with a unique code number so constructed as to identify the point as a geographic location. SPL Codes are based on a six-digit system of nesting recognized entities and numbering them in a standard geographic pattern. The nesting system is STATE - COUNTY - CITY (POINT), using two digits to identify each. Although not currently in use by the rail industry, an additional three-digit code may be added to each six-digit SPLC to further identify specific rate base locations³.</p> |
| 167 | <p>Destination Rate Base SPLC (9-digit numeric)</p> <p>The Standard Point Location Code (SPLC) of the rate base. The SPLC data base, copyrighted by the National Motor Freight Traffic Association (NMFTA), is designed to provide each point originating freight and each point receiving freight with a unique code number so constructed as to identify the point as a geographic location. SPL Codes are based on a six-digit system of nesting recognized entities and numbering them in a standard geographic pattern. The nesting system is STATE - COUNTY - CITY (POINT), using two digits to identify each. Although not currently in use by the rail industry, an additional three-digit code may be added to each six-digit SPLC to further identify specific rate base locations³.</p> |

| Field | Description |
|-------|--|
| 168 | <p>Origin Switch Limit SPLC (9-digit numeric)</p> <p>The Standard Point Location Code (SPLC) of the switch limit. The SPLC data base, copyrighted by the National Motor Freight Traffic Association (NMFTA), is designed to provide each point originating freight and each point receiving freight with a unique code number so constructed as to identify the point as a geographic location. SPL Codes are based on a six-digit system of nesting recognized entities and numbering them in a standard geographic pattern. The nesting system is STATE - COUNTY - CITY (POINT), using two digits to identify each. Although not currently in use by the rail industry, an additional three-digit code may be added to each six-digit SPLC to further identify specific rate base locations³.</p> |
| 169 | <p>Destination Switch Limit SPLC (9-digit numeric)</p> <p>The Standard Point Location Code (SPLC) of the switch limit. The SPLC data base, copyrighted by the National Motor Freight Traffic Association (NMFTA), is designed to provide each point originating freight and each point receiving freight with a unique code number so constructed as to identify the point as a geographic location. SPL Codes are based on a six-digit system of nesting recognized entities and numbering them in a standard geographic pattern. The nesting system is STATE - COUNTY - CITY (POINT), using two digits to identify each. Although not currently in use by the rail industry, an additional three-digit code may be added to each six-digit SPLC to further identify specific rate base locations³.</p> |
| 170 | <p>Origin Customs Flag (1-character alpha)</p> <p>Whether U.S. Customs will inspect cars and intermodal equipment requiring customs clearance at this station.</p> <p>(Y) Cars and trailers/containers can be inspected at this station.</p> <p>(N) Customs inspections are not made here³.</p> <p>Note: “X” indicates no data is available.</p> |
| 171 | <p>Destination Customs Flag (1-character alpha)</p> <p>Whether U.S. Customs will inspect cars and intermodal equipment requiring customs clearance at this station.</p> <p>(Y) Cars and trailers/containers can be inspected at this station.</p> <p>(N) Customs inspections are not made here³.</p> <p>Note: “X” indicates no data is available.</p> |

| Field | Description |
|-------|---|
| 172 | <p>Origin Grain Flag (1-character alpha)</p> <p>Whether recognized grain inspection authorities inspect grain at this station.</p> <p>(Y) Grain can be inspected at this station.</p> <p>(N) Grain inspections are not made at this station³.</p> <p>Note: “X” indicates no data is available.</p> |
| 173 | <p>Destination Grain Flag (1-character alpha)</p> <p>Whether recognized grain inspection authorities inspect grain at this station.</p> <p>(Y) Grain can be inspected at this station.</p> <p>(N) Grain inspections are not made at this station³.</p> <p>Note: “X” indicates no data is available.</p> |
| 174 | <p>Origin Automobile Ramp Facility Code (1-character alpha)</p> <p>Whether automobiles can be physically loaded/unloaded from multilevel cars at this station.</p> <p>(N) No auto unloading facilities exist at the station</p> <p>(F) Fixed Ramp(s) are located at station</p> <p>(P) Portable Ramp(s) are located at station</p> <p>(T) Traversing</p> <p>(B) Both fixed and portable ramps</p> <p>(A) All types of ramps³</p> <p>Note: “X” indicates no data is available.</p> |
| 175 | <p>Destination Automobile Ramp Facility Code (1-character alpha)</p> <p>Whether automobiles can be physically loaded/unloaded from multilevel cars at this station.</p> <p>(N) No auto unloading facilities exist at the station</p> <p>(F) Fixed Ramp(s) are located at station</p> <p>(P) Portable Ramp(s) are located at station</p> <p>(T) Traversing</p> <p>(B) Both fixed and portable ramps</p> <p>(A) All types of ramps³</p> <p>Note: “X” indicates no data is available.</p> |

| Field | Description |
|-------|---|
| 176 | <p>Origin Intermodal Flag (1-character alpha)</p> <p>Whether facilities exist to physically load/unload trailer/containers from rail cars at this station, where:</p> <ul style="list-style-type: none"> (0) No intermodal loading/unloading facilities exist at the station (1) Circus type ramp (2) Overhead crane (3) Side lifter (5) Stack Train (C) Facility has been closed³ <p>Note: “X” indicates no data is available.</p> |
| 177 | <p>Destination Intermodal Flag (1-character alpha)</p> <p>Whether facilities exist to physically load/unload trailer/containers from rail cars at this station, where:</p> <ul style="list-style-type: none"> (0) No intermodal loading/unloading facilities exist at the station (1) Circus type ramp (2) Overhead crane (3) Side lifter (5) Stack Train (C) Facility has been closed³ <p>Note: “X” indicates no data is available.</p> |
| 179 | <p>Blank Space reserved for future changes (22- characters)</p> |
| 180 | <p>Origin Census Region (4-character alpha)</p> <p>(See Figure 4-1, U.S. Census Regions.)⁹</p> |
| 181 | <p>Termination Census Region (4-character alpha)</p> <p>(See Figure 4-1, U.S. Census Regions.)⁹</p> |
| 182 | <p>Exact Expansion Factor (7-digit numeric)</p> <p>The exact expansion factor is calculated for each waybill, according to the formula shown below, and is used to expand the car, ton, trailer/container and revenue statistics to 100% levels. The format of this factor is ‘nnn.nn’ with an implied decimal point⁴.</p> $\text{Factor} = (\text{Population count} / \text{Sample count})$ |

| Field | Description |
|-------|---|
| 183 | <p>Total Variable Cost (8-digit numeric)</p> <p>The expanded variable cost for all railroads in the waybill computed using the Uniform Railroad Costing System (URCS). URCS produces an average variable costs for Class I railroads using railroad specific accounting and operating data. Costs for local and regional railroads use URCS regional data. Ex Parte 270 (Sub 4) multiple car and unit train cost reductions are applied to multiple car shipment costs to reflect economies of scale. The costs removed from multiple car shipments are apportioned back to single car traffic using railroad specific “make whole” values. URCS costs are computed by the Surface Transportation Board⁴.</p> |
| 185 | <p>Railroad 1 Variable Cost (8-digit numeric)</p> <p>The portion of the total variable cost (item 183) for the first rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car “make whole” cost, as appropriate⁴.</p> |
| 186 | <p>Railroad 2 Variable Cost (8-digit numeric)</p> <p>The portion of the total variable cost (item 183) for the second rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car “make whole” cost, as appropriate⁴.</p> |
| 187 | <p>Railroad 3 Variable Cost (8-digit numeric)</p> <p>The portion of the total variable cost (item 183) for the third rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car “make whole” cost, as appropriate⁴.</p> |
| 188 | <p>Railroad 4 Variable Cost (8-digit numeric)</p> <p>The portion of the total variable cost (item 183) for the fourth rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car “make whole” cost, as appropriate⁴.</p> |
| 189 | <p>Railroad 5 Variable Cost (8-digit numeric)</p> <p>The portion of the total variable cost (item 183) for the fifth rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car “make whole” cost, as appropriate⁴.</p> |
| 190 | <p>Railroad 6 Variable Cost (8-digit numeric)</p> <p>The portion of the total variable cost (item 183) for the sixth rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car “make whole” cost, as appropriate⁴.</p> |

| Field | Description |
|-------|--|
| 191 | <p>Railroad 7 Variable Cost (8-digit numeric)</p> <p>The portion of the total variable cost (item 183) for the seventh rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car “make whole” cost, as appropriate⁴.</p> |
| 192 | <p>Railroad 8 Variable Cost (8-digit numeric)</p> <p>The portion of the total variable cost (item 183) for the eighth rail carrier in the route. Includes multiple car and unit train cost reductions or a railroad specific, single car “make whole” cost, as appropriate⁴.</p> |
| 193 | <p>Transborder Flag (1-digit numeric)</p> <p>STB requires railroads to report information on either the entire international movement or treat the US portion of the movement as terminating at or near the border. Near the border is defined as either the last station or interchange point in the US that is within approximately 10 miles of the border, or the first station or interchange point in Canada or Mexico.</p> <ul style="list-style-type: none"> (0) Normal Transborder (1) Near the Border (2) Not a Transborder |
| 194 | <p>Origin Railroad Country Code (2-character alpha)</p> <p>Country code for the origin railroad.</p> <p>“US” = United States</p> <p>“CA” = Canada</p> <p>“MX” = Mexico</p> <p>Routes on Canadian Pacific and Canadian National are split into US and Canada portions - CNUS/CPUS for US operations and CN/ CPRS for Canadian operations. The country codes for CNUS/CPUS will be “US” and CPRS/CN will be “CA”</p> |

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

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

| Field | Description |
|-------|---|
| 201 | <p>Termination Railroad Country Code (2-character alpha)</p> <p>Country code for the termination railroad.</p> <p>“US” = United States</p> <p>“CA” = Canada</p> <p>“MX” = Mexico</p> |
| 202 | <p>Fuel Surcharge (9-digit numeric)</p> <p>Show any fuel surcharge in dollars for the study waybill. This field should not be masked.</p> |

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

Surface Transportation Board (STB) Codes

Table 4-4. STB BEA Codes

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

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

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

Note: Codes are assigned, beginning with 001 in northern Maine, continuing south to Florida, then north to the Great Lakes, and continuing in

a serpentine pattern to the West Coast. Except for the Western Oklahoma economic area (126), the Northern Michigan economic area (058), and the 17 economic areas mainly corresponding to CMSA's, each economic area is named for the metropolitan area or city that is the node of its largest CEA and that is usually, but not always, the largest metropolitan area or city in the economic area. The name of each economic area includes each State that contains counties in that economic area.

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

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

Surface Transportation Codes (BEA County Listing)

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

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

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|-------------|----|-----|---------------|----|-----|------------------|----|
| 004 | FRANKLIN | VT | 009 | ELK | PA | 010 | WYOMING | PA |
| 004 | GRAND ISLE | VT | 009 | HUNTINGDON | PA | 011 | ADAMS | PA |
| 004 | LAMOILLE | VT | 009 | JEFFERSON | PA | 011 | CUMBERLAND | PA |
| 004 | ORLEANS | VT | 009 | MIFFLIN | PA | 011 | DAUPHIN | PA |
| 004 | RUTLAND | VT | 009 | SOMERSET | PA | 011 | JUNIATA | PA |
| 004 | WASHINGTON | VT | 010 | BENNINGTON | VT | 011 | LEBANON | PA |
| 005 | ALBANY | NY | 010 | BERGEN | NJ | 011 | PERRY | PA |
| 005 | COLUMBIA | NY | 010 | BERKSHIRE | MA | 011 | YORK | PA |
| 005 | FULTON | NY | 010 | BRONX | NY | 012 | ATLANTIC | NJ |
| 005 | GREENE | NY | 010 | CARBON | PA | 012 | BERKS | PA |
| 005 | HAMILTON | NY | 010 | CLINTON | PA | 012 | BUCKS | PA |
| 005 | MONTGOMERY | NY | 010 | COLUMBIA | PA | 012 | BURLINGTON | NJ |
| 005 | RENSSELAER | NY | 010 | DUTCHESS | NY | 012 | CAMDEN | NJ |
| 005 | SARATOGA | NY | 010 | ESSEX | NJ | 012 | CAPE MAY | NJ |
| 005 | SCHENECTADY | NY | 010 | FAIRFIELD | CT | 012 | CECIL | MD |
| 005 | SCHOHARIE | NY | 010 | FRANKLIN | MA | 012 | CHESTER | PA |
| 005 | WARREN | NY | 010 | HAMPDEN | MA | 012 | CUMBERLAND | NJ |
| 005 | WASHINGTON | NY | 010 | HAMPSHIRE | MA | 012 | DELAWARE | PA |
| 006 | BROOME | NY | 010 | HARTFORD | CT | 012 | GLOUCESTER | NJ |
| 006 | CAYUGA | NY | 010 | HUDSON | NJ | 012 | KENT | DE |
| 006 | CHENANGO | NY | 010 | HUNTERDON | NJ | 012 | LANCASTER | PA |
| 006 | CORTLAND | NY | 010 | KINGS | NY | 012 | MONTGOMERY | PA |
| 006 | DELAWARE | NY | 010 | LACKAWANNA | PA | 012 | NEW CASTLE | DE |
| 006 | HERKIMER | NY | 010 | LEHIGH | PA | 012 | PHILADELPHIA | PA |
| 006 | JEFFERSON | NY | 010 | LITCHFIELD | CT | 012 | SALEM | NJ |
| 006 | LEWIS | NY | 010 | LUZERNE | PA | 012 | SCHUYLKILL | PA |
| 006 | MADISON | NY | 010 | LYCOMING | PA | 013 | ALLEGANY | MD |
| 006 | ONEIDA | NY | 010 | MERCER | NJ | 013 | ANNE ARUNDEL | MD |
| 006 | ONONDAGA | NY | 010 | MIDDLESEX | CT | 013 | ARLINGTON | VA |
| 006 | OSWEGO | NY | 010 | MIDDLESEX | NJ | 013 | BALT CITY | MD |
| 006 | OTSEGO | NY | 010 | MONMOUTH | NJ | 013 | BALTIMORE | MD |
| 006 | SCHUYLER | NY | 010 | MONROE | PA | 013 | BERKELEY | WV |
| 006 | ST LAWRENCE | NY | 010 | MONTOUR | PA | 013 | CALVERT | MD |
| 006 | SUSQUEHANNA | PA | 010 | MORRIS | NJ | 013 | CAROLINE | MD |
| 006 | TIOGA | NY | 010 | NASSAU | NY | 013 | CAROLINE | VA |
| 006 | TOMPKINS | NY | 010 | NEW HAVEN | CT | 013 | CARROLL | MD |
| 007 | BRADFORD | PA | 010 | NEW LONDON | CT | 013 | CHARLES | MD |
| 007 | CHEMUNG | NY | 010 | NEW YORK | NY | 013 | CLARKE | VA |
| 007 | GENESEE | NY | 010 | NORTHAMPTON | PA | 013 | CULPEPER | VA |
| 007 | LIVINGSTON | NY | 010 | NORTHUMBERLAN | PA | 013 | DIST OF COLUMBIA | DC |
| 007 | MONROE | NY | 010 | OCEAN | NJ | 013 | DORCHESTER | MD |
| 007 | ONTARIO | NY | 010 | ORANGE | NY | 013 | FAIRFAX | VA |
| 007 | ORLEANS | NY | 010 | PASSAIC | NJ | 013 | FAUQUIER | VA |
| 007 | SENECA | NY | 010 | PIKE | PA | 013 | FRANKLIN | PA |
| 007 | STEBEN | NY | 010 | PUTNAM | NY | 013 | FREDERICK | MD |
| 007 | TIOGA | PA | 010 | QUEENS | NY | 013 | FREDERICK | VA |
| 007 | WAYNE | NY | 010 | RICHMOND | NY | 013 | FULTON | PA |
| 007 | WYOMING | NY | 010 | ROCKLAND | NY | 013 | GARRETT | MD |
| 007 | YATES | NY | 010 | SNYDER | PA | 013 | GRANT | WV |
| 008 | ALLEGANY | NY | 010 | SOMERSET | NJ | 013 | HAMPSHIRE | WV |
| 008 | CATTARAUGUS | NY | 010 | SUFFOLK | NY | 013 | HARDY | WV |
| 008 | CHAUTAUQUA | NY | 010 | SULLIVAN | NY | 013 | HARFORD | MD |
| 008 | ERIE | NY | 010 | SULLIVAN | PA | 013 | HOWARD | MD |
| 008 | MCKEAN | PA | 010 | SUSSEX | NJ | 013 | JEFFERSON | WV |
| 008 | NIAGARA | NY | 010 | TOLLAND | CT | 013 | KENT | MD |
| 008 | POTTER | PA | 010 | ULSTER | NY | 013 | KING GEORGE | VA |
| 009 | BEDFORD | PA | 010 | UNION | NJ | 013 | LOUDON | VA |
| 009 | BLAIR | PA | 010 | UNION | PA | 013 | MADISON | VA |
| 009 | CAMBRIA | PA | 010 | WARREN | NJ | 013 | MINERAL | WV |
| 009 | CAMERON | PA | 010 | WAYNE | PA | 013 | MONTGOMERY | MD |
| 009 | CENTRE | PA | 010 | WESTCHESTER | NY | 013 | MORGAN | WV |
| 009 | CLEARFIELD | PA | 010 | WINDHAM | CT | 013 | ORANGE | VA |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|---------------|----|-----|--------------|----|-----|---------------|----|
| 013 | PAGE | VA | 017 | ALLEGHANY | NC | 020 | ISLE OF WIGHT | VA |
| 013 | PRINCE GEORGE | MD | 017 | AMHERST | VA | 020 | JAMES CITY | VA |
| 013 | PRINCE WILLIA | VA | 017 | APPOMATTOX | VA | 020 | MATHEWS | VA |
| 013 | QUEEN ANNES | MD | 017 | BEDFORD | VA | 020 | NEWPORT NEWS | VA |
| 013 | RANDOLPH | WV | 017 | BOTETOURT | VA | 020 | NORFOLK | VA |
| 013 | RAPPAHANNOCK | VA | 017 | CAMPBELL | VA | 020 | PASQUOTANK | NC |
| 013 | SAINT MARYS | MD | 017 | CARROLL | VA | 020 | PERQUIMANS | NC |
| 013 | SHENANDOAH | VA | 017 | CRAIG | VA | 020 | SOUTHAMPTON | VA |
| 013 | SPOTSYLVANIA | VA | 017 | FLOYD | VA | 020 | SUFFOLK | VA |
| 013 | STAFFORD | VA | 017 | FRANKLIN | VA | 020 | SURRY | VA |
| 013 | TALBOT | MD | 017 | GILES | VA | 020 | VIRGINIA BCH | VA |
| 013 | TUCKER | WV | 017 | GRAYSON | VA | 020 | YORK | VA |
| 013 | WARREN | VA | 017 | HALIFAX | VA | 021 | BEAUFORT | NC |
| 013 | WASHINGTON | MD | 017 | MONROE | WV | 021 | CARTERET | NC |
| 013 | WESTMORELAND | VA | 017 | MONTGOMERY | VA | 021 | CRAVEN | NC |
| 014 | ACCOMACK | VA | 017 | PULASKI | VA | 021 | DARE | NC |
| 014 | NORTHAMPTON | VA | 017 | ROANOKE | VA | 021 | DUPLIN | NC |
| 014 | SOMERSET | MD | 017 | WYTHE | VA | 021 | GREENE | NC |
| 014 | SUSSEX | DE | 018 | ALAMANCE | NC | 021 | HYDE | NC |
| 014 | WICOMICO | MD | 018 | CASWELL | NC | 021 | JONES | NC |
| 014 | WORCESTER | MD | 018 | DAVIDSON | NC | 021 | LENOIR | NC |
| 015 | ALBEMARLE | VA | 018 | DAVIE | NC | 021 | MARTIN | NC |
| 015 | AMELIA | VA | 018 | FORSYTH | NC | 021 | ONSLow | NC |
| 015 | BRUNSWICK | VA | 018 | GUILFORD | NC | 021 | PAMLICO | NC |
| 015 | BUCKINGHAM | VA | 018 | HENRY | VA | 021 | PITT | NC |
| 015 | CHARLES CITY | VA | 018 | MONTGOMERY | NC | 021 | TYRRELL | NC |
| 015 | CHARLOTTE | VA | 018 | MOORE | NC | 021 | WASHINGTON | NC |
| 015 | CHESTERFIELD | VA | 018 | PATRICK | VA | 021 | WAYNE | NC |
| 015 | CUMBERLAND | VA | 018 | PITTSYLVANIA | VA | 022 | BLADEN | NC |
| 015 | DINWIDDIE | VA | 018 | RANDOLPH | NC | 022 | CUMBERLAND | NC |
| 015 | ESSEX | VA | 018 | RICHMOND | NC | 022 | HOKE | NC |
| 015 | FLUVANNA | VA | 018 | ROCKINGHAM | NC | 022 | ROBESON | NC |
| 015 | GOOCHLAND | VA | 018 | STOKES | NC | 022 | SCOTLAND | NC |
| 015 | GREENE | VA | 018 | SURRY | NC | 023 | ANSON | NC |
| 015 | GREENSVILLE | VA | 018 | WILKES | NC | 023 | CABARRUS | NC |
| 015 | HANOVER | VA | 018 | YADKIN | NC | 023 | CHESTER | SC |
| 015 | HENRICO | VA | 019 | CHATHAM | NC | 023 | CHESTERFIELD | SC |
| 015 | KING > QUEEN | VA | 019 | DURHAM | NC | 023 | CLEVELAND | NC |
| 015 | KING WILLIAM | VA | 019 | EDGEcombe | NC | 023 | GASTON | NC |
| 015 | LANCASTER | VA | 019 | FRANKLIN | NC | 023 | IREDELL | NC |
| 015 | LOUISA | VA | 019 | GRANVILLE | NC | 023 | LANCASTER | SC |
| 015 | LUNENBURG | VA | 019 | HALIFAX | NC | 023 | LINCOLN | NC |
| 015 | MECKLENBURG | VA | 019 | HARNETT | NC | 023 | MARLBORO | SC |
| 015 | MIDDLESEX | VA | 019 | JOHNSTON | NC | 023 | MECKLENBURG | NC |
| 015 | NELSON | VA | 019 | LEE | NC | 023 | ROWAN | NC |
| 015 | NEW KENT | VA | 019 | NASH | NC | 023 | RUTHERFORD | NC |
| 015 | NORTHUMBERLAN | VA | 019 | NORTHAMPTON | NC | 023 | STANLY | NC |
| 015 | NOTTOWAY | VA | 019 | ORANGE | NC | 023 | UNION | NC |
| 015 | POWHATAN | VA | 019 | PERSON | NC | 023 | YORK | SC |
| 015 | PRINCE EDWARD | VA | 019 | SAMPSON | NC | 024 | CALHOUN | SC |
| 015 | PRINCE GEORGE | VA | 019 | VANCE | NC | 024 | CLARENDON | SC |
| 015 | RICHMOND | VA | 019 | WAKE | NC | 024 | FAIRFIELD | SC |
| 015 | SUSSEX | VA | 019 | WARREN | NC | 024 | KERSHAW | SC |
| 016 | ALLEGHANY | VA | 019 | WILSON | NC | 024 | LEE | SC |
| 016 | AUGUSTA | VA | 020 | BERTIE | NC | 024 | LEXINGTON | SC |
| 016 | BATH | VA | 020 | CAMDEN | NC | 024 | NEWBERRY | SC |
| 016 | GREENBRIER | WV | 020 | CHOWAN | NC | 024 | ORANGEBURG | SC |
| 016 | HIGHLAND | VA | 020 | CURRITUCK | NC | 024 | RICHLAND | SC |
| 016 | PENDLETON | WV | 020 | GATES | NC | 024 | SALUDA | SC |
| 016 | POCAHONTAS | WV | 020 | GLOUCESTER | VA | 024 | SUMTER | SC |
| 016 | ROCKBRIDGE | VA | 020 | HAMPTON | VA | 025 | BRUNSWICK | NC |
| 016 | ROCKINGHAM | VA | 020 | HERTFORD | NC | 025 | COLUMBUS | NC |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|--------------|----|-----|--------------|----|-----|---------------|----|
| 025 | DARLINGTON | SC | 029 | NASSAU | FL | 036 | GENEVA | AL |
| 025 | DILLON | SC | 029 | PIERCE | GA | 036 | HENRY | AL |
| 025 | FLORENCE | SC | 029 | PUTNAM | FL | 036 | HOLMES | FL |
| 025 | GEORGETOWN | SC | 029 | SAINT JOHNS | FL | 036 | HOUSTON | AL |
| 025 | HORRY | SC | 029 | SUWANNEE | FL | 036 | QUITMAN | GA |
| 025 | MARION | SC | 029 | UNION | FL | 036 | WASHINGTON | FL |
| 025 | NEW HANOVER | NC | 029 | WARE | GA | 037 | BAKER | GA |
| 025 | PENDER | NC | 030 | BREVARD | FL | 037 | BEN HILL | GA |
| 025 | WILLIAMSBURG | SC | 030 | CITRUS | FL | 037 | BERRIEN | GA |
| 026 | BERKELEY | SC | 030 | FLAGLER | FL | 037 | BROOKS | GA |
| 026 | CHARLESTON | SC | 030 | HARDEE | FL | 037 | CALHOUN | GA |
| 026 | COLLETON | SC | 030 | HIGHLANDS | FL | 037 | CLAY | GA |
| 026 | DORCHESTER | SC | 030 | LAKE | FL | 037 | COLQUITT | GA |
| 027 | AIKEN | SC | 030 | MARION | FL | 037 | COOK | GA |
| 027 | ALLENDALE | SC | 030 | ORANGE | FL | 037 | DOUGHERTY | GA |
| 027 | BAMBERG | SC | 030 | OSCEOLA | FL | 037 | ECHOLS | GA |
| 027 | BARNWELL | SC | 030 | POLK | FL | 037 | IRWIN | GA |
| 027 | BURKE | GA | 030 | SEMINOLE | FL | 037 | LANIER | GA |
| 027 | COLUMBIA | GA | 030 | SUMTER | FL | 037 | LEE | GA |
| 027 | EDGEFIELD | SC | 030 | VOLUSIA | FL | 037 | LOWNDES | GA |
| 027 | GLASCOCK | GA | 031 | BROWARD | FL | 037 | MITCHELL | GA |
| 027 | JEFFERSON | GA | 031 | DADE | FL | 037 | RANDOLPH | GA |
| 027 | JENKINS | GA | 031 | GLADES | FL | 037 | TERRELL | GA |
| 027 | LINCOLN | GA | 031 | HENDRY | FL | 037 | TIFT | GA |
| 027 | MCDUFFIE | GA | 031 | INDIAN RIVER | FL | 037 | TURNER | GA |
| 027 | RICHMOND | GA | 031 | MARTIN | FL | 037 | WORTH | GA |
| 027 | WARREN | GA | 031 | MONROE | FL | 038 | APPLING | GA |
| 027 | WILKES | GA | 031 | OKEECHOBEE | FL | 038 | BALDWIN | GA |
| 028 | BEAUFORT | SC | 031 | PALM BEACH | FL | 038 | BIBB | GA |
| 028 | BRYAN | GA | 031 | SAINT LUCIEN | FL | 038 | BLECKLEY | GA |
| 028 | BULLOCH | GA | 032 | COLLIER | FL | 038 | CRAWFORD | GA |
| 028 | CANDLER | GA | 032 | LEE | FL | 038 | CRISP | GA |
| 028 | CHATHAM | GA | 033 | CHARLOTTE | FL | 038 | DODGE | GA |
| 028 | EFFINGHAM | GA | 033 | DE SOTO | FL | 038 | DOOLY | GA |
| 028 | EVANS | GA | 033 | MANATEE | FL | 038 | EMANUEL | GA |
| 028 | HAMPTON | SC | 033 | SARASOTA | FL | 038 | HANCOCK | GA |
| 028 | JASPER | SC | 034 | HERNANDO | FL | 038 | HOUSTON | GA |
| 028 | LIBERTY | GA | 034 | HILLSBOROUGH | FL | 038 | JEFF DAVIS | GA |
| 028 | LONG | GA | 034 | PASCO | FL | 038 | JOHNSON | GA |
| 028 | SCREVEN | GA | 034 | PINELLAS | FL | 038 | JONES | GA |
| 028 | TATTNALL | GA | 035 | BAY | FL | 038 | LAURENS | GA |
| 028 | WAYNE | GA | 035 | CALHOUN | FL | 038 | MACON | GA |
| 029 | ALACHUA | FL | 035 | DECATUR | GA | 038 | MONROE | GA |
| 029 | ATKINSON | GA | 035 | EARLY | GA | 038 | MONTGOMERY | GA |
| 029 | BACON | GA | 035 | FRANKLIN | FL | 038 | PEACH | GA |
| 029 | BAKER | FL | 035 | GADSDEN | FL | 038 | PULASKI | GA |
| 029 | BRADFORD | FL | 035 | GRADY | GA | 038 | PUTNAM | GA |
| 029 | BRANTLEY | GA | 035 | GULF | FL | 038 | SCHLEY | GA |
| 029 | CAMDEN | GA | 035 | JACKSON | FL | 038 | SUMTER | GA |
| 029 | CHARLTON | GA | 035 | JEFFERSON | FL | 038 | TAYLOR | GA |
| 029 | CLAY | FL | 035 | LEON | FL | 038 | TELFAIR | GA |
| 029 | CLINCH | GA | 035 | LIBERTY | FL | 038 | TOOMBS | GA |
| 029 | COFFEE | GA | 035 | MADISON | FL | 038 | TREUTLEN | GA |
| 029 | COLUMBIA | FL | 035 | MILLER | GA | 038 | TWIGGS | GA |
| 029 | DIXIE | FL | 035 | SEMINOLE | GA | 038 | WASHINGTON | GA |
| 029 | DUVAL | FL | 035 | TAYLOR | FL | 038 | WHEELER | GA |
| 029 | GILCHRIST | FL | 035 | THOMAS | GA | 038 | WILCOX | GA |
| 029 | GLYNN | GA | 035 | WAKULLA | FL | 038 | WILKINSON | GA |
| 029 | HAMILTON | FL | 036 | BARBOUR | AL | 039 | CHATTAHOOCHEE | GA |
| 029 | LAFAYETTE | FL | 036 | COFFEE | AL | 039 | CLAY | AL |
| 029 | LEVY | FL | 036 | COVINGTON | AL | 039 | COOSA | AL |
| 029 | MCINTOSH | GA | 036 | DALE | AL | 039 | HARRIS | GA |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|------------|----|-----|--------------|----|-----|------------|----|
| 039 | LEE | AL | 040 | RANDOLPH | AL | 045 | HAWKINS | TN |
| 039 | MACON | AL | 040 | ROCKDALE | GA | 045 | SCOTT | VA |
| 039 | MARION | GA | 040 | SPALDING | GA | 045 | SMYTH | VA |
| 039 | MUSCOGEE | GA | 040 | STEPHENS | GA | 045 | SULLIVAN | TN |
| 039 | RUSSELL | AL | 040 | TALBOT | GA | 045 | UNICOI | TN |
| 039 | STEWART | GA | 040 | TALIAFERRO | GA | 045 | WASHINGTON | TN |
| 039 | TALLAPOOSA | AL | 040 | TOWNS | GA | 045 | WASHINGTON | VA |
| 039 | WEBSTER | GA | 040 | TROUP | GA | 046 | ALEXANDER | NC |
| 040 | BANKS | GA | 040 | UNION | GA | 046 | ASHE | NC |
| 040 | BARROW | GA | 040 | UPSON | GA | 046 | AVERY | NC |
| 040 | BARTOW | GA | 040 | WALTON | GA | 046 | BURKE | NC |
| 040 | BUTTS | GA | 040 | WHITE | GA | 046 | CALDWELL | NC |
| 040 | CARROLL | GA | 040 | WHITFIELD | GA | 046 | CATAWBA | NC |
| 040 | CHAMBERS | AL | 041 | ABBEVILLE | SC | 046 | JOHNSON | TN |
| 040 | CHATTOOGA | GA | 041 | ANDERSON | SC | 046 | MCDOWELL | NC |
| 040 | CHEROKEE | AL | 041 | CHEROKEE | SC | 046 | MITCHELL | NC |
| 040 | CHEROKEE | GA | 041 | GREENVILLE | SC | 046 | WATAUGA | NC |
| 040 | CHEROKEE | NC | 041 | GREENWOOD | SC | 046 | YANCEY | NC |
| 040 | CLARKE | GA | 041 | LAURENS | SC | 047 | ADAIR | KY |
| 040 | CLAY | NC | 041 | MCCORMICK | SC | 047 | ANDERSON | KY |
| 040 | CLAYTON | GA | 041 | OCONEE | SC | 047 | BATH | KY |
| 040 | CLEBURNE | AL | 041 | PICKENS | SC | 047 | BELL | KY |
| 040 | COBB | GA | 041 | POLK | NC | 047 | BLAND | VA |
| 040 | COWETA | GA | 041 | SPARTANBURG | SC | 047 | BOURBON | KY |
| 040 | DAWSON | GA | 041 | UNION | SC | 047 | BOYLE | KY |
| 040 | DE KALB | GA | 042 | BUNCOMBE | NC | 047 | BREATHITT | KY |
| 040 | DOUGLAS | GA | 042 | HAYWOOD | NC | 047 | BUCHANAN | VA |
| 040 | ELBERT | GA | 042 | HENDERSON | NC | 047 | CASEY | KY |
| 040 | FANNIN | GA | 042 | JACKSON | NC | 047 | CLAIBORNE | TN |
| 040 | FAYETTE | GA | 042 | MADISON | NC | 047 | CLARK | KY |
| 040 | FLOYD | GA | 042 | SWAIN | NC | 047 | CLAY | KY |
| 040 | FORSYTH | GA | 042 | TRANSYLVANIA | NC | 047 | CLINTON | KY |
| 040 | FRANKLIN | GA | 043 | BLEDSE | TN | 047 | DICKENSON | VA |
| 040 | FULTON | GA | 043 | BRADLEY | TN | 047 | ESTILL | KY |
| 040 | GILMER | GA | 043 | CATOOSA | GA | 047 | FAYETTE | KY |
| 040 | GORDON | GA | 043 | DADE | GA | 047 | FLEMING | KY |
| 040 | GRAHAM | NC | 043 | HAMILTON | TN | 047 | FLOYD | KY |
| 040 | GREENE | GA | 043 | MARION | TN | 047 | FRANKLIN | KY |
| 040 | GWINNETT | GA | 043 | MCMINN | TN | 047 | GARRARD | KY |
| 040 | HABERSHAM | GA | 043 | MEIGS | TN | 047 | GREEN | KY |
| 040 | HALL | GA | 043 | MONROE | TN | 047 | HARLAN | KY |
| 040 | HARALSON | GA | 043 | POLK | TN | 047 | HARRISON | KY |
| 040 | HART | GA | 043 | RHEA | TN | 047 | JACKSON | KY |
| 040 | HEARD | GA | 043 | SEQUATCHIE | TN | 047 | JESSAMINE | KY |
| 040 | HENRY | GA | 043 | WALKER | GA | 047 | JOHNSON | KY |
| 040 | JACKSON | GA | 044 | ANDERSON | TN | 047 | KNOTT | KY |
| 040 | JASPER | GA | 044 | BLOUNT | TN | 047 | KNOX | KY |
| 040 | LAMAR | GA | 044 | CAMPBELL | TN | 047 | LAUREL | KY |
| 040 | LUMPKIN | GA | 044 | COCKE | TN | 047 | LAWRENCE | KY |
| 040 | MACON | NC | 044 | GRAINGER | TN | 047 | LEE | KY |
| 040 | MADISON | GA | 044 | HAMLEN | TN | 047 | LEE | VA |
| 040 | MERIWETHER | GA | 044 | HANCOCK | TN | 047 | LESLIE | KY |
| 040 | MORGAN | GA | 044 | JEFFERSON | TN | 047 | LETCHER | KY |
| 040 | MURRAY | GA | 044 | KNOX | TN | 047 | LINCOLN | KY |
| 040 | NEWTON | GA | 044 | LOUDON | TN | 047 | MADISON | KY |
| 040 | OCONEE | GA | 044 | MORGAN | TN | 047 | MAGOFFIN | KY |
| 040 | OGLETHORPE | GA | 044 | ROANE | TN | 047 | MARTIN | KY |
| 040 | PAULDING | GA | 044 | SCOTT | TN | 047 | MCCREARY | KY |
| 040 | PICKENS | GA | 044 | SEVIER | TN | 047 | MCDOWELL | WV |
| 040 | PIKE | GA | 044 | UNION | TN | 047 | MENIFEE | KY |
| 040 | POLK | GA | 045 | CARTER | TN | 047 | MERCER | KY |
| 040 | RABUN | GA | 045 | GREENE | TN | 047 | MERCER | WV |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|------------|----|-----|-------------|----|-----|--------------|----|
| 047 | MINGO | WV | 049 | CLINTON | OH | 053 | DODDRIDGE | WV |
| 047 | MONTGOMERY | KY | 049 | DEARBORN | IN | 053 | FAYETTE | PA |
| 047 | MORGAN | KY | 049 | FRANKLIN | IN | 053 | GREENE | PA |
| 047 | NICHOLAS | KY | 049 | GALLATIN | KY | 053 | HARRISON | WV |
| 047 | OWEN | KY | 049 | GRANT | KY | 053 | INDIANA | PA |
| 047 | OWSLEY | KY | 049 | HAMILTON | OH | 053 | LAWRENCE | PA |
| 047 | PERRY | KY | 049 | HIGHLAND | OH | 053 | LEWIS | WV |
| 047 | PIKE | KY | 049 | KENTON | KY | 053 | MARION | WV |
| 047 | POWELL | KY | 049 | LEWIS | KY | 053 | MONONGALIA | WV |
| 047 | PULASKI | KY | 049 | MASON | KY | 053 | PRESTON | WV |
| 047 | ROBERTSON | KY | 049 | OHIO | IN | 053 | TAYLOR | WV |
| 047 | ROCKCASTLE | KY | 049 | PENDLETON | KY | 053 | UPSHUR | WV |
| 047 | ROWAN | KY | 049 | RIPLEY | IN | 053 | WASHINGTON | PA |
| 047 | RUSSELL | KY | 049 | SWITZERLAND | IN | 053 | WESTMORELAND | PA |
| 047 | RUSSELL | VA | 049 | WARREN | OH | 054 | CLARION | PA |
| 047 | SCOTT | KY | 050 | CHAMPAIGN | OH | 054 | CRAWFORD | PA |
| 047 | TAYLOR | KY | 050 | CLARK | OH | 054 | ERIE | PA |
| 047 | TAZEWELL | VA | 050 | DARKE | OH | 054 | FOREST | PA |
| 047 | WAYNE | KY | 050 | GREENE | OH | 054 | VENANGO | PA |
| 047 | WHITLEY | KY | 050 | MIAMI | OH | 054 | WARREN | PA |
| 047 | WISE | VA | 050 | MONTGOMERY | OH | 055 | ASHLAND | OH |
| 047 | WOLFE | KY | 050 | PREBLE | OH | 055 | ASHTABULA | OH |
| 047 | WOODFORD | KY | 050 | SHELBY | OH | 055 | CARROLL | OH |
| 048 | BOONE | WV | 051 | ATHENS | OH | 055 | COLUMBIANA | OH |
| 048 | BOYD | KY | 051 | COSHOCTON | OH | 055 | CRAWFORD | OH |
| 048 | BRAXTON | WV | 051 | DELAWARE | OH | 055 | CUYAHOGA | OH |
| 048 | CABELL | WV | 051 | FAIRFIELD | OH | 055 | ERIE | OH |
| 048 | CALHOUN | WV | 051 | FAYETTE | OH | 055 | GEAUGA | OH |
| 048 | CARTER | KY | 051 | FRANKLIN | OH | 055 | HARRISON | OH |
| 048 | CLAY | WV | 051 | GUERNSEY | OH | 055 | HOLMES | OH |
| 048 | ELLIOTT | KY | 051 | HOCKING | OH | 055 | HURON | OH |
| 048 | FAYETTE | WV | 051 | JACKSON | OH | 055 | LAKE | OH |
| 048 | GALLIA | OH | 051 | KNOX | OH | 055 | LORAIN | OH |
| 048 | GILMER | WV | 051 | LICKING | OH | 055 | MAHONING | OH |
| 048 | GREENUP | KY | 051 | LOGAN | OH | 055 | MEDINA | OH |
| 048 | JACKSON | WV | 051 | MADISON | OH | 055 | MERCER | PA |
| 048 | KANAWHA | WV | 051 | MARION | OH | 055 | PORTAGE | OH |
| 048 | LAWRENCE | OH | 051 | MORGAN | OH | 055 | RICHLAND | OH |
| 048 | LINCOLN | WV | 051 | MORROW | OH | 055 | STARK | OH |
| 048 | LOGAN | WV | 051 | MUSKINGUM | OH | 055 | SUMMIT | OH |
| 048 | MASON | WV | 051 | NOBLE | OH | 055 | TRUMBULL | OH |
| 048 | MEIGS | OH | 051 | PERRY | OH | 055 | TUSCARAWAS | OH |
| 048 | NICHOLAS | WV | 051 | PICKAWAY | OH | 055 | WAYNE | OH |
| 048 | PLEASANTS | WV | 051 | PIKE | OH | 056 | ALLEN | OH |
| 048 | PUTNAM | WV | 051 | ROSS | OH | 056 | AUGLAIZE | OH |
| 048 | RALEIGH | WV | 051 | SCIOTO | OH | 056 | DEFIANCE | OH |
| 048 | RITCHIE | WV | 051 | UNION | OH | 056 | FULTON | OH |
| 048 | ROANE | WV | 051 | VINTON | OH | 056 | HANCOCK | OH |
| 048 | SUMMERS | WV | 052 | BELMONT | OH | 056 | HARDIN | OH |
| 048 | WASHINGTON | OH | 052 | BROOKE | WV | 056 | HENRY | OH |
| 048 | WAYNE | WV | 052 | HANCOCK | WV | 056 | LUCAS | OH |
| 048 | WEBSTER | WV | 052 | JEFFERSON | OH | 056 | MERCER | OH |
| 048 | WIRT | WV | 052 | MARSHALL | WV | 056 | OTTAWA | OH |
| 048 | WOOD | WV | 052 | MONROE | OH | 056 | PAULDING | OH |
| 048 | WYOMING | WV | 052 | OHIO | WV | 056 | PUTNAM | OH |
| 049 | ADAMS | OH | 052 | TYLER | WV | 056 | SANDUSKY | OH |
| 049 | BOONE | KY | 052 | WETZEL | WV | 056 | SENECA | OH |
| 049 | BRACKEN | KY | 053 | ALLEGHENY | PA | 056 | VAN WERT | OH |
| 049 | BROWN | OH | 053 | ARMSTRONG | PA | 056 | WILLIAMS | OH |
| 049 | BUTLER | OH | 053 | BARBOUR | WV | 056 | WOOD | OH |
| 049 | CAMPBELL | KY | 053 | BEAVER | PA | 056 | WYANDOT | OH |
| 049 | CLERMONT | OH | 053 | BUTLER | PA | 057 | ALCONA | MI |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|--------------|----|-----|---------------|----|-----|--------------|----|
| 057 | ARENAC | MI | 059 | SHAWANO | WI | 064 | LIVINGSTON | IL |
| 057 | BAY | MI | 060 | CALUMET | WI | 064 | MCHENRY | IL |
| 057 | CLARE | MI | 060 | OUTAGAMIE | WI | 064 | MCLEAN | IL |
| 057 | CLINTON | MI | 060 | WAUPACA | WI | 064 | NEWTON | IN |
| 057 | EATON | MI | 060 | WAUSHARA | WI | 064 | OGLE | IL |
| 057 | GENESEE | MI | 060 | WINNEBAGO | WI | 064 | PORTER | IN |
| 057 | GLADWIN | MI | 061 | ANTRIM | MI | 064 | PUTNAM | IL |
| 057 | GRATIOT | MI | 061 | BENZIE | MI | 064 | ROCK | WI |
| 057 | HILLSDALE | MI | 061 | GRAND TRAVERS | MI | 064 | STEPHENSON | IL |
| 057 | HURON | MI | 061 | KALKASKA | MI | 064 | WILL | IL |
| 057 | INGHAM | MI | 061 | LAKE | MI | 064 | WINNEBAGO | IL |
| 057 | IOSCO | MI | 061 | LEELANAU | MI | 065 | BERRIEN | MI |
| 057 | ISABELLA | MI | 061 | MANISTEE | MI | 065 | CASS | MI |
| 057 | JACKSON | MI | 061 | MASON | MI | 065 | ELKHART | IN |
| 057 | LAPEER | MI | 061 | MISSAUKEE | MI | 065 | FULTON | IN |
| 057 | LENAWEE | MI | 061 | OSCEOLA | MI | 065 | KOSCIUSKO | IN |
| 057 | LIVINGSTON | MI | 061 | WEXFORD | MI | 065 | LAGRANGE | IN |
| 057 | MACOMB | MI | 062 | ALLEGAN | MI | 065 | MARSHALL | IN |
| 057 | MIDLAND | MI | 062 | BARRY | MI | 065 | PULASKI | IN |
| 057 | MONROE | MI | 062 | BRANCH | MI | 065 | SAINT JOSEPH | MI |
| 057 | OAKLAND | MI | 062 | CALHOUN | MI | 065 | ST JOSEPH | IN |
| 057 | OGEMAW | MI | 062 | IONIA | MI | 065 | STARKE | IN |
| 057 | SAGINAW | MI | 062 | KALAMAZOO | MI | 066 | ADAMS | IN |
| 057 | SAINT CLAIR | MI | 062 | KENT | MI | 066 | ALLEN | IN |
| 057 | SANILAC | MI | 062 | MECOSTA | MI | 066 | BLACKFORD | IN |
| 057 | SHIAWASSEE | MI | 062 | MONTCALM | MI | 066 | DE KALB | IN |
| 057 | TUSCOLA | MI | 062 | MUSKEGON | MI | 066 | GRANT | IN |
| 057 | WASHTENAW | MI | 062 | NEWAYGO | MI | 066 | HUNTINGTON | IN |
| 057 | WAYNE | MI | 062 | OCEANA | MI | 066 | JAY | IN |
| 058 | ALPENA | MI | 062 | OTTAWA | MI | 066 | NOBLE | IN |
| 058 | CHARLEVOIX | MI | 062 | VAN BUREN | MI | 066 | STEBEN | IN |
| 058 | CHEBOYGAN | MI | 063 | DODGE | WI | 066 | WABASH | IN |
| 058 | CHIPPEWA | MI | 063 | FOND DU LAC | WI | 066 | WELLS | IN |
| 058 | CRAWFORD | MI | 063 | GREEN LAKE | WI | 066 | WHITLEY | IN |
| 058 | EMMET | MI | 063 | JEFFERSON | WI | 067 | BARTHOLOMEW | IN |
| 058 | LUCE | MI | 063 | MANITOWOC | WI | 067 | BENTON | IN |
| 058 | MACKINAC | MI | 063 | MILWAUKEE | WI | 067 | BOONE | IN |
| 058 | MONTMORENCY | MI | 063 | OZAUKEE | WI | 067 | BROWN | IN |
| 058 | OSCODA | MI | 063 | RACINE | WI | 067 | CARROLL | IN |
| 058 | OTSEGO | MI | 063 | SHEBOYGAN | WI | 067 | CASS | IN |
| 058 | PRESQUE ISLE | MI | 063 | WALWORTH | WI | 067 | CLARK | IL |
| 058 | ROSCOMMON | MI | 063 | WASHINGTON | WI | 067 | CLAY | IN |
| 059 | ALGER | MI | 063 | WAUKESHA | WI | 067 | CLINTON | IN |
| 059 | BARAGA | MI | 064 | BOONE | IL | 067 | DECATUR | IN |
| 059 | BROWN | WI | 064 | BUREAU | IL | 067 | DELAWARE | IN |
| 059 | DELTA | MI | 064 | CARROLL | IL | 067 | FAYETTE | IN |
| 059 | DICKINSON | MI | 064 | COOK | IL | 067 | FOUNTAIN | IN |
| 059 | DOOR | WI | 064 | DE KALB | IL | 067 | GREENE | IN |
| 059 | FLORENCE | WI | 064 | DE WITT | IL | 067 | HAMILTON | IN |
| 059 | GOGEBIC | MI | 064 | DU PAGE | IL | 067 | HANCOCK | IN |
| 059 | HOUGHTON | MI | 064 | GRUNDY | IL | 067 | HENDRICKS | IN |
| 059 | IRON | MI | 064 | IROQUOIS | IL | 067 | HENRY | IN |
| 059 | IRON | WI | 064 | JASPER | IN | 067 | HOWARD | IN |
| 059 | KEWAUNEE | WI | 064 | KANE | IL | 067 | JACKSON | IN |
| 059 | KEWEENAW | MI | 064 | KANKAKEE | IL | 067 | JENNINGS | IN |
| 059 | MARINETTE | WI | 064 | KENDALL | IL | 067 | JOHNSON | IN |
| 059 | MARQUETTE | MI | 064 | KENOSHA | WI | 067 | LAWRENCE | IN |
| 059 | MENOMINEE | MI | 064 | LA PORTE | IN | 067 | MADISON | IN |
| 059 | MENOMINEE | WI | 064 | LA SALLE | IL | 067 | MARION | IN |
| 059 | OCONTO | WI | 064 | LAKE | IL | 067 | MIAMI | IN |
| 059 | ONTONAGON | MI | 064 | LAKE | IN | 067 | MONROE | IN |
| 059 | SCHOOLCRAFT | MI | 064 | LEE | IL | 067 | MONTGOMERY | IN |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|--------------|----|-----|------------|----|-----|------------|----|
| 067 | MORGAN | IN | 070 | CARROLL | KY | 071 | SMITH | TN |
| 067 | ORANGE | IN | 070 | CLARK | IN | 071 | STEWART | TN |
| 067 | OWEN | IN | 070 | CRAWFORD | IN | 071 | SUMNER | TN |
| 067 | PARKE | IN | 070 | FLOYD | IN | 071 | TODD | KY |
| 067 | PUTNAM | IN | 070 | GRAYSON | KY | 071 | TRIGG | KY |
| 067 | RANDOLPH | IN | 070 | HARDIN | KY | 071 | TROUSDALE | TN |
| 067 | RUSH | IN | 070 | HARRISON | IN | 071 | VAN BUREN | TN |
| 067 | SHELBY | IN | 070 | HENRY | KY | 071 | WARREN | KY |
| 067 | SULLIVAN | IN | 070 | JEFFERSON | IN | 071 | WARREN | TN |
| 067 | TIPPECANOE | IN | 070 | JEFFERSON | KY | 071 | WAYNE | TN |
| 067 | TIPTON | IN | 070 | LARUE | KY | 071 | WHITE | TN |
| 067 | UNION | IN | 070 | MARION | KY | 071 | WILLIAMSON | TN |
| 067 | VERMILLION | IN | 070 | MEADE | KY | 071 | WILSON | TN |
| 067 | VIGO | IN | 070 | NELSON | KY | 072 | BALLARD | KY |
| 067 | WARREN | IN | 070 | OLDHAM | KY | 072 | CALDWELL | KY |
| 067 | WAYNE | IN | 070 | SCOTT | IN | 072 | CALLOWAY | KY |
| 067 | WHITE | IN | 070 | SHELBY | KY | 072 | CARLISLE | KY |
| 068 | CHAMPAIGN | IL | 070 | SPENCER | KY | 072 | GRAVES | KY |
| 068 | CLAY | IL | 070 | TRIMBLE | KY | 072 | LIVINGSTON | KY |
| 068 | COLES | IL | 070 | WASHINGTON | IN | 072 | LYON | KY |
| 068 | CUMBERLAND | IL | 070 | WASHINGTON | KY | 072 | MARSHALL | KY |
| 068 | DOUGLAS | IL | 071 | ALLEN | KY | 072 | MASSAC | IL |
| 068 | EDGAR | IL | 071 | BARREN | KY | 072 | MCCRACKEN | KY |
| 068 | EFFINGHAM | IL | 071 | BEDFORD | TN | 073 | BENTON | MS |
| 068 | FAYETTE | IL | 071 | BUTLER | KY | 073 | BENTON | TN |
| 068 | FORD | IL | 071 | CANNON | TN | 073 | CARROLL | TN |
| 068 | JASPER | IL | 071 | CHEATHAM | TN | 073 | CHESTER | TN |
| 068 | MACON | IL | 071 | CHRISTIAN | KY | 073 | CRITTENDEN | AR |
| 068 | MOULTRIE | IL | 071 | CLAY | TN | 073 | CROCKETT | TN |
| 068 | PIATT | IL | 071 | COFFEE | TN | 073 | CROSS | AR |
| 068 | SHELBY | IL | 071 | CUMBERLAND | KY | 073 | DE SOTO | MS |
| 068 | VERMILION | IL | 071 | CUMBERLAND | TN | 073 | DECATUR | TN |
| 069 | CRAWFORD | IL | 071 | DAVIDSON | TN | 073 | DYER | TN |
| 069 | CRITTENDEN | KY | 071 | DEKALB | TN | 073 | FAYETTE | TN |
| 069 | DAVISS | IN | 071 | DICKSON | TN | 073 | FULTON | KY |
| 069 | DAVISS | KY | 071 | EDMONSON | KY | 073 | GIBSON | TN |
| 069 | DUBOIS | IN | 071 | FENTRESS | TN | 073 | HARDEMAN | TN |
| 069 | EDWARDS | IL | 071 | FRANKLIN | TN | 073 | HAYWOOD | TN |
| 069 | GIBSON | IN | 071 | GILES | TN | 073 | HENDERSON | TN |
| 069 | HANCOCK | KY | 071 | GRUNDY | TN | 073 | HENRY | TN |
| 069 | HENDERSON | KY | 071 | HART | KY | 073 | HICKMAN | KY |
| 069 | HOPKINS | KY | 071 | HICKMAN | TN | 073 | LAFAYETTE | MS |
| 069 | KNOX | IN | 071 | HOUSTON | TN | 073 | LAKE | TN |
| 069 | LAWRENCE | IL | 071 | HUMPHREYS | TN | 073 | LAUDERDALE | TN |
| 069 | MARTIN | IN | 071 | JACKSON | TN | 073 | LEE | AR |
| 069 | MCLEAN | KY | 071 | LAWRENCE | TN | 073 | MADISON | TN |
| 069 | MUHLENBERG | KY | 071 | LEWIS | TN | 073 | MARSHALL | MS |
| 069 | OHIO | KY | 071 | LOGAN | KY | 073 | OBION | TN |
| 069 | PERRY | IN | 071 | MACON | TN | 073 | PANOLA | MS |
| 069 | PIKE | IN | 071 | MARSHALL | TN | 073 | PHILLIPS | AR |
| 069 | POSEY | IN | 071 | MAURY | TN | 073 | QUITMAN | MS |
| 069 | RICHLAND | IL | 071 | METCALFE | KY | 073 | SHELBY | TN |
| 069 | SPENCER | IN | 071 | MONROE | KY | 073 | ST FRANCIS | AR |
| 069 | UNION | KY | 071 | MONTGOMERY | TN | 073 | TATE | MS |
| 069 | VANDEBURGH | IN | 071 | MOORE | TN | 073 | TIPTON | TN |
| 069 | WABASH | IL | 071 | OVERTON | TN | 073 | TUNICA | MS |
| 069 | WARRICK | IN | 071 | PERRY | TN | 073 | WEAKLEY | TN |
| 069 | WAYNE | IL | 071 | PICKETT | TN | 073 | YALOBUSHA | MS |
| 069 | WEBSTER | KY | 071 | PUTNAM | TN | 074 | COLBERT | AL |
| 069 | WHITE | IL | 071 | ROBERTSON | TN | 074 | DE KALB | AL |
| 070 | BRECKINRIDGE | KY | 071 | RUTHERFORD | TN | 074 | ETOWAH | AL |
| 070 | BULLITT | KY | 071 | SIMPSON | KY | 074 | FRANKLIN | AL |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|---------------|----|-----|------------|----|-----|---------------|----|
| 074 | JACKSON | AL | 077 | KEMPER | MS | 082 | HANCOCK | MS |
| 074 | LAUDERDALE | AL | 077 | LAMAR | MS | 082 | HARRISON | MS |
| 074 | LAWRENCE | AL | 077 | LAUDERDALE | MS | 082 | JACKSON | MS |
| 074 | LIMESTONE | AL | 077 | LAWRENCE | MS | 082 | STONE | MS |
| 074 | LINCOLN | TN | 077 | LEAKE | MS | 083 | JEFFERSON | LA |
| 074 | MADISON | AL | 077 | LINCOLN | MS | 083 | LAFOURCHE | LA |
| 074 | MARSHALL | AL | 077 | MADISON | LA | 083 | ORLEANS | LA |
| 074 | MORGAN | AL | 077 | MADISON | MS | 083 | PEARL RIVER | MS |
| 075 | ALCORN | MS | 077 | MARENGO | AL | 083 | PLAQUEMINES | LA |
| 075 | CALHOUN | MS | 077 | MARION | MS | 083 | ST BERNARD | LA |
| 075 | CHICKASAW | MS | 077 | NESHOBA | MS | 083 | ST CHARLES | LA |
| 075 | CHOCTAW | MS | 077 | NEWTON | MS | 083 | ST JAMES | LA |
| 075 | CLAY | MS | 077 | PERRY | MS | 083 | ST JOHN | LA |
| 075 | GRENADA | MS | 077 | PIKE | MS | 083 | ST TAMMANY | LA |
| 075 | HARDIN | TN | 077 | RANKIN | MS | 083 | TANGIPAHOA | LA |
| 075 | ITAWAMBA | MS | 077 | SCOTT | MS | 083 | TERREBONNE | LA |
| 075 | LAMAR | AL | 077 | SIMPSON | MS | 083 | WASHINGTON | LA |
| 075 | LEE | MS | 077 | SMITH | MS | 084 | ASCENSION | LA |
| 075 | LOWNDES | MS | 077 | SUMTER | AL | 084 | ASSUMPTION | LA |
| 075 | MCNAIRY | TN | 077 | TENSAS | LA | 084 | E BATON ROUGE | LA |
| 075 | MONROE | MS | 077 | WALTHALL | MS | 084 | EAST FELICIAN | LA |
| 075 | MONTGOMERY | MS | 077 | WARREN | MS | 084 | IBERVILLE | LA |
| 075 | NOXUBEE | MS | 077 | WAYNE | MS | 084 | LIVINGSTON | LA |
| 075 | OKTIBBEHA | MS | 077 | YAZOO | MS | 084 | POINTE COUPEE | LA |
| 075 | PICKENS | AL | 078 | BIBB | AL | 084 | ST HELENA | LA |
| 075 | PONTOTOC | MS | 078 | BLOUNT | AL | 084 | W BATON ROUGE | LA |
| 075 | PRENTISS | MS | 078 | CALHOUN | AL | 084 | WEST FELICIAN | LA |
| 075 | TIPPAH | MS | 078 | CHILTON | AL | 084 | WILKINSON | MS |
| 075 | TISHOMINGO | MS | 078 | CULLMAN | AL | 085 | ACADIA | LA |
| 075 | UNION | MS | 078 | FAYETTE | AL | 085 | EVANGELINE | LA |
| 075 | WEBSTER | MS | 078 | HALE | AL | 085 | IBERIA | LA |
| 075 | WINSTON | MS | 078 | JEFFERSON | AL | 085 | LAFAYETTE | LA |
| 076 | BOLIVAR | MS | 078 | MARION | AL | 085 | ST LANDRY | LA |
| 076 | CARROLL | MS | 078 | SHELBY | AL | 085 | ST MARTIN | LA |
| 076 | COAHOMA | MS | 078 | ST CLAIR | AL | 085 | ST MARY | LA |
| 076 | HUMPHREYS | MS | 078 | TALLADEGA | AL | 085 | VERMILION | LA |
| 076 | ISSAQUENA | MS | 078 | TUSCALOOSA | AL | 086 | ALLEN | LA |
| 076 | LEFLORE | MS | 078 | WALKER | AL | 086 | AVOUELLES | LA |
| 076 | SHARKEY | MS | 078 | WINSTON | AL | 086 | BEAUREGARD | LA |
| 076 | SUNFLOWER | MS | 079 | AUTAUGA | AL | 086 | CALCASIEU | LA |
| 076 | TALLAHATCHIE | MS | 079 | BULLOCK | AL | 086 | CAMERON | LA |
| 076 | WASHINGTON | MS | 079 | BUTLER | AL | 086 | GRANT | LA |
| 077 | ADAMS | MS | 079 | CRENSHAW | AL | 086 | JEFF DAVIS | LA |
| 077 | AMITE | MS | 079 | DALLAS | AL | 086 | LA SALLE | LA |
| 077 | ATTALA | MS | 079 | ELMORE | AL | 086 | RAPIDES | LA |
| 077 | CATAHOULA | LA | 079 | LOWNDES | AL | 086 | VERNON | LA |
| 077 | CHOCTAW | AL | 079 | MONTGOMERY | AL | 087 | HARDIN | TX |
| 077 | CLAIBORNE | MS | 079 | PERRY | AL | 087 | JASPER | TX |
| 077 | CLARKE | MS | 079 | PIKE | AL | 087 | JEFFERSON | TX |
| 077 | CONCORDIA | LA | 080 | BALDWIN | AL | 087 | NEWTON | TX |
| 077 | COPIAH | MS | 080 | CLARKE | AL | 087 | ORANGE | TX |
| 077 | COVINGTON | MS | 080 | CONECUH | AL | 087 | TYLER | TX |
| 077 | FORREST | MS | 080 | ESCAMBIA | AL | 088 | BIENVILLE | LA |
| 077 | FRANKLIN | MS | 080 | MOBILE | AL | 088 | BOSSIER | LA |
| 077 | GREENE | AL | 080 | MONROE | AL | 088 | CADDO | LA |
| 077 | GREENE | MS | 080 | WASHINGTON | AL | 088 | CLAIBORNE | LA |
| 077 | HINDS | MS | 080 | WILCOX | AL | 088 | COLUMBIA | AR |
| 077 | HOLMES | MS | 081 | ESCAMBIA | FL | 088 | DE SOTO | LA |
| 077 | JASPER | MS | 081 | OKALOOSA | FL | 088 | LAFAYETTE | AR |
| 077 | JEFFERSON | MS | 081 | SANTA ROSA | FL | 088 | NATCHITOCHE | LA |
| 077 | JEFFERSON DAV | MS | 081 | WALTON | FL | 088 | RED RIVER | LA |
| 077 | JONES | MS | 082 | GEORGE | MS | 088 | SABINE | LA |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|--------------|----|-----|---------------|----|-----|---------------|----|
| 088 | WEBSTER | LA | 091 | FRANKLIN | AR | 096 | CLINTON | IL |
| 088 | WINN | LA | 091 | HASKELL | OK | 096 | CRAWFORD | MO |
| 089 | CALDWELL | LA | 091 | LATIMER | OK | 096 | FRANKLIN | IL |
| 089 | EAST CARROLL | LA | 091 | LE FLORE | OK | 096 | FRANKLIN | MO |
| 089 | FRANKLIN | LA | 091 | LOGAN | AR | 096 | GALLATIN | IL |
| 089 | JACKSON | LA | 091 | SCOTT | AR | 096 | GASCONADE | MO |
| 089 | LINCOLN | LA | 091 | SEBASTIAN | AR | 096 | HAMILTON | IL |
| 089 | MOREHOUSE | LA | 091 | SEQUOYAH | OK | 096 | HARDIN | IL |
| 089 | OUACHITA | LA | 092 | ADAIR | OK | 096 | IRON | MO |
| 089 | RICHLAND | LA | 092 | BENTON | AR | 096 | JACKSON | IL |
| 089 | UNION | LA | 092 | DELAWARE | OK | 096 | JEFFERSON | IL |
| 089 | WEST CARROLL | LA | 092 | MADISON | AR | 096 | JEFFERSON | MO |
| 090 | ARKANSAS | AR | 092 | MCDONALD | MO | 096 | JERSEY | IL |
| 090 | ASHLEY | AR | 092 | WASHINGTON | AR | 096 | JOHNSON | IL |
| 090 | BAXTER | AR | 093 | BARTON | MO | 096 | LINCOLN | MO |
| 090 | BOONE | AR | 093 | CHEROKEE | KS | 096 | MACOUPIN | IL |
| 090 | BRADLEY | AR | 093 | CRAWFORD | KS | 096 | MADISON | IL |
| 090 | CALHOUN | AR | 093 | JASPER | MO | 096 | MADISON | MO |
| 090 | CARROLL | AR | 093 | NEWTON | MO | 096 | MARION | IL |
| 090 | CHICOT | AR | 093 | OTTAWA | OK | 096 | MISSISSIPPI | MO |
| 090 | CLARK | AR | 094 | BARRY | MO | 096 | MONROE | IL |
| 090 | CLEBURNE | AR | 094 | CAMDEN | MO | 096 | MONTGOMERY | MO |
| 090 | CLEVELAND | AR | 094 | CHRISTIAN | MO | 096 | NEW MADRID | MO |
| 090 | CONWAY | AR | 094 | DADE | MO | 096 | PERRY | IL |
| 090 | DALLAS | AR | 094 | DALLAS | MO | 096 | PERRY | MO |
| 090 | DESHA | AR | 094 | DENT | MO | 096 | PIKE | MO |
| 090 | DREW | AR | 094 | DOUGLAS | MO | 096 | POPE | IL |
| 090 | FAULKNER | AR | 094 | GREENE | MO | 096 | PULASKI | IL |
| 090 | FULTON | AR | 094 | HICKORY | MO | 096 | RANDOLPH | IL |
| 090 | GARLAND | AR | 094 | HOWELL | MO | 096 | REYNOLDS | MO |
| 090 | GRANT | AR | 094 | LACLEDE | MO | 096 | RIPLEY | MO |
| 090 | HEMPSTEAD | AR | 094 | LAWRENCE | MO | 096 | SALINE | IL |
| 090 | HOT SPRING | AR | 094 | MARIES | MO | 096 | SCOTT | MO |
| 090 | HOWARD | AR | 094 | MILLER | MO | 096 | ST CHARLES | MO |
| 090 | INDEPENDENCE | AR | 094 | MORGAN | MO | 096 | ST CLAIR | IL |
| 090 | IZARD | AR | 094 | OREGON | MO | 096 | ST FRANCOIS | MO |
| 090 | JACKSON | AR | 094 | OZARK | MO | 096 | ST LOUIS | MO |
| 090 | JEFFERSON | AR | 094 | PHELPS | MO | 096 | ST LOUIS CITY | MO |
| 090 | JOHNSON | AR | 094 | POLK | MO | 096 | STE GENEVIEVE | MO |
| 090 | LINCOLN | AR | 094 | PULASKI | MO | 096 | STODDARD | MO |
| 090 | LONOKE | AR | 094 | SHANNON | MO | 096 | UNION | IL |
| 090 | MARION | AR | 094 | STONE | MO | 096 | WARREN | MO |
| 090 | MONROE | AR | 094 | TANEY | MO | 096 | WASHINGTON | IL |
| 090 | MONTGOMERY | AR | 094 | TEXAS | MO | 096 | WASHINGTON | MO |
| 090 | NEVADA | AR | 094 | WEBSTER | MO | 096 | WAYNE | MO |
| 090 | NEWTON | AR | 094 | WRIGHT | MO | 096 | WILLIAMSON | IL |
| 090 | OUACHITA | AR | 095 | CLAY | AR | 097 | ADAMS | IL |
| 090 | PERRY | AR | 095 | CRAIGHEAD | AR | 097 | BROWN | IL |
| 090 | PIKE | AR | 095 | DUNKLIN | MO | 097 | CASS | IL |
| 090 | POPE | AR | 095 | GREENE | AR | 097 | CHRISTIAN | IL |
| 090 | PRAIRIE | AR | 095 | LAWRENCE | AR | 097 | GREENE | IL |
| 090 | PULASKI | AR | 095 | MISSISSIPPI | AR | 097 | LEWIS | MO |
| 090 | SALINE | AR | 095 | PEMISCOT | MO | 097 | LOGAN | IL |
| 090 | SEARCY | AR | 095 | POINSETT | AR | 097 | MARION | MO |
| 090 | SHARP | AR | 095 | RANDOLPH | AR | 097 | MENARD | IL |
| 090 | STONE | AR | 096 | ALEXANDER | IL | 097 | MONTGOMERY | IL |
| 090 | UNION | AR | 096 | BOLLINGER | MO | 097 | MORGAN | IL |
| 090 | VAN BUREN | AR | 096 | BOND | IL | 097 | PIKE | IL |
| 090 | WHITE | AR | 096 | BUTLER | MO | 097 | RALLS | MO |
| 090 | WOODRUFF | AR | 096 | CALHOUN | IL | 097 | SANGAMON | IL |
| 090 | YELL | AR | 096 | CAPE GIRARDEA | MO | 097 | SCHUYLER | IL |
| 091 | CRAWFORD | AR | 096 | CARTER | MO | 097 | SCOTT | IL |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|-------------|----|-----|-------------|----|-----|-------------|----|
| 098 | AUDRAIN | MO | 100 | BLACK HAWK | IA | 100 | WRIGHT | IA |
| 098 | BOONE | MO | 100 | BOONE | IA | 101 | FULTON | IL |
| 098 | CALLAWAY | MO | 100 | BREMER | IA | 101 | KNOX | IL |
| 098 | COLE | MO | 100 | BUCHANAN | IA | 101 | MARSHALL | IL |
| 098 | COOPER | MO | 100 | BUENA VISTA | IA | 101 | MASON | IL |
| 098 | HOWARD | MO | 100 | BUTLER | IA | 101 | MCDONOUGH | IL |
| 098 | MONITEAU | MO | 100 | CALHOUN | IA | 101 | PEORIA | IL |
| 098 | MONROE | MO | 100 | CARROLL | IA | 101 | STARK | IL |
| 098 | OSAGE | MO | 100 | CERRO GORDO | IA | 101 | TAZEWELL | IL |
| 098 | RANDOLPH | MO | 100 | CHICKASAW | IA | 101 | WARREN | IL |
| 098 | SHELBY | MO | 100 | CLARK | MO | 101 | WOODFORD | IL |
| 099 | ADAIR | MO | 100 | CLARKE | IA | 102 | CEDAR | IA |
| 099 | ANDERSON | KS | 100 | CLAY | IA | 102 | CLINTON | IA |
| 099 | ANDREW | MO | 100 | CRAWFORD | IA | 102 | HENRY | IL |
| 099 | ATCHISON | KS | 100 | DALLAS | IA | 102 | LOUISA | IA |
| 099 | BATES | MO | 100 | DAVIS | IA | 102 | MERCER | IL |
| 099 | BENTON | MO | 100 | DECATUR | IA | 102 | MUSCATINE | IA |
| 099 | BOURBON | KS | 100 | DES MOINES | IA | 102 | ROCK ISLAND | IL |
| 099 | BUCHANAN | MO | 100 | DICKINSON | IA | 102 | SCOTT | IA |
| 099 | CALDWELL | MO | 100 | EMMET | IA | 102 | WHITESIDE | IL |
| 099 | CARROLL | MO | 100 | FAYETTE | IA | 103 | BENTON | IA |
| 099 | CASS | MO | 100 | FLOYD | IA | 103 | IOWA | IA |
| 099 | CEDAR | MO | 100 | FRANKLIN | IA | 103 | JOHNSON | IA |
| 099 | CHARITON | MO | 100 | GREENE | IA | 103 | JONES | IA |
| 099 | CLAY | MO | 100 | GRUNDY | IA | 103 | LINN | IA |
| 099 | CLINTON | MO | 100 | GUTHRIE | IA | 103 | WASHINGTON | IA |
| 099 | DAVISS | MO | 100 | HAMILTON | IA | 104 | ADAMS | WI |
| 099 | DE KALB | MO | 100 | HANCOCK | IA | 104 | ALLAMAKEE | IA |
| 099 | DONIPHAN | KS | 100 | HANCOCK | IL | 104 | CLAYTON | IA |
| 099 | DOUGLAS | KS | 100 | HARDIN | IA | 104 | COLUMBIA | WI |
| 099 | FRANKLIN | KS | 100 | HENDERSON | IL | 104 | CRAWFORD | WI |
| 099 | GENTRY | MO | 100 | HENRY | IA | 104 | DANE | WI |
| 099 | GRUNDY | MO | 100 | HUMBOLDT | IA | 104 | DELAWARE | IA |
| 099 | HARRISON | MO | 100 | JASPER | IA | 104 | DUBUQUE | IA |
| 099 | HENRY | MO | 100 | JEFFERSON | IA | 104 | GRANT | WI |
| 099 | HOLT | MO | 100 | KEOKUK | IA | 104 | GREEN | WI |
| 099 | JACKSON | MO | 100 | KOSSUTH | IA | 104 | IOWA | WI |
| 099 | JOHNSON | KS | 100 | LEE | IA | 104 | JACKSON | IA |
| 099 | JOHNSON | MO | 100 | LUCAS | IA | 104 | JO DAVIESS | IL |
| 099 | KNOX | MO | 100 | MADISON | IA | 104 | JUNEAU | WI |
| 099 | LAFAYETTE | MO | 100 | MAHASKA | IA | 104 | LAFAYETTE | WI |
| 099 | LEAVENWORTH | KS | 100 | MARION | IA | 104 | MARQUETTE | WI |
| 099 | LINN | KS | 100 | MARSHALL | IA | 104 | RICHLAND | WI |
| 099 | LINN | MO | 100 | MITCHELL | IA | 104 | SAUK | WI |
| 099 | LIVINGSTON | MO | 100 | MONROE | IA | 105 | HOUSTON | MN |
| 099 | MACON | MO | 100 | PALO ALTO | IA | 105 | JACKSON | WI |
| 099 | MERCER | MO | 100 | POCAHONTAS | IA | 105 | LA CROSSE | WI |
| 099 | MIAMI | KS | 100 | POLK | IA | 105 | MONROE | WI |
| 099 | NODAWAY | MO | 100 | POWESHIEK | IA | 105 | TREMPEALEAU | WI |
| 099 | PETTIS | MO | 100 | RINGGOLD | IA | 105 | VERNON | WI |
| 099 | PLATTE | MO | 100 | SAC | IA | 106 | BUFFALO | WI |
| 099 | PUTNAM | MO | 100 | SCOTLAND | MO | 106 | DODGE | MN |
| 099 | RAY | MO | 100 | STORY | IA | 106 | FILLMORE | MN |
| 099 | SALINE | MO | 100 | TAMA | IA | 106 | HOWARD | IA |
| 099 | SCHUYLER | MO | 100 | UNION | IA | 106 | MOWER | MN |
| 099 | ST CLAIR | MO | 100 | VAN BUREN | IA | 106 | OLMSTED | MN |
| 099 | SULLIVAN | MO | 100 | WAPELLO | IA | 106 | WABASHA | MN |
| 099 | VERNON | MO | 100 | WARREN | IA | 106 | WINNESHIEK | IA |
| 099 | WORTH | MO | 100 | WAYNE | IA | 106 | WINONA | MN |
| 099 | WYANDOTTE | KS | 100 | WEBSTER | IA | 107 | AITKIN | MN |
| 100 | ADAIR | IA | 100 | WINNEBAGO | IA | 107 | ANOKA | MN |
| 100 | APPANOOSE | IA | 100 | WORTH | IA | 107 | BARRON | WI |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|---------------|----|-----|---------------|----|-----|------------|----|
| 107 | BELTRAMI | MN | 107 | WASHBURN | WI | 112 | KIDDER | ND |
| 107 | BENTON | MN | 107 | WASHINGTON | MN | 112 | LOGAN | ND |
| 107 | BLUE EARTH | MN | 107 | WATONWAN | MN | 112 | MCINTOSH | ND |
| 107 | BROWN | MN | 107 | WRIGHT | MN | 112 | MCLEAN | ND |
| 107 | BURNETT | WI | 107 | YELLOW MED | MN | 112 | MERCER | ND |
| 107 | CARVER | MN | 108 | ASHLAND | WI | 112 | MORTON | ND |
| 107 | CASS | MN | 108 | BAYFIELD | WI | 112 | OLIVER | ND |
| 107 | CHIPPEWA | MN | 108 | CLARK | WI | 112 | SIOUX | ND |
| 107 | CHIPPEWA | WI | 108 | FOREST | WI | 112 | SLOPE | ND |
| 107 | CHISAGO | MN | 108 | LANGLADE | WI | 112 | STARK | ND |
| 107 | CLEARWATER | MN | 108 | LINCOLN | WI | 112 | WIBAUX | MT |
| 107 | COTTONWOOD | MN | 108 | MARATHON | WI | 113 | BARNES | ND |
| 107 | CROW WING | MN | 108 | ONEIDA | WI | 113 | BECKER | MN |
| 107 | DAKOTA | MN | 108 | PORTAGE | WI | 113 | CASS | ND |
| 107 | DOUGLAS | MN | 108 | PRICE | WI | 113 | CLAY | MN |
| 107 | DUNN | WI | 108 | TAYLOR | WI | 113 | DICKEY | ND |
| 107 | EAU CLAIRE | WI | 108 | VILAS | WI | 113 | FOSTER | ND |
| 107 | FARIBAULT | MN | 108 | WOOD | WI | 113 | GRIGGS | ND |
| 107 | FREEBORN | MN | 109 | CARLTON | MN | 113 | LA MOURE | ND |
| 107 | GOODHUE | MN | 109 | COOK | MN | 113 | MAHNOMEN | MN |
| 107 | GRANT | MN | 109 | DOUGLAS | WI | 113 | NORMAN | MN |
| 107 | HENNEPIN | MN | 109 | ITASCA | MN | 113 | OTTER TAIL | MN |
| 107 | HUBBARD | MN | 109 | KOOCHICHING | MN | 113 | PIERCE | ND |
| 107 | ISANTI | MN | 109 | LAKE | MN | 113 | RANSOM | ND |
| 107 | JACKSON | MN | 109 | ST LOUIS | MN | 113 | RICHLAND | ND |
| 107 | KANABEC | MN | 110 | BENSON | ND | 113 | SARGENT | ND |
| 107 | KANDIYOHI | MN | 110 | CAVALIER | ND | 113 | SHERIDAN | ND |
| 107 | LAC QUI PARLE | MN | 110 | EDDY | ND | 113 | STUTSMAN | ND |
| 107 | LE SUEUR | MN | 110 | GRAND FORKS | ND | 113 | WELLS | ND |
| 107 | LINCOLN | MN | 110 | KITTSO | MN | 113 | WILKIN | MN |
| 107 | LYON | MN | 110 | LAKE IN WOODS | MN | 114 | BROWN | SD |
| 107 | MARTIN | MN | 110 | MARSHALL | MN | 114 | CAMPBELL | SD |
| 107 | MCLEOD | MN | 110 | NELSON | ND | 114 | DAY | SD |
| 107 | MEEKER | MN | 110 | PEMBINA | ND | 114 | DEWEY | SD |
| 107 | MILLE LACS | MN | 110 | PENNINGTON | MN | 114 | EDMUNDS | SD |
| 107 | MORRISON | MN | 110 | POLK | MN | 114 | FAULK | SD |
| 107 | MURRAY | MN | 110 | RAMSEY | ND | 114 | MARSHALL | SD |
| 107 | NICOLLET | MN | 110 | RED LAKE | MN | 114 | MCPHERSON | SD |
| 107 | NOBLES | MN | 110 | ROLETTE | ND | 114 | POTTER | SD |
| 107 | OSCEOLA | IA | 110 | ROSEAU | MN | 114 | SPINK | SD |
| 107 | PEPIN | WI | 110 | STEELE | ND | 114 | WALWORTH | SD |
| 107 | PIERCE | WI | 110 | TOWNER | ND | 114 | ZIEBACH | SD |
| 107 | PINE | MN | 110 | TRAILL | ND | 115 | ADAMS | ND |
| 107 | POLK | WI | 110 | WALSH | ND | 115 | BENNETT | SD |
| 107 | POPE | MN | 111 | BOTTINEAU | ND | 115 | BUTTE | SD |
| 107 | RAMSEY | MN | 111 | BURKE | ND | 115 | CARTER | MT |
| 107 | REDWOOD | MN | 111 | DIVIDE | ND | 115 | CHERRY | NE |
| 107 | RENVILLE | MN | 111 | MCHENRY | ND | 115 | CUSTER | SD |
| 107 | RICE | MN | 111 | MCKENZIE | ND | 115 | FALL RIVER | SD |
| 107 | RUSK | WI | 111 | MOUNTRAIL | ND | 115 | GRANT | NE |
| 107 | SAWYER | WI | 111 | RENVILLE | ND | 115 | HAAKON | SD |
| 107 | SCOTT | MN | 111 | WARD | ND | 115 | HARDING | SD |
| 107 | SHERBURNE | MN | 111 | WILLIAMS | ND | 115 | JACKSON | SD |
| 107 | SIBLEY | MN | 112 | BILLINGS | ND | 115 | JONES | SD |
| 107 | ST CROIX | WI | 112 | BOWMAN | ND | 115 | LAWRENCE | SD |
| 107 | STEARNS | MN | 112 | BURLEIGH | ND | 115 | MEADE | SD |
| 107 | STEELE | MN | 112 | CORSON | SD | 115 | MELLETTTE | SD |
| 107 | STEVENS | MN | 112 | DUNN | ND | 115 | PENNINGTON | SD |
| 107 | SWIFT | MN | 112 | EMMONS | ND | 115 | PERKINS | SD |
| 107 | TODD | MN | 112 | GOLDEN VALLEY | ND | 115 | SHANNON | SD |
| 107 | WADENA | MN | 112 | GRANT | ND | 115 | SHERIDAN | NE |
| 107 | WASECA | MN | 112 | HETTINGER | ND | 115 | TODD | SD |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|-------------|----|-----|---------------|----|-----|------------|----|
| 115 | WASHABAUGH | SD | 118 | BUTLER | NE | 120 | NUCKOLLS | NE |
| 116 | AURORA | SD | 118 | CASS | IA | 120 | PHELPS | NE |
| 116 | BEADLE | SD | 118 | CASS | NE | 120 | RED WILLOW | NE |
| 116 | BIG STONE | MN | 118 | COLFAX | NE | 120 | ROCK | NE |
| 116 | BON HOMME | SD | 118 | CUMING | NE | 120 | SHERMAN | NE |
| 116 | BROOKINGS | SD | 118 | DODGE | NE | 120 | VALLEY | NE |
| 116 | BRULE | SD | 118 | DOUGLAS | NE | 120 | WEBSTER | NE |
| 116 | BUFFALO | SD | 118 | FREMONT | IA | 120 | WHEELER | NE |
| 116 | CEDAR | NE | 118 | HARRISON | IA | 121 | ARTHUR | NE |
| 116 | CHARLES MIX | SD | 118 | MADISON | NE | 121 | BLAINE | NE |
| 116 | CLARK | SD | 118 | MILLS | IA | 121 | CHASE | NE |
| 116 | CLAY | SD | 118 | MONTGOMERY | IA | 121 | DEUEL | NE |
| 116 | CODINGTON | SD | 118 | NANCE | NE | 121 | GARDEN | NE |
| 116 | DAVISON | SD | 118 | PAGE | IA | 121 | HOOKER | NE |
| 116 | DEUEL | SD | 118 | PIERCE | NE | 121 | KEITH | NE |
| 116 | DOUGLAS | SD | 118 | PLATTE | NE | 121 | LINCOLN | NE |
| 116 | GRANT | SD | 118 | POLK | NE | 121 | LOGAN | NE |
| 116 | GREGORY | SD | 118 | POTTAWATTAMIE | IA | 121 | MCPHERSON | NE |
| 116 | HAMLIN | SD | 118 | SARPY | NE | 121 | PERKINS | NE |
| 116 | HAND | SD | 118 | SAUNDERS | NE | 121 | SEDGWICK | CO |
| 116 | HANSON | SD | 118 | SHELBY | IA | 121 | THOMAS | NE |
| 116 | HUGHES | SD | 118 | STANTON | NE | 122 | BARBER | KS |
| 116 | HUTCHINSON | SD | 118 | TAYLOR | IA | 122 | BARTON | KS |
| 116 | HYDE | SD | 118 | WASHINGTON | NE | 122 | BEAVER | OK |
| 116 | JERAULD | SD | 118 | WAYNE | NE | 122 | BUTLER | KS |
| 116 | KINGSBURY | SD | 119 | FILLMORE | NE | 122 | CIMARRON | OK |
| 116 | KNOX | NE | 119 | GAGE | NE | 122 | CLARK | KS |
| 116 | LAKE | SD | 119 | JEFFERSON | NE | 122 | CLOUD | KS |
| 116 | LINCOLN | SD | 119 | JOHNSON | NE | 122 | COMANCHE | KS |
| 116 | LYMAN | SD | 119 | LANCASTER | NE | 122 | COWLEY | KS |
| 116 | LYON | IA | 119 | NEMAHA | NE | 122 | DECATUR | KS |
| 116 | MCCOOK | SD | 119 | OTOE | NE | 122 | EDWARDS | KS |
| 116 | MINER | SD | 119 | PAWNEE | NE | 122 | ELK | KS |
| 116 | MINNEHAHA | SD | 119 | RICHARDSON | NE | 122 | ELLIS | KS |
| 116 | MOODY | SD | 119 | SALINE | NE | 122 | ELLSWORTH | KS |
| 116 | PIPESTONE | MN | 119 | SEWARD | NE | 122 | FINNEY | KS |
| 116 | ROBERTS | SD | 119 | THAYER | NE | 122 | FORD | KS |
| 116 | ROCK | MN | 119 | YORK | NE | 122 | GRAHAM | KS |
| 116 | SANBORN | SD | 120 | ADAMS | NE | 122 | GRANT | KS |
| 116 | STANLEY | SD | 120 | BOYD | NE | 122 | GRAY | KS |
| 116 | SULLY | SD | 120 | BROWN | NE | 122 | GREELEY | KS |
| 116 | TRAVERSE | MN | 120 | BUFFALO | NE | 122 | GREENWOOD | KS |
| 116 | TRIPP | SD | 120 | CLAY | NE | 122 | HAMILTON | KS |
| 116 | TURNER | SD | 120 | CUSTER | NE | 122 | HARPER | KS |
| 116 | YANKTON | SD | 120 | DAWSON | NE | 122 | HARVEY | KS |
| 117 | CHEROKEE | IA | 120 | FRANKLIN | NE | 122 | HASKELL | KS |
| 117 | DAKOTA | NE | 120 | FRONTIER | NE | 122 | HODGEMAN | KS |
| 117 | DIXON | NE | 120 | FURNAS | NE | 122 | JEWELL | KS |
| 117 | IDA | IA | 120 | GARFIELD | NE | 122 | KEARNY | KS |
| 117 | MONONA | IA | 120 | GOSPER | NE | 122 | KINGMAN | KS |
| 117 | O BRIEN | IA | 120 | GREELEY | NE | 122 | KIOWA | KS |
| 117 | PLYMOUTH | IA | 120 | HALL | NE | 122 | LANE | KS |
| 117 | SIOUX | IA | 120 | HAMILTON | NE | 122 | LINCOLN | KS |
| 117 | THURSTON | NE | 120 | HARLAN | NE | 122 | MARION | KS |
| 117 | UNION | SD | 120 | HAYES | NE | 122 | MCPHERSON | KS |
| 117 | WOODBURY | IA | 120 | HITCHCOCK | NE | 122 | MEADE | KS |
| 118 | ADAMS | IA | 120 | HOLT | NE | 122 | MITCHELL | KS |
| 118 | ANTELOPE | NE | 120 | HOWARD | NE | 122 | MORTON | KS |
| 118 | ATCHISON | MO | 120 | KEARNEY | NE | 122 | NESS | KS |
| 118 | AUDUBON | IA | 120 | KEYAPAHA | NE | 122 | NORTON | KS |
| 118 | BOONE | NE | 120 | LOUP | NE | 122 | OSBORNE | KS |
| 118 | BURT | NE | 120 | MERRICK | NE | 122 | OTTAWA | KS |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|--------------|----|-----|--------------|----|-----|--------------|----|
| 122 | PAWNEE | KS | 124 | WASHINGTON | OK | 127 | COMANCHE | TX |
| 122 | PHILLIPS | KS | 124 | WILSON | KS | 127 | COOKE | TX |
| 122 | PRATT | KS | 124 | WOODSON | KS | 127 | CORYELL | TX |
| 122 | RAWLINS | KS | 125 | ALFALFA | OK | 127 | DALLAS | TX |
| 122 | RENO | KS | 125 | ATOKA | OK | 127 | DELTA | TX |
| 122 | REPUBLIC | KS | 125 | BLAINE | OK | 127 | DENTON | TX |
| 122 | RICE | KS | 125 | CADDO | OK | 127 | EASTLAND | TX |
| 122 | ROOKS | KS | 125 | CANADIAN | OK | 127 | ELLIS | TX |
| 122 | RUSH | KS | 125 | CARTER | OK | 127 | ERATH | TX |
| 122 | RUSSELL | KS | 125 | CLEVELAND | OK | 127 | FALLS | TX |
| 122 | SALINE | KS | 125 | COAL | OK | 127 | FANNIN | TX |
| 122 | SCOTT | KS | 125 | COMANCHE | OK | 127 | FOARD | TX |
| 122 | SEDGWICK | KS | 125 | COTTON | OK | 127 | FRANKLIN | TX |
| 122 | SEWARD | KS | 125 | GARFIELD | OK | 127 | GRAYSON | TX |
| 122 | SMITH | KS | 125 | GARVIN | OK | 127 | GREGG | TX |
| 122 | STAFFORD | KS | 125 | GRADY | OK | 127 | HAMILTON | TX |
| 122 | STANTON | KS | 125 | GRANT | OK | 127 | HARDEMAN | TX |
| 122 | STEVENS | KS | 125 | HUGHES | OK | 127 | HARRISON | TX |
| 122 | SUMNER | KS | 125 | JEFFERSON | OK | 127 | HENDERSON | TX |
| 122 | TEXAS | OK | 125 | JOHNSTON | OK | 127 | HILL | TX |
| 122 | TREGO | KS | 125 | KINGFISHER | OK | 127 | HOOD | TX |
| 122 | WICHITA | KS | 125 | LINCOLN | OK | 127 | HOPKINS | TX |
| 123 | BROWN | KS | 125 | LOGAN | OK | 127 | HUNT | TX |
| 123 | CHASE | KS | 125 | LOVE | OK | 127 | JACK | TX |
| 123 | CLAY | KS | 125 | MAJOR | OK | 127 | JOHNSON | TX |
| 123 | COFFEY | KS | 125 | MARSHALL | OK | 127 | KAUFMAN | TX |
| 123 | DICKINSON | KS | 125 | MCCLAIN | OK | 127 | LAMAR | TX |
| 123 | GEARY | KS | 125 | MURRAY | OK | 127 | LAMPASAS | TX |
| 123 | JACKSON | KS | 125 | OKFUSKEE | OK | 127 | LITTLE RIVER | AR |
| 123 | JEFFERSON | KS | 125 | OKLAHOMA | OK | 127 | MARION | TX |
| 123 | LYON | KS | 125 | PONTOTOC | OK | 127 | MCCURTAIN | OK |
| 123 | MARSHALL | KS | 125 | POTTAWATOMIE | OK | 127 | MCLENNAN | TX |
| 123 | MORRIS | KS | 125 | SEMINOLE | OK | 127 | MILLER | AR |
| 123 | NEMAHA | KS | 125 | STEPHENS | OK | 127 | MILLS | TX |
| 123 | OSAGE | KS | 125 | WOODS | OK | 127 | MONTAGUE | TX |
| 123 | POTTAWATOMIE | KS | 126 | BECKHAM | OK | 127 | MORRIS | TX |
| 123 | RILEY | KS | 126 | CUSTER | OK | 127 | NAVARRO | TX |
| 123 | SHAWNEE | KS | 126 | DEWEY | OK | 127 | PALO PINTO | TX |
| 123 | WABAUNSEE | KS | 126 | ELLIS | OK | 127 | PANOLA | TX |
| 123 | WASHINGTON | KS | 126 | GREER | OK | 127 | PARKER | TX |
| 124 | ALLEN | KS | 126 | HARMON | OK | 127 | POLK | AR |
| 124 | CHAUTAUQUA | KS | 126 | HARPER | OK | 127 | PUSHMATAHA | OK |
| 124 | CHEROKEE | OK | 126 | JACKSON | OK | 127 | RAINS | TX |
| 124 | CRAIG | OK | 126 | KIOWA | OK | 127 | RED RIVER | TX |
| 124 | CREEK | OK | 126 | ROGER MILLS | OK | 127 | ROCKWALL | TX |
| 124 | KAY | OK | 126 | WASHITA | OK | 127 | RUSK | TX |
| 124 | LABETTE | KS | 126 | WOODWARD | OK | 127 | SAN SABA | TX |
| 124 | MAYES | OK | 127 | ANDERSON | TX | 127 | SEVIER | AR |
| 124 | MCINTOSH | OK | 127 | ARCHER | TX | 127 | SMITH | TX |
| 124 | MONTGOMERY | KS | 127 | BAYLOR | TX | 127 | SOMERVELL | TX |
| 124 | MUSKOGEE | OK | 127 | BELL | TX | 127 | STEPHENS | TX |
| 124 | NEOSHO | KS | 127 | BOSQUE | TX | 127 | TARRANT | TX |
| 124 | NOBLE | OK | 127 | BOWIE | TX | 127 | THROCKMORTON | TX |
| 124 | NOWATA | OK | 127 | BROWN | TX | 127 | TILLMAN | OK |
| 124 | OKMULGEE | OK | 127 | BRYAN | OK | 127 | TITUS | TX |
| 124 | OSAGE | OK | 127 | CAMP | TX | 127 | UPSHUR | TX |
| 124 | PAWNEE | OK | 127 | CASS | TX | 127 | VAN ZANDT | TX |
| 124 | PAYNE | OK | 127 | CHEROKEE | TX | 127 | WICHITA | TX |
| 124 | PITTSBURG | OK | 127 | CHOCTAW | OK | 127 | WILBARGER | TX |
| 124 | ROGERS | OK | 127 | CLAY | TX | 127 | WISE | TX |
| 124 | TULSA | OK | 127 | COLEMAN | TX | 127 | WOOD | TX |
| 124 | WAGONER | OK | 127 | COLLIN | TX | 127 | YOUNG | TX |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|-------------|----|-----|---------------|----|-----|---------------|----|
| 128 | CALLAHAN | TX | 131 | NACOGDOCHES | TX | 135 | MARTIN | TX |
| 128 | FISHER | TX | 131 | POLK | TX | 135 | MIDLAND | TX |
| 128 | HASKELL | TX | 131 | ROBERTSON | TX | 135 | PECOS | TX |
| 128 | JONES | TX | 131 | SABINE | TX | 135 | PRESIDIO | TX |
| 128 | KING | TX | 131 | SAN AUGUSTINE | TX | 135 | REAGAN | TX |
| 128 | KNOX | TX | 131 | SAN JACINTO | TX | 135 | REEVES | TX |
| 128 | MITCHELL | TX | 131 | SHELBY | TX | 135 | TERRELL | TX |
| 128 | NOLAN | TX | 131 | TRINITY | TX | 135 | UPTON | TX |
| 128 | SCURRY | TX | 131 | VICTORIA | TX | 135 | WARD | TX |
| 128 | SHACKLEFORD | TX | 131 | WALKER | TX | 135 | WINKLER | TX |
| 128 | STONEWALL | TX | 131 | WALLER | TX | 136 | CHAVES | NM |
| 128 | TAYLOR | TX | 131 | WASHINGTON | TX | 136 | EDDY | NM |
| 129 | COKE | TX | 131 | WHARTON | TX | 136 | GAINES | TX |
| 129 | CONCHO | TX | 132 | ARANSAS | TX | 136 | LEA | NM |
| 129 | EDWARDS | TX | 132 | BEE | TX | 136 | YOAKUM | TX |
| 129 | IRION | TX | 132 | BROOKS | TX | 137 | BRISCOE | TX |
| 129 | KIMBLE | TX | 132 | DUVAL | TX | 137 | COCHRAN | TX |
| 129 | KINNEY | TX | 132 | JIM WELLS | TX | 137 | CROSBY | TX |
| 129 | MASON | TX | 132 | KENEDY | TX | 137 | DICKENS | TX |
| 129 | MCCULLOCH | TX | 132 | KLEBERG | TX | 137 | FLOYD | TX |
| 129 | MENARD | TX | 132 | LIVE OAK | TX | 137 | GARZA | TX |
| 129 | RUNNELS | TX | 132 | MC MULLEN | TX | 137 | HALE | TX |
| 129 | SCHLEICHER | TX | 132 | NUECES | TX | 137 | HOCKLEY | TX |
| 129 | STERLING | TX | 132 | REFUGIO | TX | 137 | KENT | TX |
| 129 | SUTTON | TX | 132 | SAN PATRICIO | TX | 137 | LAMB | TX |
| 129 | TOM GREEN | TX | 133 | CAMERON | TX | 137 | LUBBOCK | TX |
| 129 | VAL VERDE | TX | 133 | HIDALGO | TX | 137 | LYNN | TX |
| 130 | BASTROP | TX | 133 | STARR | TX | 137 | MOTLEY | TX |
| 130 | BLANCO | TX | 133 | WILLACY | TX | 137 | SWISHER | TX |
| 130 | BURNET | TX | 134 | ATASCOSA | TX | 137 | TERRY | TX |
| 130 | CALDWELL | TX | 134 | BANDERA | TX | 138 | ARMSTRONG | TX |
| 130 | HAYS | TX | 134 | BEXAR | TX | 138 | BAILEY | TX |
| 130 | LEE | TX | 134 | COMAL | TX | 138 | CARSON | TX |
| 130 | LLANO | TX | 134 | DIMMIT | TX | 138 | CASTRO | TX |
| 130 | MILAM | TX | 134 | FRIO | TX | 138 | CHILDRESS | TX |
| 130 | TRAVIS | TX | 134 | GILLESPIE | TX | 138 | COLLINGSWORTH | TX |
| 130 | WILLIAMSON | TX | 134 | GONZALES | TX | 138 | COTTLE | TX |
| 131 | ANGELINA | TX | 134 | GUADALUPE | TX | 138 | CURRY | NM |
| 131 | AUSTIN | TX | 134 | JIM HOGG | TX | 138 | DALLAM | TX |
| 131 | BRAZORIA | TX | 134 | KARNES | TX | 138 | DE BACA | NM |
| 131 | BRAZOS | TX | 134 | KENDALL | TX | 138 | DEAF SMITH | TX |
| 131 | BURLESON | TX | 134 | KERR | TX | 138 | DONLEY | TX |
| 131 | CALHOUN | TX | 134 | LA SALLE | TX | 138 | GRAY | TX |
| 131 | CHAMBERS | TX | 134 | MAVERICK | TX | 138 | HALL | TX |
| 131 | COLORADO | TX | 134 | MEDINA | TX | 138 | HANSFORD | TX |
| 131 | DE WITT | TX | 134 | REAL | TX | 138 | HARDING | NM |
| 131 | FAYETTE | TX | 134 | UVALDE | TX | 138 | HARTLEY | TX |
| 131 | FORT BEND | TX | 134 | WEBB | TX | 138 | HEMPHILL | TX |
| 131 | FREESTONE | TX | 134 | WILSON | TX | 138 | HUTCHINSON | TX |
| 131 | GALVESTON | TX | 134 | ZAPATA | TX | 138 | LIPSCOMB | TX |
| 131 | GOLIAD | TX | 134 | ZAVALA | TX | 138 | MOORE | TX |
| 131 | GRIMES | TX | 135 | ANDREWS | TX | 138 | OCHILTREE | TX |
| 131 | HARRIS | TX | 135 | BORDEN | TX | 138 | OLDHAM | TX |
| 131 | HOUSTON | TX | 135 | BREWSTER | TX | 138 | PARMER | TX |
| 131 | JACKSON | TX | 135 | CRANE | TX | 138 | POTTER | TX |
| 131 | LAVACA | TX | 135 | CROCKETT | TX | 138 | QUAY | NM |
| 131 | LEON | TX | 135 | DAWSON | TX | 138 | RANDALL | TX |
| 131 | LIBERTY | TX | 135 | ECTOR | TX | 138 | ROBERTS | TX |
| 131 | LIMESTONE | TX | 135 | GLASS COCK | TX | 138 | ROOSEVELT | NM |
| 131 | MADISON | TX | 135 | HOWARD | TX | 138 | SHERMAN | TX |
| 131 | MATAGORDA | TX | 135 | JEFF DAVIS | TX | 138 | UNION | NM |
| 131 | MONTGOMERY | TX | 135 | LOVING | TX | 138 | WHEELER | TX |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|-------------|----|-----|---------------|----|-----|---------------|----|
| 139 | GUADALUPE | NM | 141 | ROUTT | CO | 144 | ROSEBUD | MT |
| 139 | LOS ALAMOS | NM | 141 | SAN MIGUEL | CO | 144 | SHERIDAN | MT |
| 139 | MORA | NM | 141 | SHERIDAN | KS | 144 | SHERIDAN | WY |
| 139 | RIO ARRIBA | NM | 141 | SHERMAN | KS | 144 | STILLWATER | MT |
| 139 | SAN MIGUEL | NM | 141 | SUMMIT | CO | 144 | SWEET GRASS | MT |
| 139 | SANTA FE | NM | 141 | TELLER | CO | 144 | TREASURE | MT |
| 139 | TAOS | NM | 141 | THOMAS | KS | 144 | VALLEY | MT |
| 140 | ALAMOSA | CO | 141 | WALLACE | KS | 144 | YELLOWSTONE | MT |
| 140 | BACA | CO | 141 | WASHINGTON | CO | 144 | YELLOWSTONE P | MT |
| 140 | BENT | CO | 141 | WELD | CO | 145 | BLAINE | MT |
| 140 | CHEYENNE | CO | 141 | YUMA | CO | 145 | CASCADE | MT |
| 140 | COLFAX | NM | 142 | BANNER | NE | 145 | CHOUTEAU | MT |
| 140 | CONEJOS | CO | 142 | BOX BUTTE | NE | 145 | FERGUS | MT |
| 140 | COSTILLA | CO | 142 | CHEYENNE | NE | 145 | GLACIER | MT |
| 140 | CROWLEY | CO | 142 | DAWES | NE | 145 | HILL | MT |
| 140 | HUERFANO | CO | 142 | GOSHEN | WY | 145 | JUDITH BASIN | MT |
| 140 | KIOWA | CO | 142 | KIMBALL | NE | 145 | LIBERTY | MT |
| 140 | LAS ANIMAS | CO | 142 | MORRILL | NE | 145 | MEAGHER | MT |
| 140 | MINERAL | CO | 142 | SCOTTS BLUFF | NE | 145 | PHILLIPS | MT |
| 140 | OTERO | CO | 142 | SIOUX | NE | 145 | PONDERA | MT |
| 140 | PROWERS | CO | 143 | ALBANY | WY | 145 | TETON | MT |
| 140 | PUEBLO | CO | 143 | BEAR LAKE | ID | 145 | TOOLE | MT |
| 140 | RIO GRANDE | CO | 143 | CAMPBELL | WY | 145 | WHEATLAND | MT |
| 140 | SAGUACHE | CO | 143 | CARBON | WY | 146 | BEAVERHEAD | MT |
| 141 | ADAMS | CO | 143 | CARIBOU | ID | 146 | BROADWATER | MT |
| 141 | ARAPAHOE | CO | 143 | CONVERSE | WY | 146 | DEER LODGE | MT |
| 141 | BOULDER | CO | 143 | CROOK | WY | 146 | FLATHEAD | MT |
| 141 | CHAFFEE | CO | 143 | DAGGETT | UT | 146 | GRANITE | MT |
| 141 | CHEYENNE | KS | 143 | FREMONT | WY | 146 | JEFFERSON | MT |
| 141 | CLEAR CREEK | CO | 143 | HOT SPRINGS | WY | 146 | LAKE | MT |
| 141 | CUSTER | CO | 143 | LARAMIE | WY | 146 | LEWIS & CLARK | MT |
| 141 | DELTA | CO | 143 | LINCOLN | WY | 146 | LINCOLN | MT |
| 141 | DENVER | CO | 143 | NATRONA | WY | 146 | MINERAL | MT |
| 141 | DOUGLAS | CO | 143 | NIOBRARA | WY | 146 | MISSOULA | MT |
| 141 | DUNDY | NE | 143 | PLATTE | WY | 146 | POWELL | MT |
| 141 | EAGLE | CO | 143 | RICH | UT | 146 | RAVALLI | MT |
| 141 | EL PASO | CO | 143 | SUBLETTE | WY | 146 | SANDERS | MT |
| 141 | ELBERT | CO | 143 | SWEETWATER | WY | 146 | SILVER BOW | MT |
| 141 | FREMONT | CO | 143 | UINTA | WY | 147 | ASOTIN | WA |
| 141 | GARFIELD | CO | 143 | WASHAKIE | WY | 147 | BENEWAH | ID |
| 141 | GILPIN | CO | 143 | WESTON | WY | 147 | BONNER | ID |
| 141 | GOVE | KS | 144 | BIG HORN | MT | 147 | BOUNDARY | ID |
| 141 | GRAND | CO | 144 | BIG HORN | WY | 147 | CLEARWATER | ID |
| 141 | GUNNISON | CO | 144 | CARBON | MT | 147 | FERRY | WA |
| 141 | HINSDALE | CO | 144 | CUSTER | MT | 147 | GARFIELD | WA |
| 141 | JACKSON | CO | 144 | DANIELS | MT | 147 | IDAHO | ID |
| 141 | JEFFERSON | CO | 144 | DAWSON | MT | 147 | KOOTENAI | ID |
| 141 | KIT CARSON | CO | 144 | FALLON | MT | 147 | LATAH | ID |
| 141 | LAKE | CO | 144 | GALLATIN | MT | 147 | LEWIS | ID |
| 141 | LARIMER | CO | 144 | GARFIELD | MT | 147 | LINCOLN | WA |
| 141 | LINCOLN | CO | 144 | GOLDEN VALLEY | MT | 147 | NEZ PERCE | ID |
| 141 | LOGAN | CO | 144 | JOHNSON | WY | 147 | PEND OREILLE | WA |
| 141 | LOGAN | KS | 144 | MADISON | MT | 147 | SHOSHONE | ID |
| 141 | MESA | CO | 144 | MCCONE | MT | 147 | SPOKANE | WA |
| 141 | MOFFAT | CO | 144 | MUSSELSHELL | MT | 147 | STEVENS | WA |
| 141 | MONTROSE | CO | 144 | PARK | MT | 147 | WHITMAN | WA |
| 141 | MORGAN | CO | 144 | PARK | WY | 148 | BANNOCK | ID |
| 141 | OURAY | CO | 144 | PETROLEUM | MT | 148 | BINGHAM | ID |
| 141 | PARK | CO | 144 | POWDER RIVER | MT | 148 | BONNEVILLE | ID |
| 141 | PHILLIPS | CO | 144 | PRAIRIE | MT | 148 | BUTTE | ID |
| 141 | PITKIN | CO | 144 | RICHLAND | MT | 148 | CLARK | ID |
| 141 | RIO BLANCO | CO | 144 | ROOSEVELT | MT | 148 | CUSTER | ID |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|------------|----|-----|---------------|----|-----|---------------|----|
| 148 | FREMONT | ID | 152 | UINTAH | UT | 160 | YUMA | AZ |
| 148 | JEFFERSON | ID | 152 | UTAH | UT | 161 | SAN DIEGO | CA |
| 148 | LEMHI | ID | 152 | WASATCH | UT | 162 | FRESNO | CA |
| 148 | MADISON | ID | 152 | WAYNE | UT | 162 | KINGS | CA |
| 148 | POWER | ID | 152 | WEBER | UT | 162 | MADERA | CA |
| 148 | TETON | ID | 153 | BEAVER | UT | 162 | TULARE | CA |
| 148 | TETON | WY | 153 | CLARK | NV | 163 | ALAMEDA | CA |
| 149 | BLAINE | ID | 153 | ESMERALDA | NV | 163 | CALAVERAS | CA |
| 149 | CAMAS | ID | 153 | GARFIELD | UT | 163 | CONTRA COSTA | CA |
| 149 | CASSIA | ID | 153 | IRON | UT | 163 | HUMBOLDT | CA |
| 149 | GOODING | ID | 153 | LINCOLN | NV | 163 | LAKE | CA |
| 149 | JEROME | ID | 153 | MINERAL | NV | 163 | MARIN | CA |
| 149 | LINCOLN | ID | 153 | MOHAVE | AZ | 163 | MARIPOSA | CA |
| 149 | MINIDOKA | ID | 153 | NYE | NV | 163 | MENDOCINO | CA |
| 149 | TWIN FALLS | ID | 153 | PIUTE | UT | 163 | MERCED | CA |
| 150 | ADA | ID | 153 | WASHINGTON | UT | 163 | MONTEREY | CA |
| 150 | ADAMS | ID | 154 | COCONINO | AZ | 163 | NAPA | CA |
| 150 | BOISE | ID | 154 | KANE | UT | 163 | SAN BENITO | CA |
| 150 | CANYON | ID | 154 | NAVAJO | AZ | 163 | SAN FRANCISCO | CA |
| 150 | ELMORE | ID | 154 | SAN JUAN | UT | 163 | SAN JOAQUIN | CA |
| 150 | GEM | ID | 154 | YAVAPAI | AZ | 163 | SAN MATEO | CA |
| 150 | HARNEY | OR | 155 | ARCHULETTA | CO | 163 | SANTA CLARA | CA |
| 150 | MALHEUR | OR | 155 | DOLORES | CO | 163 | SANTA CRUZ | CA |
| 150 | OWYHEE | ID | 155 | LA PLATA | CO | 163 | SOLANO | CA |
| 150 | PAYETTE | ID | 155 | MONTEZUMA | CO | 163 | SONOMA | CA |
| 150 | VALLEY | ID | 155 | SAN JUAN | CO | 163 | STANISLAUS | CA |
| 150 | WASHINGTON | ID | 155 | SAN JUAN | NM | 163 | TRINITY | CA |
| 151 | ALPINE | CA | 156 | APACHE | AZ | 163 | TUOLUMNE | CA |
| 151 | CHURCHILL | NV | 156 | BERNALILLO | NM | 164 | AMADOR | CA |
| 151 | DOUGLAS | NV | 156 | CATRON | NM | 164 | BUTTE | CA |
| 151 | ELKO | NV | 156 | MCKINLEY | NM | 164 | COLUSA | CA |
| 151 | EUREKA | NV | 156 | SANDOVAL | NM | 164 | EL DORADO | CA |
| 151 | HUMBOLDT | NV | 156 | SOCORRO | NM | 164 | GLENN | CA |
| 151 | INYO | CA | 156 | TORRANCE | NM | 164 | NEVADA | CA |
| 151 | LANDER | NV | 156 | VALENCIA | NM | 164 | PLACER | CA |
| 151 | LASSEN | CA | 157 | CULBERSON | TX | 164 | SACRAMENTO | CA |
| 151 | LYON | NV | 157 | DONA ANA | NM | 164 | SUTTER | CA |
| 151 | MONO | CA | 157 | EL PASO | TX | 164 | YOLO | CA |
| 151 | ORMSBY | NV | 157 | HUDSPETH | TX | 164 | YUBA | CA |
| 151 | PERSHING | NV | 157 | LINCOLN | NM | 165 | KLAMATH | OR |
| 151 | PLUMAS | CA | 157 | OTERO | NM | 165 | MODOC | CA |
| 151 | SIERRA | CA | 157 | SIERRA | NM | 165 | SHASTA | CA |
| 151 | STOREY | NV | 158 | GILA | AZ | 165 | SISKIYOU | CA |
| 151 | WASHOE | NV | 158 | GRAHAM | AZ | 165 | TEHAMA | CA |
| 151 | WHITE PINE | NV | 158 | GRANT | NM | 166 | COOS | OR |
| 152 | BOX ELDER | UT | 158 | GREENLEE | AZ | 166 | CURRY | OR |
| 152 | CACHE | UT | 158 | HIDALGO | NM | 166 | DEL NORTE | CA |
| 152 | CARBON | UT | 158 | LUNA | NM | 166 | DOUGLAS | OR |
| 152 | DAVIS | UT | 158 | MARICOPA | AZ | 166 | JACKSON | OR |
| 152 | DUCHESNE | UT | 158 | PINAL | AZ | 166 | JOSEPHINE | OR |
| 152 | EMERY | UT | 159 | COCHISE | AZ | 166 | LANE | OR |
| 152 | FRANKLIN | ID | 159 | PIMA | AZ | 167 | BENTON | OR |
| 152 | GRAND | UT | 159 | SANTA CRUZ | AZ | 167 | CLACKAMAS | OR |
| 152 | JUAB | UT | 160 | IMPERIAL | CA | 167 | CLARK | WA |
| 152 | MILLARD | UT | 160 | KERN | CA | 167 | CLATSOP | OR |
| 152 | MORGAN | UT | 160 | LOS ANGELES | CA | 167 | COLUMBIA | OR |
| 152 | ONEIDA | ID | 160 | ORANGE | CA | 167 | COWLITZ | WA |
| 152 | SALT LAKE | UT | 160 | RIVERSIDE | CA | 167 | CROOK | OR |
| 152 | SANPETE | UT | 160 | SAN BERNARDIN | CA | 167 | DESCHUTES | OR |
| 152 | SEVIER | UT | 160 | SAN LUIS OBIS | CA | 167 | HOOD RIVER | OR |
| 152 | SUMMIT | UT | 160 | SANTA BARBARA | CA | 167 | JEFFERSON | OR |
| 152 | TOOELE | UT | 160 | VENTURA | CA | 167 | KLICKITAT | WA |

| BEA | COUNTY | ST | BEA | COUNTY | ST | BEA | COUNTY | ST |
|-----|------------|----|-----|--------------|----|-----|-----------|----|
| 167 | LAKE | OR | 168 | MORROW | OR | 170 | ISLAND | WA |
| 167 | LINCOLN | OR | 168 | UMATILLA | OR | 170 | JEFFERSON | WA |
| 167 | LINN | OR | 168 | UNION | OR | 170 | KING | WA |
| 167 | MARION | OR | 168 | WALLA WALLA | WA | 170 | KITSAP | WA |
| 167 | MULTNOMAH | OR | 168 | WALLOWA | OR | 170 | LEWIS | WA |
| 167 | POLK | OR | 168 | WHEELER | OR | 170 | MASON | WA |
| 167 | SHERMAN | OR | 169 | ADAMS | WA | 170 | PACIFIC | WA |
| 167 | SKAMANIA | WA | 169 | BENTON | WA | 170 | PIERCE | WA |
| 167 | TILLAMOOK | OR | 169 | CHELAN | WA | 170 | SAN JUAN | WA |
| 167 | WAHKIAKUM | WA | 169 | DOUGLAS | WA | 170 | SKAGIT | WA |
| 167 | WASCO | OR | 169 | FRANKLIN | WA | 170 | SNOHOMISH | WA |
| 167 | WASHINGTON | OR | 169 | GRANT | WA | 170 | THURSTON | WA |
| 167 | YAMHILL | OR | 169 | KITTITAS | WA | 170 | WHATCOM | WA |
| 168 | BAKER | OR | 169 | OKANOGAN | WA | 171 | ANCHORAGE | AK |
| 168 | COLUMBIA | WA | 169 | YAKIMA | WA | 172 | HONOLULU | HI |
| 168 | GILLIAM | OR | 170 | CLALLAM | WA | | | |
| 168 | GRANT | OR | 170 | GRAYS HARBOR | WA | | | |

2011 Surface Transportation Board Public Use Waybill 247-Byte Record Layout

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

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

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

2011 Surface Transportation Board Public Use Waybill 247-Byte Record Data Element Descriptions

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

| Field | Description |
|-------|--|
| 1 | <p>Waybill Date (Month, Day, Year) (6-digit numeric)</p> <p>The waybill date is the date on which the originating railroad prepares the waybill¹.</p> |
| 2 | <p>Accounting Period (Month, Year) (4-digit numeric)</p> <p>The accounting period is the month and year during which the study waybill is entered into the railroad's revenue accounting system. This information is subsequently reflected in the net income statement of the company for the specified account month¹.</p> |
| 3 | <p>Number of Carloads (4-digit numeric)</p> <p>The total number of carloads on the sampled waybill¹.</p> |
| 4 | <p>Car Ownership Code (1-character alpha)</p> <p>(P) Privately-owned car (R) Railroad-owned car²</p> |
| 5 | <p>AAR Equipment Type (4-character alphanumeric)</p> <p>Alpha-numeric code giving a general physical description of the type of equipment². (See Umler Field Descriptions, AAR Equipment Type)</p> |
| 6 | <p>AAR Mechanical Designation (4-character alpha)</p> <p>Mechanical designation is dependent on AAR equipment type². (See Umler Data Specification Manual, Section IX)</p> |
| 7 | <p>STB Car Type (2-digit numeric)</p> <p>The STB car type is inferred from the AAR equipment type, as described in item 5, and corresponds to the line number on STB Form 710 for type of car⁴. (See Table 4-9. STB Car Types)</p> |

| Field | Description |
|-------|-------------|
|-------|-------------|

8 Intermodal (TOFC/COFC) Service Code (3-character alphanumeric, space fill)

The code for the Intermodal Service Code (ISC) must be entered in the first position of the field. If possible, when different ISC's are used during the course of the sampled waybill movement, enter the code for the applicable ISC at termination in the first position of the field, and the code for the applicable ISC at origination in the second position of the field. For example, 'B C' indicates that the TOFC movement started on ISC 20 and terminated on ISC 22.

Note: Three blanks in this field will indicate the movement is not intermodal in nature. 'Unknown' ISCs are indicated by 'X'¹.

Table 4-8. Revised Intermodal Service Plan Code Reporting

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

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

| Field | Description |
|--------------|--|
| 18 | <p>Miscellaneous Charges (\$) (9-digit numeric)</p> <p>The total of all miscellaneous charges (excluding transit charges and freight revenue) shown in dollars¹.</p> |
| 19 | <p>Inter/Intra State Code (inferred) (1-digit numeric)</p> <p>Normally, an Intrastate routing is inferred if the origin and destination states are the same. However, an Interstate routing is inferred in cases where the origin and destination stations are within a state but the customary routing exits and re-enters the state. Interstate movements also include import, export, ex-lake and lake cargo movements.</p> <p>(1) Interstate (2) Intrastate (9) Unknown¹</p> |
| 20 | <p>Type of Move (inferred) (1-digit numeric)</p> <p>(0) Neither import nor export (1) Imported commodity (2) Exported commodity (3) Commodity imported and exported, e.g., land bridge type traffic (9) Unknown¹</p> |
| 21 | <p>All Rail/Intermodal Code (1-digit numeric)</p> <p>(1) All Rail (2) Intermodal - a continuous movement involving at least one railroad and another mode. (9) Unknown (X) Not reported on hardcopy waybills¹.</p> |

| Field | Description |
|--------------|--|
| 22 | <p>Type of Move Via Water (inferred) (1-digit numeric)</p> <ul style="list-style-type: none"> (0) Not a water movement (1) Ex-Lake (from Great Lakes to reporting railroad) (2) Lake Cargo (Rail to Great Lakes) (3) Intercoastal - a continuous movement by U.S. rail which is part of an Atlantic Ocean (or Gulf) and Pacific Ocean movement, in either direction. (4) Coastwise - a continuous movement involving rail at either end of a coastwise movement between ports on the East Coast (including Gulf) or between ports on the West Coast. (5) Inland Waterways - a rail movement in combination with a barge movement on rivers and canals (other than the Great Lakes) that is not considered a part of the rail movement, e.g., rail car ferry. (9) Unknown (X) Not reported on hardcopy waybills¹. |
| 23 | <p>Transit Code (1-digit numeric)</p> <ul style="list-style-type: none"> (0) Not a transit movement (1) Transit—indicates that the shipment is the outbound movement from a transit point, where some service has been performed, to the destination point (which can be another transit point). (9) Unknown¹ |
| 24 | <p>Substituted Truck-for-Rail Service (1-digit numeric)</p> <ul style="list-style-type: none"> (0) Not substituted truck-for-rail service (1) Study movement involves substituted truck-for-rail service. (For example, a rail carrier may be authorized by the STB to institute truck for rail service when rail service is abandoned or a track is closed for various reasons.) (9) Unknown (X) Not reported on hardcopy waybills¹. |
| 25 | <p>Rebill Code (1-digit numeric)</p> <ul style="list-style-type: none"> (0) local shipment (1) originated—delivered (2) received—delivered (3) received—terminated |
| 26 | <p>Estimated Short Line Miles (rounded) (4-digit numeric)</p> <p>The short line miles (shortest rail distance between origin and destination), rounded up to the nearest ten miles⁶.</p> |

| Field | Description | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------------|--|--------------------------|-----------------------------|----------------------|---------|-----|---------|---------|------|---------|---------|-------|--------|---------|--------|--------|---------|----------|--------|--------------------|-----|----------|--------------------|------|---------|--------------------|------------|--------------------------|
| 27 | <p>Stratum Identification (1-digit numeric)</p> <table border="1"> <thead> <tr> <th></th> <th><i>Carloads per Waybill</i></th> <th><i>Sampling Rate</i></th> </tr> </thead> <tbody> <tr> <td>(1) MRI</td> <td>1–2</td> <td>1 of 40</td> </tr> <tr> <td>(2) MRI</td> <td>3–15</td> <td>1 of 12</td> </tr> <tr> <td>(3) MRI</td> <td>16–60</td> <td>1 of 4</td> </tr> <tr> <td>(4) MRI</td> <td>61–100</td> <td>1 of 3</td> </tr> <tr> <td>(5) MRI</td> <td>Over 100</td> <td>1 of 2</td> </tr> <tr> <td>(6) Hardcopy (FTP)</td> <td>1–5</td> <td>1 of 100</td> </tr> <tr> <td>(7) Hardcopy (FTP)</td> <td>6–25</td> <td>1 of 10</td> </tr> <tr> <td>(8) Hardcopy (FTP)</td> <td>26 or more</td> <td>1 of 5^{1 or 6}</td> </tr> </tbody> </table> | | <i>Carloads per Waybill</i> | <i>Sampling Rate</i> | (1) MRI | 1–2 | 1 of 40 | (2) MRI | 3–15 | 1 of 12 | (3) MRI | 16–60 | 1 of 4 | (4) MRI | 61–100 | 1 of 3 | (5) MRI | Over 100 | 1 of 2 | (6) Hardcopy (FTP) | 1–5 | 1 of 100 | (7) Hardcopy (FTP) | 6–25 | 1 of 10 | (8) Hardcopy (FTP) | 26 or more | 1 of 5 ^{1 or 6} |
| | <i>Carloads per Waybill</i> | <i>Sampling Rate</i> | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) MRI | 1–2 | 1 of 40 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) MRI | 3–15 | 1 of 12 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (3) MRI | 16–60 | 1 of 4 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) MRI | 61–100 | 1 of 3 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (5) MRI | Over 100 | 1 of 2 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (6) Hardcopy (FTP) | 1–5 | 1 of 100 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (7) Hardcopy (FTP) | 6–25 | 1 of 10 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) Hardcopy (FTP) | 26 or more | 1 of 5 ^{1 or 6} | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 28 | <p>Subsample Code Number (1-digit numeric)</p> <p>For MRI waybills, this coding (1, 2, 3, or 4) identifies the individual subsamples obtained under the computerized sampling procedure. This field is initialized to a blank for Hardcopy waybills, but a replicate subsample code is added during completion of the master file, using the following formula:</p> $\text{Code} = \text{Serial Number} - ((\text{Serial Number} / 4) * 4) + 1 \text{ truncated integer}$ <p>These subsample code numbers are used in a statistical fashion to estimate the standard deviation, or accuracy, of any level for the particular sample⁵.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 29 | <p>Exact Expansion Factor (7-digit numeric)</p> <p>The exact expansion factor is calculated for each waybill, according to the formula shown below, and is used to expand the car, ton, trailer/container and revenue statistics to 100% levels. The format of this factor is ‘nnn.nn’ with an implied decimal point⁶.</p> $\text{Factor} = (\text{Population count} / \text{Sample count})$ | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 30 | <p>Theoretical Expansion Factor (3-digit numeric)</p> <p>The theoretical expansion factor is the inverse of the sampling rate, as indicated by the Stratum Identification number (item 27), and is used to expand the car, ton, trailer/container and revenue statistics to 100% levels. The format of this factor is an integer value⁶.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | <p>Number of Interchanges (1-digit numeric)</p> <p>This figure represents the total number of interchanges between railroads in the route¹.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 32 | <p>Origin BEA Area (3-digit numeric)</p> <p>The Business Economic Area code for the reported waybill movement’s origin location. (See "Department of Commerce - Bureau of Economic Analysis, Business Economic Area Codes" revised for 1997)⁷</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Field | Description |
|-------|--|
| 33 | <p data-bbox="396 275 987 302">Origin Freight Rate Territory (1-digit numeric)</p> <p data-bbox="396 323 1390 422">The freight rate territory, as defined by the STB, in which the reported waybill movement originated. Freight rate territories are imputed from the freight rate areas, and are coded as follows⁴:</p> <ul style="list-style-type: none"> <li data-bbox="396 443 756 470">(0) Cannot be Determined <li data-bbox="396 491 1427 1121">(1) <i>Official Territory:</i> Commencing at the eastern terminus of the United States/Canadian boundary on the Atlantic Ocean and proceeding westwardly along the border to the Straits of Mackinac, thence southwestwardly across Lake Michigan to Kewaunee, Wisconsin, thence southward along the shore of Lake Michigan to Manitowoc, Wisconsin, thence southward along the line of the Chicago and North Western Railway to Milwaukee, Wisconsin, thence northwest along the Milwaukee Railway to Rugby Junction, Wisconsin, thence south along the Soo Line to Duplainville, Wisconsin, thence west along the Milwaukee Railway through Montfort Junction, Wisconsin, to Benton, Wisconsin, thence southwest by air line to the intersection of the Wisconsin-Illinois boundary with the Mississippi River, thence south along the Mississippi River to the mouth of the Ohio River, thence eastward along the Ohio to Cincinnati, Ohio, thence eastward along the Chesapeake and Ohio Railway to Kenova, West Virginia, thence eastward along the Norfolk and Western Railway to its intersection with the former Virginian Railway (now Norfolk and Western) west of Roanoke, Virginia, thence east along the former Virginian Railway to Suffolk, Virginia, thence northeast along the Norfolk and Western Railway to Norfolk, Virginia, and then northeastward along the Atlantic Coast to the point of beginning. <li data-bbox="396 1142 1427 1304">(2) <i>Southern Territory:</i> Commencing at Norfolk, Virginia, and proceeding westwardly along the southern border of Official Territory as described in (1) above, to the mouth of the Ohio River, thence south along the Mississippi River to its mouth, and thence east and north along the Gulf and Atlantic Coast to the point of beginning. <li data-bbox="396 1325 1427 1654">(3) <i>Western Trunk Line Territory:</i> Commencing at the Straits of Mackinac and following the international boundary northeastward and thence westward to the western boundary of North Dakota, thence south along the North Dakota and South Dakota/Montana line to Sheridan, Wyoming, thence southward along the line of the Burlington system to the Colorado/New Mexico line, thence eastward following the northern boundary of New Mexico, Oklahoma, and Arkansas to the Mississippi River, thence northward along the Mississippi River to the Wisconsin/Illinois line, and thence back to the point of beginning following the northwest boundary of Official Territory, as described in (1) above. |

| Field | Description |
|-------|---|
| 33 | <p>Origin Freight Rate Territory (1-digit numeric) (cont'd)</p> <p>(4) <i>Southwestern Territory:</i> Commencing at the intersection of the Missouri/Arkansas boundary with the Mississippi River and proceeding westward along the southern boundary of Missouri, Kansas and Colorado to the point where the Santa Fe Railway crosses the Colorado/New Mexico line, thence southward along the Santa Fe Railway to El Paso, Texas, thence following the international boundary to the mouth of the Rio Grande River, thence along the Gulf Coast to the mouth of the Mississippi River, and thence northward along the Mississippi River to the point of beginning.</p> <p>(5) <i>Mountain-Pacific Territory:</i> That portion of the United States which lies west of the western boundaries of Western Trunk Line and Southwestern Territories as described in (3) and (4) above.</p> |
| 34 | <p>Interchange State #1 (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill's first junction interchange station is located¹.</p> |
| 35 | <p>Interchange State #2 (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill's second junction interchange station is located¹.</p> |
| 36 | <p>Interchange State #3 (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill's third junction interchange station is located¹.</p> |
| 37 | <p>Interchange State #4 (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill's fourth junction interchange station is located¹.</p> |
| 38 | <p>Interchange State #5 (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill's fifth junction interchange station is located¹.</p> |
| 39 | <p>Interchange State #6 (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill's sixth junction interchange station is located¹.</p> |
| 40 | <p>Interchange State #7 (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill's seventh junction interchange station is located¹.</p> |

| Field | Description |
|--------------|---|
| 41 | <p>Interchange State #8 (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill's eighth junction interchange station is located¹.</p> |
| 42 | <p>Interchange State #9 (2-character alpha)</p> <p>The two-character abbreviation for the state in which the reported waybill's ninth junction interchange station is located¹.</p> |
| 43 | <p>Termination BEA Area (3-digit numeric)</p> <p>The Business Economic Area code for the reported waybill movement's termination location.(See Table 4-4 and Table 4-5 for "Department of Commerce - Bureau of Economic Analysis, Business Economic Area Codes")⁷</p> |
| 44 | <p>Termination Freight Rate Territory (1-digit numeric)</p> <p>The freight rate territory, as defined by the STB, in which the reported waybill movement terminated. See Field 33 for full descriptions.</p> <ul style="list-style-type: none"> (0) Unknown (1) Official Territory (2) Southern Territory (3) Western Trunk Line Territory (4) Southwestern Territory (5) Mountain-Pacific Territory⁴ |
| 45 | <p>Reporting Period Length (1-digit numeric)</p> <ul style="list-style-type: none"> (1) Monthly (2) Quarterly¹ |
| 46 | <p>Car Capacity (5-digit numeric)</p> <p>Cubic foot capacity of car (for all equipment types except flat)².</p> |
| 47 | <p>Nominal Capacity Expined (3-digit numeric)</p> <p>Expired</p> |
| 48 | <p>Tare Weight of Car (4-digit numeric)</p> <p>The actual light weight (not an average), in hundredweight, for each car².</p> |

| Field | Description |
|-------|--|
| 49 | <p>Outside Length (5-digit numeric)</p> <p>Distance between pulling faces of the couplers in normal position. The first three-digits represent feet. The last 2 digits represent inches, rounded up to the next inch in the case of a fraction. Example: 5 1/4" = 6"².</p> |
| 50 | <p>Outside Width (4-digit numeric)</p> <p>Measurement of outside width of car, including attachments projecting to greatest extent. The first two digits represent feet. The last two digits represent inches, rounded up to next inch in the case of a fraction².</p> |
| 51 | <p>Outside Height (4-digit numeric)</p> <p>Measurement from top of rail to top of eaves at side of car. The first two digits represent feet. The last two digits represent inches, rounded up to the next inch in the case of a fraction².</p> |
| 52 | <p>Extreme Outside Height (4-digit numeric)</p> <p>Measurement from top of rail to location where extreme height occurs. The first two digits represent feet. The last two digits represent inches, rounded up to the next inch in the case of a fraction².</p> |
| 53 | <p>Type of Wheel Bearings and Brakes (1-character alpha)</p> <ul style="list-style-type: none"> (A) Plain bearings and composition brake shoes (B) Roller bearings and composition brake shoes (C) Plain bearings and cast iron brake shoes (D) Roller bearings and cast iron brake shoes (E) Roller bearings, composition brake shoes and constant contact side bearings (F) Roller bearings, cast iron brake shoes and constant contact side bearings (G) Roller bearings, composition brake shoes, and empty/load brake system (H) Roller bearings, composition brake shoes, constant contact side bearings, and empty/load brake system (I) Roller bearings, cast iron shoes and empty/load brake system (J) Roller bearings, cast iron shoes, constant contact side bearings, and empty/load brake system (K) Roller bearings, composition brake shoes and designed for high speed train operations (L) Roller bearings, composition brake shoes, empty/load brake system and designed for high speed train operations² |

| Field | Description | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|---|------|-------|------|-------------------------|------|-------|-----|---|-----|----|-----|----|-----|---|-----|----|-----|----|-----|---|-----|----|-----|----|-----|---|-----|----|-----|----|-----|---|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|----|-----|-------------------------|-----|----|-----|----|--|--|
| 54 | <p>Number of Axles (1-character alphanumeric):</p> <table border="1"> <thead> <tr> <th>Code</th> <th>Axles</th> <th>Code</th> <th>Axles</th> <th>Code</th> <th>Axles</th> </tr> </thead> <tbody> <tr> <td>(2)</td> <td>2</td> <td>(F)</td> <td>16</td> <td>(Q)</td> <td>27</td> </tr> <tr> <td>(4)</td> <td>4</td> <td>(G)</td> <td>17</td> <td>(R)</td> <td>28</td> </tr> <tr> <td>(6)</td> <td>6</td> <td>(H)</td> <td>18</td> <td>(S)</td> <td>29</td> </tr> <tr> <td>(8)</td> <td>8</td> <td>(I)</td> <td>19</td> <td>(T)</td> <td>30</td> </tr> <tr> <td>(9)</td> <td>9</td> <td>(J)</td> <td>20</td> <td>(U)</td> <td>31</td> </tr> <tr> <td>(0)</td> <td>10</td> <td>(K)</td> <td>21</td> <td>(V)</td> <td>32</td> </tr> <tr> <td>(A)</td> <td>11</td> <td>(L)</td> <td>22</td> <td>(W)</td> <td>33</td> </tr> <tr> <td>(B)</td> <td>12</td> <td>(M)</td> <td>23</td> <td>(X)</td> <td>34</td> </tr> <tr> <td>(C)</td> <td>13</td> <td>(N)</td> <td>24</td> <td>(Y)</td> <td>35</td> </tr> <tr> <td>(D)</td> <td>14</td> <td>(O)</td> <td>25</td> <td>(Z)</td> <td>36 or more²</td> </tr> <tr> <td>(E)</td> <td>15</td> <td>(P)</td> <td>26</td> <td></td> <td></td> </tr> </tbody> </table> | Code | Axles | Code | Axles | Code | Axles | (2) | 2 | (F) | 16 | (Q) | 27 | (4) | 4 | (G) | 17 | (R) | 28 | (6) | 6 | (H) | 18 | (S) | 29 | (8) | 8 | (I) | 19 | (T) | 30 | (9) | 9 | (J) | 20 | (U) | 31 | (0) | 10 | (K) | 21 | (V) | 32 | (A) | 11 | (L) | 22 | (W) | 33 | (B) | 12 | (M) | 23 | (X) | 34 | (C) | 13 | (N) | 24 | (Y) | 35 | (D) | 14 | (O) | 25 | (Z) | 36 or more ² | (E) | 15 | (P) | 26 | | |
| Code | Axles | Code | Axles | Code | Axles | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) | 2 | (F) | 16 | (Q) | 27 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) | 4 | (G) | 17 | (R) | 28 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (6) | 6 | (H) | 18 | (S) | 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) | 8 | (I) | 19 | (T) | 30 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) | 9 | (J) | 20 | (U) | 31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (0) | 10 | (K) | 21 | (V) | 32 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (A) | 11 | (L) | 22 | (W) | 33 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (B) | 12 | (M) | 23 | (X) | 34 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (C) | 13 | (N) | 24 | (Y) | 35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (D) | 14 | (O) | 25 | (Z) | 36 or more ² | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (E) | 15 | (P) | 26 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 55 | <p>Draft Gear (2-digit numeric)</p> <p>Coding is equipment type dependent; refer to Section 1 of the Umler Specification Manual².</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 56 | <p>Number of Articulated Units (1-digit numeric)</p> <p>An articulated car consists of two or more cars permanently coupled together in such a manner that they cannot be separated for operations in interchange service as individual cars. Such cars will be operated under one reporting mark and one reporting number. The reported code indicates the number of units permanently attached. The minimum is 2, while 9 indicates nine or more units².</p> <p>Note: '0' indicates that the car is not articulated.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 57 | <p>AAR Error Codes (4-digit numeric)</p> <p>Two two-digit error codes are appended to the end of each waybill record. Refer to the 900-Byte layout section entitled "Error Codes and Messages," for specific error code definitions⁵.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58 | <p>Routing Error Flag (1-character alpha)</p> <p>This field contains either a 'T' (true) or an 'F' (false). An 'F' indicates that ALK was not able to sufficiently identify the actual origin or termination point of the route, so as to calculate a carrying distance for one or more railroads in the route. An 'F' in this field will be accompanied by a '99999' in the total distance field (and one or more railroad distance fields), and '99999' in all of the split revenue fields⁶.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 59 | <p>Expanded Carloads (6-digit numeric)</p> <p>The number of carloads (item 3) multiplied by the expansion factor (item 30)⁶.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Field | Description |
|-----------|---|
| 60 | Expanded Tons (9-digit numeric) The billed weight in tons (item 14) multiplied by the expansion factor (item 30) ⁶ . |
| 61 | Expanded Freight Revenue (11-digit numeric) The total freight revenue (item 16) multiplied by the expansion factor (item 30) ⁶ . |
| 62 | Expanded Trailer/Container Count (6-digit numeric) The number of TOFC/COFC units (item 9) multiplied by the expansion factor (see Field 30) ⁶ . |

Sources:

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

STCC Headers

| | | | |
|-------|---|-------|--|
| 011 | FIELD CROPS | 01143 | PEANUTS |
| 0112 | COTTON, RAW | 01144 | SOYBEANS (SOYA BEANS) |
| 01129 | RAW COTTON, NEC | 01149 | OIL KERNELS, NUTS OR SEEDS, NEC EXC. EDIBLE TREE NUTS SEE 01298 OR 20712 |
| 0113 | GRAIN | 0115 | FIELD SEEDS EXC. OIL SEEDS SEE 0114 |
| 01131 | BARLEY | 01151 | LAWN GRASS SEEDS |
| 01132 | CORN EXC. POPCORN SEE 01152 | 01152 | POPCORN |
| 01133 | OATS | 01159 | FIELD SEEDS, NEC EXC. SEEDS SEE 01141-01149 |
| 01134 | RICE, ROUGH | 0119 | MISCELLANEOUS FIELD |
| 01135 | RYE | 01191 | FODDER, HAY OR ROUGHAGE EXC. CHOPPED, GROUND OR PULVERIZED SEE 01991-01992 |
| 01136 | SORGHUM GRAINS | 01192 | HOPS |
| 01137 | WHEAT EXC. BUCKWHEAT SEE 01139 | 01193 | LEAF TOBACCO |
| 01139 | GRAIN, NEC | 01194 | POTATOES, SWEET |
| 0114 | OIL KERNELS, NUTS OR SEEDS EXC. EDIBLE TREE NUTS SEE 0129 OR 2071 | 01195 | POTATOES, OTHER THAN SWEET |
| 01141 | COTTONSEEDS | | |
| 01142 | FLAXSEEDS | | |

| | | | |
|-------|--|-------|--|
| 01196 | STRAW EXC. CHOPPED, GROUND OR PULVERIZED SEE 01991 | 01298 | NUTS, EDIBLE, IN THE SHELL EXC. PEANUTS SEE 01143 |
| 01197 | SUGAR BEETS | 01299 | FRESH FRUITS OR TREE NUTS, NEC |
| 01198 | SUGAR CANE | 013 | FRESH VEGETABLES |
| 01199 | FIELD CROPS, NEC | 0131 | BULBS, ROOTS OR TUBERS, WITH OR WITHOUT TOPS POTATOES SEE 0119 |
| 012 | FRESH FRUITS OR TREE | 01311 | BEETS EXC. SUGAR BEETS SEE 01197 |
| 0121 | CITRUS FRUITS | 01312 | CARROTS |
| 01211 | GRAPEFRUIT | 01313 | ONIONS, GREEN |
| 01212 | LEMONS | 01315 | RADISHES |
| 01214 | ORANGES | 01317 | TURNIPS |
| 01215 | TANGERINES | 01318 | ONIONS, DRY |
| 01219 | CITRUS FRUITS, NEC | 01319 | BULBS, ROOTS OR TUBERS, WITH OR WITHOUT TOPS, EXC. POTATOES, SWEET SEE 01194 OR OTHER THAN SEE 01195 |
| 0122 | DECIDUOUS FRUITS | 0133 | LEAFY FRESH VEGETABLES |
| 01221 | APPLES | 01331 | BROCCOLI |
| 01222 | APRICOTS | 01332 | BRUSSELS SPROUTS |
| 01223 | CHERRIES | 01333 | CABBAGE |
| 01224 | GRAPES | 01334 | CELERY |
| 01225 | NECTARINES | 01335 | LETTUCE |
| 01226 | PEACHES | 01336 | CHARD, KALE OR SPINACH |
| 01227 | PEARS | 01337 | CAULIFLOWER |
| 01228 | PLUMS OR PRUNES EXC. MARMALADE PLUMS SEE 01239 | 01339 | LEAFY FRESH VEGETABLES, NEC |
| 01229 | DECIDUOUS FRUITS, NEC | 0134 | FIELD DRY RIPE VEGETABLE FOOD SEEDS EXC. ARTIFICIALLY DRIED SEE 2034 |
| 0123 | TROPICAL FRUITS EXC. CITRUS SEE 0121 | 01341 | BEANS, DRY RIPE |
| 01231 | AVOCADOS | 01342 | PEAS, DRY |
| 01232 | BANANAS | 01343 | COWPEAS, LENTILS OR LUPINES |
| 01233 | PINEAPPLES | 01349 | FIELD DRY RIPE VEGETABLE FOOD SEEDS, NEC EXC. ARTIFICIALLY DRIED SEE 20342-20343 |
| 01239 | TROPICAL FRUITS, NEC CITRUS SEE 01211-01219 | 0139 | MISCELLANEOUS FRESH TABLES |
| 0129 | MISCELLANEOUS FRESH FRUITS OR TREE NUTS | 01391 | BEANS, STRING, LIMA OR WAX, OR PEAS, GREEN OR FRESH |
| 01291 | BUSH OR CANE BERRIES | 01392 | WATERMELONS |
| 01292 | CRANBERRIES | | |
| 01293 | STRAWBERRIES | | |
| 01294 | COCOA BEANS | | |
| 01295 | COFFEE, GREEN | | |

| | | | |
|-------|---|-------|--|
| 01393 | SWEET CORN | 01522 | HATCHING EGGS, CHICKEN |
| 01394 | TOMATOES | 01523 | HATCHING EGGS, TURKEY |
| 01395 | CUCUMBERS | 01529 | POULTRY EGGS, NEC |
| 01396 | PEPPERS | 019 | MISCELLANEOUS FARM PRODUCTS |
| 01397 | PUMPKINS OR SQUASH | 0191 | HORTICULTURAL |
| 01398 | CANTALOUPE, MELONS OR MUSKMELONS EXC. WATERMELONS SEE 01392 | 01912 | NURSERY STOCK VIZ. BULBS, PLANTS OR TUBERS, SHRUBS, OR TREES, FRUIT OR SHADE, OR VINES, ETC. |
| 01399 | FRESH VEGETABLES, NEC | 01915 | HERBS (SEEDS, LEAVES, ROOTS, ETC.) |
| 014 | LIVESTOCK OR LIVESTOCK PRODUCTS | 01916 | MUSHROOMS, FRESH |
| 0141 | LIVESTOCK EXC. HORSES OR MULES SEE 0192 | 01917 | VEGETABLE OR BERRY |
| 01411 | CATTLE VIZ. BULLS, COWS, HEIFERS, OXEN OR STEERS | 01918 | FLOWER OR VEGETABLE |
| 01412 | CALVES | 01919 | HORTICULTURAL SPECIALTIES, NEC |
| 01413 | SWINE VIZ. BARROWS, BOARS, HOGS, PIGS OR | 01921 | HORSES OR MULES, LIVE VIZ. COLTS, GELDINGS, MARES, PONIES OR STALLIONS, OR FOR MULES, ASSES, BURROS, DONKEYS, JACKS OR JENNIES |
| 01414 | SHEEP VIZ. EWES, LAMBS, RAMS OR WETHERS | 01923 | HIDES, PELTS OR SKINS, NOT TANNED EXC. CATTLE, GOAT, HORSE, MULE, SHEEP OR SWINE SEE 20141, MARINE ANIMAL SEE 09132 |
| 01415 | GOATS OR KIDS | 01928 | ANIMAL OR POULTRY MANURE |
| 01419 | LIVESTOCK, NEC EXC. HORSES OR MULES SEE | 01929 | ANIMAL SPECIALTIES, NEC |
| 0142 | DAIRY FARM PRODUCTS EXC. PASTEURIZED SEE 2026 | 0199 | FARM PRODUCTS, NEC |
| 01421 | DAIRY FARM PRODUCTS EXC. PASTEURIZED SEE 20251-20264 | 01991 | CHOPPED, GROUND OR PULVERIZED HAY, STRAW OR RELATED AGRICULTURAL PRODUCTS EXC. ALFALFA 01992 |
| 0143 | ANIMAL FIBRES | 01992 | CHOPPED, GROUND OR PULVERIZED ALFALFA |
| 01431 | WOOL EXC. SCOURED SEE 22971 | 01999 | FARM PRODUCTS, NEC |
| 01432 | MOHAIR (ANGORA GOAT EXC. SCOURED SEE 22971 FIBRES, NEC | 08 | FOREST PRODUCTS |
| 015 | POULTRY OR POULTRY PRODUCTS | 084 | BARKS OR GUMS, CRUDE |
| 0151 | LIVE POULTRY | 0842 | BARKS OR GUMS, CRUDE |
| 01511 | LIVE CHICKENS EXC. BABY SEE 01513 | 08422 | BARKS OR GUMS, CRUDE LATEX OR ALLIED GUMS (CRUDE RUBBER) SEE 08423 |
| 01512 | LIVE TURKEYS EXC. BABY SEE 01513 | 08423 | LATEX GUMS (CRUDE RUBBER) OR ALLIED GUMS |
| 01513 | LIVE BABY POULTRY | | |
| 01519 | LIVE POULTRY, NEC | | |
| 0152 | POULTRY EGGS | | |
| 01521 | EGGS, MARKET | | |

| | | | |
|-------|---|-------|---|
| 086 | MISCELLANEOUS FOREST PRODUCTS | 10112 | IRON BENEFICIATING-GRADE ORES, CRUDE, OR IRON TO PROCESSING OR BENEFICIATING PLANTS |
| 0861 | MISCELLANEOUS FOREST PRODUCTS | | |
| 08611 | CHRISTMAS TREES EXC. ARTIFICIAL SEE 39621 | 10113 | IRON CONCENTRATES OR AGGLOMERATES |
| 08612 | DECORATIVE EVERGREENS, HOLLY OR MISTLETOE EXC. ARTIFICIAL SEE 39621 | 102 | COPPER ORES |
| 08613 | FERNS EXC. ARTIFICIAL 39621 | 1021 | COPPER ORES |
| 08619 | FOREST PRODUCTS, NEC, OR TREE SEEDS, INEDIBLE OIL SEEDS SEE 01141-01149 | 10211 | CRUDE COPPER ORES |
| | | 10212 | COPPER CONCENTRATES OR PRECIPITATES |
| 09 | FRESH FISH OR OTHER MARINE PRODUCTS | 103 | LEAD OR ZINC ORES |
| | | 1031 | LEAD ORES |
| 091 | FRESH FISH OR OTHER MARINE PRODUCTS EXC. PROCESSED SEE 203 | 10311 | CRUDE LEAD ORES |
| | | 10312 | LEAD CONCENTRATES |
| 0912 | FRESH FISH OR WHALE PRODUCTS, OR FRESH UNPACKAGED (UNPROCESSED) FISH EXC. FRESH OR FRESH FROZEN PROCESSED FISH 2036 | 1032 | ZINC ORES |
| | | 10321 | CRUDE ZINC ORES |
| | | 10322 | ZINC CONCENTRATES |
| 09121 | FINFISH | 1033 | LEAD AND ZINC ORES COMBINED |
| 09122 | SHELLFISH | 10331 | CRUDE LEAD AND ZINC ORES COMBINED |
| 09123 | WHALE PRODUCTS | 10332 | LEAD AND ZINC CONCENTRATES COMBINED |
| 0913 | OTHER MARINE PRODUCTS | | |
| 09131 | SHELLS, OYSTER, CRAB, CLAM, ETC. | 104 | GOLD OR SILVER ORES |
| | | 1041 | GOLD ORE |
| 09132 | MARINE ANIMAL SKINS, UNTANNED EXC. WHALE SEE 09123 | 10411 | CRUDE GOLD ORE OR TAILINGS |
| 09139 | MISCELLANEOUS MARINE PRODUCTS, NEC | 10412 | GOLD CONCENTRATES OR PRECIPITATES OR GOLD BULLION |
| 098 | FISH HATCHERIES, FARMS PRESERVES | 1042 | SILVER ORE |
| | | 10421 | CRUDE SILVER ORE OR INGS |
| 0989 | FISH HATCHERIES, FARMS PRESERVES | 10422 | SILVER CONCENTRATES OR SILVER MILL BULLION |
| 09891 | TROPICAL FISH HATCHERIES OR FARMS | 105 | BAUXITE OR OTHER ORES |
| 10 | METALLIC ORES | 1051 | BAUXITE ORES OR OTHER ALUMINUM ORES |
| 101 | IRON ORES | 10511 | CRUDE BAUXITE ORES |
| 1011 | IRON ORES | 10513 | CALCINED OR ACTIVATED BAUXITE ORES |
| 10111 | IRON DIRECT-SHIPPING ORES, CRUDE | 10514 | ALUMINUM ORES EXC. BAUXITE SEE 10511 AND 10513 |

| | | | |
|-------|--|-------|--|
| 106 | MANGANESE ORES | 13 | CRUDE PETROLEUM, NATURAL GAS OR GASOLINE |
| 1061 | MANGANESE ORES | | |
| 10611 | MANGANESE ORES, CRUDE | 131 | CRUDE PETROLEUM OR NATURAL GAS |
| 10612 | MANGANESE BENEFICIATING-GRADE ORE, CRUDE | 1311 | CRUDE PETROLEUM |
| 10613 | MANGANESE CONCENTRATES AGGLOMERATES | 13111 | CRUDE PETROLEUM |
| 107 | TUNGSTEN ORES | 1312 | NATURAL GAS |
| 1071 | TUNGSTEN ORES | 13121 | NATURAL GAS |
| 10711 | CRUDE TUNGSTEN ORES | 132 | NATURAL GASOLINE EXC. LIQUEFIED PETROLEUM SEE 291 |
| 10712 | TUNGSTEN CONCENTRATES | 1321 | NATURAL GASOLINE EXC. LIQUEFIED PETROLEUM SEE 2912 |
| 108 | CHROMIUM ORES | 13211 | NATURAL GASOLINE EXC. LIQUEFIED PETROLEUM SEE 29121 |
| 1081 | CHROMIUM ORES | | |
| 10811 | CRUDE CHROMIUM ORES | 14 | NONMETALLIC MINERALS EXC. FUELS |
| 10812 | CHROMIUM CONCENTRATES | 141 | DIMENSION STONE, QUARRY |
| 109 | MISCELLANEOUS METAL ORES | 1411 | DIMENSION STONE, QUARRY EXC. DRESSED, POLISHED, SHAPED OR OTHERWISE FINISHED SEE 3281 |
| 1092 | MISCELLANEOUS METAL ORES | | |
| 10923 | RADIO-ACTIVE ORES UM, RADIUM, ETC) | 14111 | DIMENSION STONE, QUARRY EXC. DRESSED, POLISHED, SHAPED OR OTHERWISE FINISHED SEE 32811-32819 |
| 10929 | MISCELLANEOUS METAL NEC | | |
| 11 | COAL | | |
| 111 | ANTHRACITE | 142 | CRUSHED OR BROKEN STONE OR RIPRAP |
| 1111 | ANTHRACITE | | |
| 11111 | RAW ANTHRACITE | 1421 | BROKEN OR CRUSHED STONE, OR RIPRAP EXC. GROUND OR OTHERWISE TREATED SEE 3295 |
| 11112 | PREPARED ANTHRACITE GROUND OR PULVERIZED OTHER THAN FOR FUEL OR STEAM PURPOSES SEE 29919 | 14211 | AGRICULTURAL LIMESTONE, BROKEN OR CRUSHED EXC. GROUND OR OTHERWISE TED, SEE 32959 |
| 112 | BITUMINOUS COAL OR LIGNITE | 14212 | FLUXING LIMESTONE OR STONE, BROKEN OR CRUSHED |
| 1121 | BITUMINOUS COAL | | |
| 11211 | RAW BITUMINOUS COAL | 14219 | BROKEN OR CRUSHED STONE OR RIPRAP, NEC EXC. GROUND OR OTHERWISE TED, SEE 32951-32959 |
| 11212 | PREPARED BITUMINOUS COAL EXC. GROUND OR OTHER THAN FOR FUEL OR STEAM PURPOSES SEE 29919 | 144 | GRAVEL OR SAND |
| 11219 | BITUMINOUS COAL WASTE | 1441 | GRAVEL OR SAND EXC. ABRASIVE SEE 1491 |
| 1122 | LIGNITE | | |
| 11221 | LIGNITE, PREPARED OR RAW EXC. GROUND OR OTHER THAN FOR FUEL OR STEAM PURPOSES SEE 29919 | 14411 | SAND (AGGREGATE OR BALLAST) EXC. ABRASIVE SEE 14916 |
| | | 14412 | GRAVEL (AGGREGATE OR BALLAST) |

| | | | |
|-------|---|-------|--|
| 14413 | INDUSTRIAL SAND, CRUDE, GROUND OR PULVERIZED ABRASIVE SEE 14916 OR TREATED, OTHER THAN GROUND OR PULVERIZED SEE 32952 | 14714 | APATITE OR PHOSPHATE ROCK, CLAY OR SAND, EXC. GROUND OR OTHERWISE TREATED SEE 28194 OR 28712-28719 |
| 145 | CLAY, CERAMIC OR REFRACTORY MINERALS | 14715 | ROCK SALT, CRUDE, CRUSHED, LUMP OR EXC. SODIUM CHLORIDE (COMMON SALT), SEE 28991 |
| 1451 | CERAMIC, CLAY OR REFRACTORY MINERALS, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 3295 | 14716 | SULPHUR, CRUDE, LIQUID, MOLTEN OR SOLID EXC. GROUND OR OTHERWISE TREATED SEE 32959 |
| 14511 | BENTONITE, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32952 | 14719 | CHEMICAL OR FERTILIZER MINERALS, NEC EXC. OR OTHERWISE TREATED SEE 28711- 28719 OR 32951-32959 |
| 14512 | FIRE CLAY, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32952 | 149 | MISCELLANEOUS MINERALS EXC. FUELS SEE 111-112 OR 299 |
| 14513 | FULLERS EARTH, CRUDE GROUND OR OTHERWISE TREATED SEE 32952 | 1491 | MISCELLANEOUS MINERALS, NEC, CRUDE EXC. GROUND OR OTHERWISE TREATED AT OTHER THAN MINE SITE SEE 3295, OR FUELS SEE 1111-1122 OR 2991 |
| 14514 | BALL OR KAOLIN CLAY, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32952 | 14911 | ANHYDRITE OR GYPSUM, CRUDE EXC. GROUND OR OTHERWISE TREATED AT OTHER THAN MINE SITE SEE 32956 |
| 14515 | FELDSPAR, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32955 | 14912 | MICA, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32957 |
| 14516 | BRUCITE OR MAGNESITE, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32953 OR 32959 | 14913 | NATIVE ASPHALT OR BITUMENS |
| 14519 | CERAMIC OR CLAY NEC, CRUDE EXC. GROUND OTHERWISE TREATED SEE 32951-32959 | 14914 | PUMICE OR PUMICITE, EXC. GROUND OR OTHERWISE TREATED SEE 32959 |
| 147 | CHEMICAL OR FERTILIZER MINERALS | 14915 | PYROPHYLLITE, SOAPSTONE OR TALC, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32954 |
| 1471 | CHEMICAL OR FERTILIZER MINERALS, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 2871 OR 3275 | 14916 | NATURAL ABRASIVES, FLOUR OR SIZED GRAINS, OR POWDERS EXC. INDUSTRIAL DIAMOND ABRASIVES SEE 32912, OR SAND SEE 14411- 14413 |
| 14711 | BARITE (BARYTES), CRUDE (HEAVY SPAR OR TIFF) GROUND OR OTHERWISE TREATED SEE 32959 | 14917 | PEAT, NATURAL EXC. OR OTHERWISE TREATED SEE 32959 |
| 14712 | FLUORSPAR (FLUORITE OR FLORS PAR), CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32959 | 14918 | DIATOMACEOUS OR AL EARTH, CRUDE EXC. GROUND OR OTHERWISE TREATED AT OTHER THAN MINE SITE SEE 32952 OR 32959, OR FULLERS EARTH SEE 14513 |
| 14713 | BORATE, POTASH OR SODA, CRUDE EXC. GROUND OR OTHERWISE TREATED SEE 32959 OR 28121- 28129 | | |

| | | | |
|-------|---|-------|--|
| 14919 | NONMETALLIC MINERALS, NEC, LOAM, SOIL OR TOP SOIL, NEC EXC. GROUND OR OTHERWISE TREATED AT OTHER THAN MINE ITE SEE 32951-32959, OR UELS SEE11111-11221 OR see STCC 6001-AJ for full DESCRIPTION | 19299 | AMMUNITION OR RELATED PARTS, NEC, OR CHEMICAL WARFARE PROJECTILES, DEPTH CHARGES, GRENADES, ROCKETS, OTHER THAN GUIDED MISSILES OR EXC. SMALL ARMS SEE STCC 6001-AJ for full DESCRIPTION |
| 1492 | WATER EXC. CARBONATED OR MINERAL SEE 2086 | 193 | FULL TRACKED COMBAT CLES OR PARTS |
| 14921 | RAW WATER, FOR CONSTRUCTION OR IRRIGATION PUR POSES | 1931 | FULL TRACKED COMBAT CLES OR PARTS EXC. WHEELED TACTICAL COMBAT VEHICLES SEE 3711 |
| 14922 | WATER, DRINKING EXC. BONATED OR MINERAL SEE 20861 | 19311 | MILITARY TANKS OR PARTS EXC. TANK ENGINES SEE 35199 |
| 19 | ORDNANCE OR ACCESSORIES | 19312 | MILITARY SELF-PROPELLED COMBAT WEAPONS OR PARTS |
| 191 | GUNS, HOWITZERS, RELATED EQUIPMENT OR PARTS, BORE OVER 30 MM (1. 18 INCH) EXC. SMALL ARMS OR PARTS 30 MM (1. 18 INCH) OR UNDER SEE 195 | 19313 | FULL TRACKED COMBAT CLE OR PARTS EXC. TACTICAL COMBAT VEHICLES SEE 37114 |
| 1911 | GUNS, HOWITZERS, RELATED EQUIPMENT OR PARTS, BORE OVER 30 MM (1. 18 INCH) EXC. SMALL ARMS OR PARTS 30 MM (1. 18 INCH) OR UNDER SEE 1951 | 194 | MILITARY SIGHTING OR CONTROL EQUIPMENT EXC. OPTICAL LENSES OR PRISMS SEE 383 |
| 19111 | GUNS, HOWITZERS, RELATED EQUIPMENT OR PARTS, BORE OVER 30 MM (1. 18 INCH) EXC. SMALL ARMS OR PARTS 30 MM (1. 18 INCH) OR UNDER SEE 19511- 19512 | 1941 | MILITARY SIGHTING OR CONTROL EQUIPMENT EXC. OPTICAL LENSES OR PRISMS SEE 3831 |
| 192 | AMMUNITION, OVER 30 MM (1. 18 INCH) EXC. FOR SMALL ARMS SEE 196 | 19411 | MILITARY SIGHTING OR CONTROL EQUIPMENT EXC. OPTICAL LENSES OR PRISMS SEE 38311 |
| 1925 | GUIDED MISSILES OR SPACE VEHICLES, COMPLETELY ASSEMBLED | 195 | SMALL ARMS, 30 MM (1. 18 INCH) OR UNDER, OR PARTS |
| 19251 | GUIDED MISSILES OR SPACE VEHICLES, COMPLETELY ASSEMBLED | 1951 | SMALL ARMS, 30 MM (1. 18 INCH) OR UNDER, OR PARTS |
| 1929 | AMMUNITION OR RELATED PARTS, NEC EXC. SMALL ARMS SEE 1961 OR PYROTECHNICS SEE 2899 | 19511 | MACHINE GUNS, 30 MM (1. 18 INCH) OR UNDER, OR PARTS |
| 19291 | ARTILLERY AMMUNITION OR RELATED PARTS | 19512 | SMALL ARMS, NEC, 30 MM (1. 18 INCH) OR UNDER, PARTS, NEC |
| 19293 | MILITARY BOMBS, MINES OR RELATED PARTS | 196 | SMALL ARMS AMMUNITION, 30 MM OR UNDER (1. 18 INCH OR UNDER) |
| | | 1961 | SMALL ARMS AMMUNITION, 30MM OR UNDER (1. 18 OR UNDER) EXC. BLASTING OR DETONATING CAPS OR SAFETY FUSES SEE 2892 OR FIREWORKS SEE 2899 |
| | | 19611 | SMALL ARMS AMMUNITION, 30MM OR UNDER (1. 18 OR UNDER) EXC. BLASTING OR DETONATING CAPS OR SAFETY FUSES SEE 28921 FIREWORKS SEE 28993 |

| | | | |
|-------|--|-------|---|
| 199 | MISCELLANEOUS ORDNANCE, ACCESSORIES OR PARTS | 2015 | DRESSED POULTRY OR BY- PRODUCTS OR SMALL OR BY- PRODUCTS, FRESH OR CHILLED |
| 1991 | MISCELLANEOUS ORDNANCE, ACCESSORIES OR PARTS | 20151 | DRESSED POULTRY OR SMALL GAME, FRESH OR CHILLED |
| 19911 | MISCELLANEOUS ORDNANCE, ACCESSORIES OR PARTS | 20158 | POULTRY OR SMALL GAME BY- PRODUCTS, FRESH OR CHILLED |
| 20 | FOOD OR KINDRED PRODUCTS | 2016 | DRESSED POULTRY OR ED PRODUCTS OR SMALL OR RELATED PRODUCTS, FRESH FROZEN |
| 201 | MEAT, POULTRY OR SMALL GAME, FRESH, CHILLED OR FROZEN | 20161 | DRESSED POULTRY OR SMALL GAME, FRESH FROZEN |
| 2011 | MEAT, FRESH OR CHILLED EXC. SALTED SEE 20132 | 20168 | POULTRY BY-PRODUCTS OR SMALL GAME BY-PRODUCTS, FRESH FROZEN |
| 20111 | CARCASSES (WHOLE OR PARTS), FABRICATED OR PRIMAL CUTS, OR BONELESS MEAT, FRESH OR CHILLED | 2017 | PROCESSED POULTRY OR SMALL GAME, OR EGGS |
| 20119 | MEAT, FRESH OR CHILLED, NEC EXC. SAUSAGE, FRESH SEE 20133 | 20171 | CANNED POULTRY OR SMALL GAME |
| 2012 | MEAT FRESH-FROZEN | 20172 | EGGS, CANNED, DRIED, FROZEN, LIQUID, ED, DESICCATED OR OTHER WISE PROCESSED |
| 20121 | CARCASSES (WHOLE OR PARTS), FABRICATED OR PRIMAL CUTS, OR BONELESS MEAT, FRESH FROZEN | 202 | DAIRY PRODUCTS |
| 20129 | MEAT, FRESH FROZEN, NEC | 2021 | CREAMERY BUTTER |
| 2013 | MEAT PRODUCTS | 20211 | CREAMERY BUTTER |
| 20131 | LARD | 2023 | CONDENSED, EVAPORATED DRY MILK |
| 20132 | MEATS OR SAUSAGE, CURED, DRIED, PRESERVED, SALTED OR SMOKED | 20231 | DRY MILK PRODUCTS |
| 20133 | SAUSAGE, FRESH | 20233 | EVAPORATED OR CONDENSED MILK PRODUCTS |
| 20134 | CANNED MEAT | 20234 | ICE CREAM MIX OR ICE MIX |
| 20139 | MEAT PRODUCTS, NEC | 2024 | ICE CREAM OR RELATED FROZEN DESSERTS |
| 2014 | ANIMAL BY-PRODUCTS, INEDIBLE EXC. FATTY ACIDS 2899 OR FATTY ALCOHOLS SEE 2818 | 20241 | ICE CREAM OR RELATED FROZEN DESSERTS |
| 20141 | HIDES, PELTS OR SKINS, NOT TANNED, CATTLE, HORSE, MULE, SHEEP OR SWINE | 2025 | CHEESE OR SPECIAL DAIRY PRODUCTS |
| 20143 | GREASE OR INEDIBLE OR OTHER INEDIBLE ANIMAL OIL MILL PRODUCTS OR FOOTS | 20251 | CHEESE EXC. COTTAGE CHEESE SEE 20252 |
| 20144 | ANIMAL REFUSE, TANKAGE, MEAT MEAL, OR DRIED OR RELATED ANIMAL BY-PRODUCTS | 20258 | CASEIN PRODUCTS |
| 20149 | ANIMAL BY-PRODUCTS, INEDIBLE, NEC | 20259 | SPECIAL DAIRY PRODUCTS BY- PRODUCTS, NEC |
| | | 2026 | PROCESSED WHOLE MILK, SKIM MILK, CREAM OR FLUID PRODUCTS |

| | | | |
|-------|---|-------|--|
| 20261 | BULK FLUID MILK, SKIM MILK OR CREAM | 20341 | DEHYDRATED OR DRIED FRUITS |
| 20262 | PACKAGED (GLASS OR FLUID MILK, SKIM MILK OR CREAM | 20342 | DEHYDRATED OR DRIED TABLES, OR SOUP MIXES EXC. FIELD DRY RIPE TABLE FOOD SEEDS SEE 01341-01349 |
| 20264 | BUTTERMILK, CHOCOLATE MILK OR OTHER FLAVORED MILK DRINKS | 20343 | DEHYDRATED OR DRIED POTATOES OR PRODUCTS EXC. POTATO CHIPS SEE 20992 |
| 203 | CANNED OR PRESERVED FRUITS, VEGETABLES OR SEAFOOD | 2035 | PICKLED FRUITS OR BLES, SALAD DRESSINGS, SEASONINGS, OR VEGETABLE SAUCES EXC. CATSUP OR TOMATO SAUCES SEE 2033 SPICES SEE 2099 |
| 2031 | CANNED OR CURED SEA | 20352 | PICKLES OR OTHER PICKLED PRODUCTS |
| 20311 | CANNED FISH OR OTHER FOOD, SEAFOOD CHOWDERS, SOUP OR STEWS OR LIVERS OR ROE EXC. DRIED, PICKLED, SALTED OR SEE 20314 | 20354 | SALAD DRESSINGS, MAYON NAISE OR SALAD DRESSING TYPE SANDWICH SPREADS |
| 20314 | SMOKED, SALTED, PICKLED OR DRIED FISH | 20359 | SAUCES OR SEASONINGS, EXC. CATSUP OR TOMATO SAUCES SEE 20336 OR ES SEE 20997 |
| 2032 | CANNED SPECIALTIES | 2036 | FRESH OR FROZEN (PACKAGED) FISH OR OTHER SEAFOOD |
| 20321 | CANNED BABY FOODS | 20361 | FROZEN PROCESSED (PACKAGED) FISH OR OTHER SEAFOOD |
| 20322 | CANNED SOUPS EXC. CANNED SEAFOOD SOUPS SEE 20311, FROZEN SOUPS SEE 20381, OR FROZEN SEAFOOD SOUPS SEE 20361 | 20362 | FRESH PROCESSED (PACKAGED) FISH OR OTHER SEAFOOD |
| 20323 | CANNED BEAN SPECIALTIES, PORK AND BEANS OR BAKED BEANS | 2037 | FROZEN FRUITS, OR FRUIT JUICES |
| 20329 | CANNED SPECIALTIES, NEC | 20371 | FROZEN FRUITS |
| 2033 | CANNED FRUITS, JAMS, JELLIES, PRESERVES OR VEGETABLES EXC. SEAFOOD SOUPS SEE 2031 OR 2036, OR BABY FOODS OR SOUPS OTHER THAN SEAFOOD SEE 2032 | 20372 | FROZEN JUICES OR ADES |
| 20331 | CANNED FRUITS | 20373 | FROZEN VEGETABLES |
| 20332 | CANNED VEGETABLES | 20379 | FROZEN FRUITS OR VEGETABLES IN MIXED LOADS OR MIXED WITH FROZEN FRUIT JUICES |
| 20333 | CANNED HOMINY OR MUSH ROOMS | 2038 | FROZEN SPECIALTIES |
| 20334 | JUICE, FRUIT OR VEGE TABLE, OTHER THAN FROZEN EXC. CIDER SEE 20996 | 20381 | FROZEN PREPARED FOODS OR SOUPS EXC. SEA FOODS SEE 20361 |
| 20336 | CATSUP OR OTHER TOMATO SAUCES | 2039 | MIXED LOADS OF CANNED OR PRESERVED FRUITS, OR VEGETABLES, WITHOUT SEPARATE WEIGHTS |
| 20338 | JAMS, JELLIES OR PRE SERVES | | |
| 20339 | CANNED FRUITS OR VEGETABLES, NEC, OR NEC | | |
| 2034 | DEHYDRATED OR DRIED FRUITS OR VEGETABLES OR SOUP MIX EXC. FIELD DRY RIPE VEGETABLE FOOD SEE 0134 | | |

| | | | |
|-------|--|-------|---|
| 20391 | MIXED LOADS OF CANNED OR PRESERVED FRUITS, OR VEGETABLES, OF COMMODITIES IN THE GROUP EXCLUSIVELY, WITHOUT SEPARATE WEIGHTS | 20442 | RICE FLOUR, BRAN OR MEAL |
| 204 | GRAIN MILL PRODUCTS | 20443 | BREWERS RICE |
| 2041 | FLOUR OR OTHER GRAIN PRODUCTS EXC. RICE SEE 2044 OR PREPARED FLOUR MIXES SEE 2045 | 20449 | MILLED RICE OR BY-PRODUCTS, NEC |
| 20411 | WHEAT FLOUR EXC. BLENDED OR PREPARED SEE 20451-20452 | 2045 | BLENDED OR PREPARED EXC. MILLING FLOUR FROM GRAIN SEE 2041 ED, SELF-RISING) |
| 20412 | WHEAT BRAN, MIDDINGS SHORTS | 20452 | PREPARED FLOUR MIXES PANCAKE, CAKE, BISCUIT, PIE CRUST MIXES, ETC. |
| 20413 | CORN MEAL OR FLOUR EXC. ANIMAL OR POULTRY FEED SEE 20421-20423 | 2046 | WET CORN MILLING OR SORGHUM GRAIN (MILO) PRODUCTS, VIZ. OIL, STARCH, SUGAR, SYRUP OR SIMILAR PRODUCTS OR BY-PRODUCTS EXC. TABLE SYRUPS OR STARCH BASE DESSERT POWDERS SEE 2099. SEE STCC 6001-AJ FOR FULL DESCRIPTION |
| 20414 | RYE FLOUR OR MEAL | 20461 | CORN SYRUP |
| 20415 | BUCKWHEAT FLOUR OR MEAL | 20462 | CORN STARCH |
| 20416 | OAT MEAL OR FLOUR | 20463 | CORN SUGAR |
| 20418 | GRAIN MILL BY-PRODUCTS EXC. WHEAT BRAN, MID DLINGS, RED DOG OR SEE 20412 | 20464 | DEXTRINE, CORN, TAPIOCA OR OTHER |
| 20419 | FLOUR OR OTHER GRAIN PRODUCTS, NEC | 20465 | CORN OIL |
| 2042 | PREPARED FEED, ANIMAL, FISH OR POULTRY, OTHER THAN DOG, CAT OR OTHER PET FOOD, NEC EXC. CHOPPED, GROUND OR HAY, STRAW OR RELATED PRODUCTS SEE 0199 | 20466 | STARCH (POTATO, WHEAT, RICE, ETC.) EXC. CORN 20462 |
| 20421 | PREPARED FEED, ANIMAL, FISH OR POULTRY, OTHER THAN DOG, CAT OR OTHER PET FOOD, NEC EXC. SEE 20423, OR CHOPPED, GROUND OR PULVERIZED STRAW OR RELATED see STCC 6001-AJ FOR FULL DESCRIPTION | 20467 | WET PROCESS CORN OR LAR MILL BYPRODUCTS |
| 20423 | CANNED FEED, ANIMAL, OR POULTRY, OTHER THAN DOG, CAT OR OTHER PET FOOD, NEC | 20469 | WET PROCESS CORN MILLING OR SIMILAR MILL NEC |
| 2043 | CEREAL PREPARATIONS | 2047 | DOG, CAT OR OTHER PET FOOD, NEC |
| 20431 | COOKED CEREALS, FLAKED, GRANULATED, POPPED, PUFFED, ROLLED, ROASTED OR SHREDDED | 20471 | DOG, CAT OR OTHER PET FOOD, NEC EXC. CANNED 20472 |
| 20432 | CEREALS, UNCOOKED | 20472 | CANNED DOG, CAT OR OTHER PET FOOD, NEC |
| 2044 | MILLED RICE, FLOUR OR MEAL | 205 | BAKERY PRODUCTS |
| 20441 | RICE, CLEANED | 2051 | BREAD OR OTHER BAKERY PRODUCTS EXC. BISCUITS, CRACKERS, PRETZELS OR OTHER DRY BAKERY SEE 2052 |
| | | 20511 | BREAD OR OTHER BAKERY PRODUCTS EXC. BISCUITS, CRACKERS, PRETZELS OR OTHER DRY BAKERY SEE 20521-20529 |

| | | | |
|-------|---|-------|--|
| 2052 | BISCUITS, CRACKERS OR PRETZELS | 20821 | BEER, ALE, PORTER, STOUT OR OTHER FERMENTED MALT LIQUORS, IN BARRELS, BOTTLES, CANS OR KEGS |
| 20521 | BISCUITS, CRACKERS OR PRETZELS | 20823 | MALT EXTRACTS OR BREWERS SPENT GRAINS |
| 20529 | DRY BAKERY PRODUCTS, NEC | 2083 | MALT |
| 206 | SUGAR, BEET OR CANE | 20831 | MALT |
| 2061 | SUGAR MILL PRODUCTS OR BY- PRODUCTS | 20832 | MALT FLOUR OR SPROUTS |
| 20611 | RAW CANE OR BEET SUGAR | 20839 | MALT PRODUCTS OR BY-PRODUCTS, NEC |
| 20616 | SUGAR MOLASSES EXC. BLACKSTRAP SEE 20617 | 2084 | WINES, BRANDY OR BRANDY SPIRITS |
| 20617 | BLACKSTRAP MOLASSES | 20841 | WINE, BRANDY OR BRANDY SPIRITS OR FRUIT SPIRITS |
| 20618 | BAGASSE | 2085 | DISTILLED, RECTIFIED OR BLENDED LIQUORS EXC. BRANDY OR BRANDY SPIRITS SEE 2084 |
| 20619 | SUGAR MILL PRODUCTS OR BY- PRODUCTS, NEC | 20851 | DISTILLED, RECTIFIED OR BLENDED LIQUORS EXC. BRANDY, BRANDY SPIRITS FRUIT SPIRITS SEE 20841 |
| 2062 | SUGAR, REFINED, CANE BEET | 20859 | BY-PRODUCTS OF LIQUOR DISTILLING OR MINERAL WATERS, BOTTLED, CANNED OR IN BULK EXC. DRINKING PLAIN OR SPRING WATERS SEE 1492 |
| 20621 | SUGAR, GRANULATED OR POWDERED, SUGAR CUBES OR TABLETS | 20861 | SOFT DRINKS OR MINERAL WATERS, BOTTLED, CANNED OR IN BULK EXC. DRINKING PLAIN OR SPRING WATERS SEE 14921 |
| 20622 | SUGAR, LIQUID OR SYRUP | 2087 | MISCELLANEOUS FLAVORING EXTRACTS, SYRUPS OR COMPOUNDS EXC. CHOCOLATE SYRUPS SEE 2071 |
| 20625 | SUGAR REFINING BY-PRODUCTS | 20871 | MISCELLANEOUS FLAVORING EXTRACTS, SYRUPS OR COMPOUNDS EXC. CHOCOLATE SYRUPS SEE 20713 |
| 20626 | MOLASSES BEET PULP | 209 | MISCELLANEOUS FOOD RATIONS OR KINDRED PROD UCTS |
| 20629 | SUGAR, REFINED, CANE OR BEET, NEC | 2091 | COTTONSEED OIL OR DUCTS EXC. EDIBLE OILS SEE 2096 OR FATTY ACIDS SEE 2899 |
| 207 | CONFECTIONERY OR RELATED PRODUCTS | 20911 | COTTONSEED OIL, CRUDE OR REFINED EXC. EDIBLE ING OILS SEE 20961 |
| 2071 | CANDY OR OTHER CONFECTIONERY PRODUCTS | | |
| 20711 | CANDY OR CANDY BARS, OR PACKAGED | | |
| 20712 | NUTS, COATED, COOKED, ROASTED OR SALTED | | |
| 20713 | CHOCOLATE OR COCOA PRODUCTS OR BYPRODUCTS | | |
| 20714 | CHEWING GUM | | |
| 20719 | CONFECTIONERY OR RELATED PRODUCTS, NEC | | |
| 208 | BEVERAGES OR FLAVORING EXTRACTS | | |
| 2082 | MALT LIQUORS | | |

| | | | |
|-------|--|-------|---|
| 20914 | COTTONSEED CAKE OR MEAL OR BY-PRODUCTS EXC. TON LINTERS OR REGINS SEE 20915 OR FATTY SEE 28994 | 2096 | MARGARINE, SHORTENING OR TABLE OILS OR OTHER EDIBLE FATS OR OILS, NEC EXC. CORN OIL SEE 2046 |
| 20915 | COTTON LINTERS OR REGINS | 20961 | SHORTENING OR COOKING OR SALAD OILS EXC. CORN OIL SEE 20465 |
| 2092 | SOYBEAN OIL OR BY-PRODUCTS EXC. EDIBLE COOKING OILS SEE 2096 OR FATTY ACIDS SEE 2899 | 20962 | MARGARINE |
| 20921 | SOYBEAN OIL, CRUDE OR REFINED EXC. EDIBLE ING OILS SEE 20961 | 2097 | ICE, NATURAL OR MANUFACTURED |
| 20923 | SOYBEAN CAKE, FLOUR, GRITS, MEAL OR OTHER BY-PRODUCTS EXC. FATTY ACIDS SEE 28994 | 20971 | ICE, NATURAL OR MANUFACTURED |
| 2093 | NUT OR VEGETABLE OILS OR BY-PRODUCTS EXC. CORN 2046, COTTONSEED SEE 2091, SOYBEAN SEE 2092, EDIBLE COOKING OILS SEE 2096, OILS FOR MEDICINAL USE SEE 2831 OR FATTY see STCC 6001-AJ FOR FULL DESCRIPTION | 2098 | MACARONI, SPAGHETTI, VERMICELLI OR NOODLES OR PRODUCTS THEREOF, DRY EXC. CANNED SEE 2032 |
| 20931 | LINSEED OIL, CRUDE OR REFINED EXC. EDIBLE ING OILS SEE 20961 | 20981 | MACARONI, SPAGHETTI, VERMICELLI OR NOODLES OR PRODUCTS THEREOF, DRY EXC. CANNED SEE 20329 |
| 20933 | NUT OR VEGETABLE OILS EXC. CORN SEE 20465, COTTONSEED SEE 20911, SOYBEAN SEE 20921, LINSEED SEE 20931, EDIBLE COOKING OILS SEE 20961, OILS FOR MEDICINAL PURPOSES SEE 28311. SEE STCC 6001-AJ FOR FULL DESCRIPTION | 2099 | MISCELLANEOUS FOOD RATIONS, NEC |
| 20939 | NUT OR VEGETABLE OIL CAKE OR MEAL OR OTHER BY-PRODUCTS, NEC EXC. CORN SEE 20469, COTTONSEED SEE 20914, SOYBEAN SEE 20923 OR FATTY ACIDS SEE 28994 | 20991 | DESSERTS (READY TO MIX) |
| 2094 | MARINE FATS OR OILS EXC. OILS FOR MEDICINAL PURPOSES SEE 2831, FATTY ACIDS SEE 2899 OR FATTY ALCOHOLS SEE 2818 | 20992 | CHIPS (POTATO, CORN, ETC.) |
| 20941 | MARINE OIL MILL PRODUCTS | 20993 | SWEETENING SYRUPS OR MOLASSES |
| 20942 | MARINE OIL MILL BY-PRODUCTS VIZ. MEAL, SCRAP OR TANKAGE | 20994 | BAKING POWDER OR YEAST |
| 2095 | ROASTED COFFEE OR COFFEE | 20995 | MIXED LOADS OF FOOD OR KINDRED PRODUCTS, SEPARATE WEIGHTS, CONSISTING OF COMMODITIES NOT FOUND EXCLUSIVELY IN THE 203 GROUP |
| 20951 | ROASTED COFFEE OR COFFEE | 20996 | CIDER OR VINEGAR |
| | | 20997 | SPICES |
| | | 20998 | TEA OR INSTANT TEA |
| | | 20999 | FOOD PREPARATIONS OR BY-PRODUCTS, NEC |
| | | 21 | TOBACCO PRODUCTS EXC. INSECTICIDES SEE 28 |
| | | 211 | CIGARETTES |
| | | 2111 | CIGARETTES |
| | | 21111 | CIGARETTES EXC. SEE 28311 |
| | | 212 | CIGARS |
| | | 2121 | CIGARS |
| | | 21211 | CIGARS |

| | | | |
|-------|---|-------|---|
| 213 | CHEWING OR SMOKING TOBACCO, OR SNUFF | 2222 | SILK-WOVEN FABRICS, IN- CLUDING FINISHED EXC. CARPETS, MATS OR RUGS 2271 OR 2272, OR TIRE CORD OR FABRICS SEE 22961 |
| 2131 | CHEWING OR SMOKING TOBACCO OR SNUFF | | |
| 21311 | CHEWING TOBACCO | 22221 | SILK-WOVEN FABRICS, IN- CLUDING FINISHED EXC. CARPETS, MATS OR RUGS 22711 OR 22721, OR TIRE CORD OR FABRICS SEE 22961 |
| 21312 | SMOKING TOBACCO | | |
| 21313 | SNUFF | | |
| 214 | STEMMED OR REDRIED TOBACCO | 223 | WOOL BROAD-WOVEN FABRICS |
| 2141 | STEMMED OR REDRIED TOBACCO | 2231 | WOOL BROAD-WOVEN INCLUDING DYED OR FINISHED EXC. CARPETS, MATS OR RUGS SEE 2271 OR 2272 |
| 21411 | TOBACCO, STEMMED OR REDRIED | | |
| 21419 | TOBACCO BY-PRODUCTS, LEAF | 22311 | WOOL BROAD-WOVEN INCLUDING DYED OR FINISHED EXC. CARPETS, MATS OR RUGS SEE 22711 OR 22721, OR BLANKETS SEE 22313 |
| 22 | TEXTILE MILL PRODUCTS | 22313 | WOOL OR CHIEFLY WOOL BLANKETS |
| 221 | COTTON BROAD-WOVEN FABRICS | 224 | NARROW FABRICS, COTTON, SILK OR WOOL, OR GLASS OTHER MAN- MADE FIBRES |
| 2211 | COTTON BROAD-WOVEN FABRICS, INCLUDING FINISHED EXC. CARPETS, MATS OR RUGS SEE 2271-2272 OR TIRE CORD OR FABRICS SEE 2296 | 2241 | NARROW FABRICS, COTTON, SILK OR WOOL, OR GLASS OTHER MAN- MADE FIBRES |
| 22111 | COTTON DUCK OR ALLIED FABRICS | 22411 | NARROW FABRICS, COTTON, SILK OR WOOL, OR GLASS OTHER MAN- MADE FIBRES |
| 22112 | COTTON SHEETINGS, UN-FINISHED (GRAY GOODS) OR OTHER ALLIED PRODUCTS | 225 | KNIT FABRICS |
| 22113 | COTTON OR CHIEFLY COTTON BLANKETS | 2251 | KNIT FABRICS |
| 22119 | COTTON BROAD-WOVEN FABRICS, NEC, FINISHED, OR COTTON BROAD-WOVEN SPECIALTIES EXC. CARPETS, MATS OR RUGS SEE 22711 22721, OR TIRE CORD OR FABRICS SEE 22961 | 22511 | KNIT FABRICS |
| 222 | MAN-MADE FIBRE OR SILK BROAD- WOVEN FABRICS | 227 | FLOOR COVERINGS EXC. SEE 249, HARD SURFACE FLOOR COVERINGS SEE 399 OR RUBBER SEE 306 |
| 2221 | MAN-MADE OR GLASS FIBRE BROAD-WOVEN FABRICS, UDING FINISHED EXC. CARPETS, MATS OR RUGS SEE 2271 OR 2272, OR TIRE CORD OR FABRICS SEE 2296 | 2271 | WOVEN CARPETS, MATS ORRUGS, TEXTILE YARN |
| 22211 | MAN-MADE OR GLASS FIBRE BROAD-WOVEN FABRICS EXC. CARPETS, MATS OR RUGS 22711 OR 22721, OR TIRE CORD OR FABRICS SEE 22961 | 22711 | WOVEN CARPETS, MATS OR RUGS, TEXTILE YARD |
| 22213 | MAN-MADE FIBRE BLANKETS, INCLUDING CHIEFLY MAN-MADE FIBRE | 2272 | TUFTED CARPETS, RUGS ORMATS, TEXTILE FIBRE |
| | | 22721 | TUFTED CARPETS, RUGS OR MATS, TEXTILE FIBRE |

| | | | |
|-------|---|-------|--|
| 2279 | CARPETS, MATS OR RUGS, NEC, ALL MATERIALS EXC. CORK SEE 2494, HARD SURFACE FLOOR COVERINGS SEE 3992 OR RUBBER SEE 3061 | 2294 | TEXTILE WASTE, PROCESSED OR RECOVERED FIBRES OR FLOCK EXC. PACKING OR WIPING CLOTHS RAGS SEE 2299 |
| 22799 | CARPETS, MATS OR RUGS, NEC, ALL MATERIALS EXC. ORK SEE 24941, HARD SURFACE FLOOR COVERINGS SEE 39921 OR RUBBER SEE | 22941 | TEXTILE WASTE, PROCESSED OR RECOVERED FIBRES OR FLOCK EXC. PACKING OR CLOTHS OR RAGS SEE 22994 |
| 228 | THREAD OR YARN | 2295 | ARTIFICIAL LEATHER, OILCLOTH OR OTHER COATED OR IMPREGNATED FABRICS, INCLUDING FINISHED, SUCH AS LAMINATED, METALIZED, VARNISHED, WATERPROOFED, WAXED, ETC. EXC. RUBBER-see STCCAA FOR FULL DESCRIPTION |
| 2281 | YARN | 22951 | ARTIFICIAL LEATHER, OILCLOTH OR OTHER COATED OR IMPREGNATED FABRICS, INCLUDING FINISHED, SUCH AS LAMINATED, METALIZED, VARNISHED, WATERPROOFED, WAXED, ETC. EXC. RUBBERIZED SEE 30619. SEE STCC 6001-AJ FOR FULL DESCRIPTION |
| 22811 | COTTON YARN | 2296 | CORD OR FABRICS, TIRE, FUEL CELL, INDUSTRIAL BELTING OR FOR SIMILAR USES |
| 22813 | WOOL THREAD OR YARN | 22961 | CORD OR FABRICS, TIRE, FUEL CELL, INDUSTRIAL BELTING OR FOR SIMILAR USES |
| 22819 | YARN, NEC EXC. HEMP, JUTE, LINEN OR RAMIE | 2297 | WOOL OR MOHAIR, SCOURED, COMBED OR CARBONIZED, OR WOOL OR MOHAIR GREASE, NOILS, NUBS, TOPS OR SLUGS |
| 2284 | THREAD EXC. HEMP, JUTE, LINEN OR RAMIE SEE 2299R WOOL SEE 2281 | 22971 | WOOL OR MOHAIR, CARBONIZED OR SCOURED |
| 22841 | THREAD EXC. HEMP, JUTE, LINEN OR RAMIE SEE 22999 OR WOOL SEE 22813 | 22972 | TOPS, ALL FIBRES, SED, COMBED OR CONVERTED |
| 229 | MISCELLANEOUS TEXTILEGOODS | 22973 | TEXTILE FIBRES, LAPS, ILS, NUBS, ROVING, OR SLUBS, PREPARED FOR SPINNING, COMBED OR CONVERTED |
| 2291 | FELT GOODS EXC. FELT SEE 2351 OR 2352, OR WOVEN WOOL FELTS OR WOOL HAIRCLOTH SEE 2231 | 22974 | WOOL OR MOHAIR GREASE |
| 22911 | FELT GOODS EXC. FELT SEE 23511 OR 23521, OR WOVEN WOOL FELTS OR WOOLHAIRCLOTH SEE 22311 | 2298 | CORDAGE OR TWINE |
| 2292 | LACE GOODS, INCLUDING DYED OR FINISHED EXC. EMBROIDERIES SEE 2395 | 22981 | CORDAGE OR TWINE |
| 22921 | LACE GOODS, INCLUDING DYED OR FINISHED EXC. EMBROIDERIES SEE 23951 | 2299 | TEXTILE GOODS, NEC |
| 2293 | PADDINGS, UPHOLSTERY FILLINGS, BATTING OR DING EXC. EXPANDED PLASTICS SEE 3071, FOAM OR SPONGE RUBBER SEE 3061 WOOD EXCELSIOR PADS OR WRAPPERS SEE 2429 | 22991 | BONDED FIBRE FABRICS FELTS, WOVEN SEE 22311 UNWOVEN SEE 22911 |
| 22931 | PADDINGS, UPHOLSTERY FILLINGS, BATTING OR DING EXC. EXPANDED PLASTICS SEE 30716, FOAM OR SPONGE RUBBER SEE 30613 OR WOOD EXCELSIOR PADS WRAPPERS SEE 24294 | | |

| | | | |
|-------|--|-------|--|
| 22992 | JUTE GOODS EXC. BAGS SEE 23931 | 2371 | LINED CLOTHING SEE 238FUR GOODS EXC. SHEEP LINED CLOTHING SEE 2386 |
| 22994 | PACKING OR WIPING CLOTHS OR RAGS (PROCESSED TEXTILE WASTES) | 23711 | FUR GOODS EXC. SHEEP LINED CLOTHING SEE 23861 |
| 22995 | VEGETABLE FIBRES EXC. COTTON SEE 20915 OR 22999 | 238 | MISCELLANEOUS APPAREL OR ACCESSORIES |
| 22999 | TEXTILE GOODS, NEC | 2381 | GLOVES, MITTENS OR LININGS, DRESS OR WORK EXC. ASBESTOS SEE 3292, ALLLEATHER SEE 3151,SEE 3071, RUBBER SEE OR FUR SEE 2371 |
| 23 | APPAREL OR OTHER TEXTILE PRODUCTS OR KNIT APPAREL | 23811 | DRESS GLOVES, MITTENS OR LININGS EXC. ALL LEATHERSEE 31511, PLASTIC SEE30719 OR FUR SEE 23711 |
| 231 | MENS, YOUTHS OR BOYS CLOTHING OR UNIFORMS LEATHER OR SHEEP LINED, OR RAINCOATS SEE 238 | 23812 | WORK GLOVES OR MITTENS EXC. ASBESTOS SEE 32929, ALL LEATHER SEE 31511,PLASTIC SEE 30719 OR RUBBER SEE 30619 |
| 2311 | MENS, YOUTHS OR BOYS CLOTHING OR UNIFORMS LEATHER OR SHEEP LINED SEE 2386 OR RAINCOATS 2385 | 2384 | ROBES OR DRESSING GOWNS EXC. CHILDRENS OR INFANTS SEE 2331 |
| 23111 | MENS, YOUTHS OR BOYS CLOTHING OR UNIFORMS LEATHER OR SHEEP LINED | 23841 | ROBES OR DRESSING GOWNS EXC. CHILDRENS OR SEE 23311 |
| 233 | SEE 23861 OR RAINCOATS SEE 23851 WOMENS, MISSES, OR INFANTS CLOTHING EXC. FUR SEE 237, RAINCOATS SEE 238 OR SURGICAL SEE 384 | 2385 | RAINCOATS OR OTHER WATERPROOF OUTER GARMENTS EXC. OILED FABRIC SEE 2311 OR VULCANIZED SEE 3061 |
| 2331 | WOMENS, MISSES, OR INFANTS CLOTHING EXC. FUR SEE 2371, RAINCOATS SEE 2385 OR SURGICAL SEE 3842 | 23851 | RAINCOATS OR OTHER PROOF OUTER GARMENTS OILED FABRIC SEE 23111 VULCANIZED RUBBER SEE 30619 |
| 23311 | WOMENS, MISSES, OR INFANTS CLOTHING EXC. FUR SEE 23711, RAINCOATS SEE 23851 OR SURGICAL 38421 | 2386 | LEATHER OR SHEEP LINED CLOTHING EXC. LEATHER GLOVES OR MITTENS SEE 3151, FUR GARMENTS SEE 2371 |
| 235 | CAPS, HATS OR MILLINERY OR HAT BODIES EXC. FUR SEE 237 | 23861 | LEATHER OR SHEEP LINED CLOTHING EXC. LEATHER GLOVES OR MITTENS SEE 31511, FUR GARMENTS SEE 23711 |
| 2351 | MILLINERY EXC. BRAIDS OR TRIMMINGS SEE 2396 OR SEE 2371 | 2387 | APPAREL BELTS |
| 23511 | MILLINERY EXC. BRAIDS OR TRIMMINGS SEE 23961 OR FUR SEE 23711 | 23871 | APPAREL BELTS |
| 2352 | CAPS OR HATS OR HAT BODIES EXC. FUR SEE 2371 OR MILLINERY SEE 2351 | 2389 | APPAREL, NEC |
| 23521 | CAPS OR HATS OR HAT BODIES EXC. FUR SEE 23711 MILLINERY SEE 23511 | 23891 | APPAREL, NEC |
| 237 | FUR GOODS EXC. SHEEP | 239 | MISCELLANEOUS FABRICATED TEXTILE PRODUCTS |
| | | 2391 | CURTAINS OR DRAPERIES EXC. LACE CURTAINS |

| | | | |
|-------|---|-------|--|
| 23911 | WINDOW CURTAINS EXC. SEE 22921 | 23951 | TEXTILE PRODUCTS, OR QUILTED, INCLUDING EMBROIDERED, DECORATIVE OR NOVELTY STITCHED, OR RUFFLED OR TUCKED |
| 23912 | DRAPERIES OR TAPESTRIES | | |
| 2392 | TEXTILE HOUSEFURNISHINGS EXC. CURTAINS, DRAPERIES OR TAPESTRIES SEE 2391, EMBROIDERED SEE 2395 OR LACE SEE 2292 | 2396 | APPAREL FINDINGS, TEXTILE, OR RELATED PRODUCTS, OR AUTOMOTIVE MINGS |
| 23921 | BEDSPREADS OR BED SETS EXC. EMBROIDERED SEE 23951 OR LACE SEE 22921 | 23961 | APPAREL FINDINGS, TEXTILE, OR RELATED PRODUCTS, OR AUTOMOTIVE MINGS |
| 23922 | SHEETS OR PILLOWCASES EXC. EMBROIDERED SEE 23951 | 2399 | FABRICATED TEXTILE PRODUCTS, NEC |
| 23923 | TOWELS OR WASHCLOTHS EMBROIDERED SEE 23951 | 23991 | AUTOMOBILE SEAT COVERS |
| 23924 | TABLECLOTHS OR NAPKINS RELATED ARTICLES ROIDERED SEE 23951 OR LACE SEE 22921 | 23993 | SLEEPING BAGS |
| 23925 | PILLOWS | 23994 | PARACHUTES |
| 23926 | MOPS OR DUSTERS | 23999 | FABRICATED TEXTILE PRODUCTS, NEC |
| 23927 | SLIP COVERS EXC. EMBROIDERED SEE 239511 | 24 | LUMBER OR WOOD PRODUCTS EXC. FURNITURE SEE 25 |
| 23928 | COMFORTERS OR QUILTS EMBROIDERED SEE 23951 | 241 | PRIMARY FOREST OR WOOD RAW MATERIALS VIZ. LOGS, PILING, POSTS, PULPWOOD, WOOD CHIPS, EXC. FROM SAWMILLS SEE 242, FROM PLYWOOD OR VENEER MILLS SEE 243, see STCC 6001-AJ FOR FULL DESCRIPTION |
| 23929 | TEXTILE NEC EXC. EMBROIDERED SEE 23951 OR LACE SEE 22921 | 2411 | PRIMARY FOREST OR WOOD RAW MATERIALS VIZ. LOGS, PILING, POSTS, PULPWOOD, WOOD CHIPS, ETC. |
| 2393 | TEXTILE BAGS EXC. OR LAUNDRY SEE 2392 OR PLASTIC SEE 2643 | 24111 | SAWLOGS |
| 23931 | TEXTILE BAGS EXC. OR LAUNDRY SEE 23929 OR PLASTIC SEE 26431 | 24112 | HEWN RAILROAD OR MINE TIES |
| 2394 | CANVAS PRODUCTS EXC. SEE 2393 | 24113 | SHORT LOGS OR WOOD BOLTS |
| 23941 | TENTS | 24114 | PULPWOOD LOGS |
| 23942 | AWNINGS OR SHADES | 24115 | PULPWOOD OR OTHER WOOD CHIPS |
| 23943 | TARPAULINS | 24116 | WOOD POSTS, POLES OR PILING |
| 23944 | SAILS | 24117 | FUELWOOD, HOGFUEL OR CORDWOOD |
| 23949 | CANVAS PRODUCTS, NEC BAGS SEE 23931 | 24118 | WOOD MINE PROPS OR MINE TIMBERS |
| 2395 | TEXTILE PRODUCTS, PLEATED, QUILTED, DECORATIVE OR NOVELTY STITCHED, OR RUFFLED OR TUCKED | | |

| | | | |
|-------|--|-------|---|
| 24119 | PRIMARY FOREST OR WOOD RAW MATERIALS, NEC EXC. FROM SAWMILLS SEE 24211-24299, FROM OR VENEER MILLS SEE 24321, FROM PULP MILLS SEE 26111 OR see STCC 6001-AJ FOR FULL DESCRIPTION | 2431 | MILLWORK OR CABINETWORK, TO BE BUILT IN EXC. COVERED SEE 3442 OR PREFABRICATED STRUCTURAL WOOD PRODUCTS SEE 2433 2439 |
| 242 | SAWMILL OR PLANING MILL PRODUCTS EXC. BOX SHOOKS OR BOXES SEE 244, MILL WORK, PLYWOOD OR VENEER SEE 243 OR TEXTILE MACHINERY WOOD SHAPES OR TURNINGS SEE 355 | 24311 | WINDOW UNITS, WOOD |
| 2421 | LUMBER OR DIMENSION EXC. BOX SHOOKS OR BOXES SEE 2441, MILLWORK SEE 2431, PLYWOOD OR VENEER SEE 2432 OR TEXTILE MACHINERY WOOD SHAPES OR TURNINGS SEE 3552 | 24312 | WINDOW SASH OR COMBINATION SCREEN AND STORM SASH, WOOD EXC. WINDOW SCREENS, WOOD FRAMED |
| 24211 | LUMBER, ROUGH OR SOFTWOOD CUT STOCK OR FLOORING | 24313 | WINDOW OR DOOR FRAMES OR JAMS, WOOD |
| 24212 | SAWED TIES (RAILROAD, MINE, ETC.) | 24314 | DOORS OR SHUTTERS OR UNITS, WOOD |
| 24214 | HARDWOOD DIMENSION STOCK OR FURNITURE PARTS OR VEHICLE STOCK | 24316 | WOOD MOULDINGS |
| 24215 | HARDWOOD FLOORING | 24319 | MILLWORK, NEC, OR CABINETWORK, TO BE BUILT IN EXC. METAL COVERED SEE 34421-34425 OR ATED STRUCTURAL WOOD PRODUCTS SEE 24332-24391 |
| 24219 | LUMBER OR DIMENSION STOCK, NEC | 2432 | PLYWOOD OR VENEER OR BUILT-UP WOOD EXC. PLY WOOD OR VENEER SEE 2441 OR WOOD BOARD OR HARDBOARD SEE 2499 |
| 2429 | MISCELLANEOUS SAWMILL OR PLANING MILL PRODUCTS, VIZ. SHINGLES, COOPERAGE STOCK, ETC. | 24321 | PLYWOOD OR VENEER OR BUILT-UP WOOD EXC. PLYWOOD OR VENEER CONTAINERS SEE 24411-24414, HARD BOARD SEE 24993 OR WOOD PARTICLE BOARD SEE 24996 |
| 24291 | SHINGLES | 2433 | PREFABRICATED WOODEN BUILDINGS OR PANELS OR SECTIONS |
| 24292 | COOPERAGE STOCK | 24332 | PREFABRICATED BUILDINGS, WOOD |
| 24293 | SHAVINGS OR SAWDUST | 24333 | READY-CUT WOOD BUILDINGS OR PANELS OR SECTIONS PREFABRICATED BUILDINGS |
| 24294 | EXCELSIOR, BALED OR | 2434 | KITCHEN CABINETS, WOOD |
| 24299 | SAWMILL OR PLANING MILL PRODUCTS, NEC EXC. BOX SPRINGS OR BOXES SEE 24416, MILLWORK SEE 24311-24319, PLYWOOD OR VENEER SEE 24321 OR TEXTILE MACHINERY WOOD see STCC 6001-AJ FOR FULL DESCRIPTION | 24341 | KITCHEN CABINETS, WOOD |
| 243 | MILLWORK OR WOOD PRODUCTS OR PLYWOOD OR VENEER | 2439 | STRUCTURAL WOOD NEC |
| | | 24391 | PREFABRICATED STRUCTURAL MEMBERS OR WOOD |
| | | 244 | WOODEN CONTAINERS |
| | | 2441 | WOODEN CONTAINERS OR BOX SHOOKS |

| | | | |
|-------|--|-------|---|
| 24411 | BOXES, CASES, CRATES OR CARRIERS EXC. ANIMAL OR POULTRY | 2494 | CORK PRODUCTS |
| 24412 | CARRIERS, COOPS OR CRATES, ANIMAL OR | 24941 | CORK PRODUCTS |
| 24413 | FRUIT OR VEGETABLE BASKETS OR HAMPERS OR TILL BOXES OR BASKETS | 2495 | HAND TOOL HANDLES |
| 24414 | BASKETS OR HAMPERS EXC. AMBULANCE OR UNDERTAKER SEE 39941, BAIT OR FISH SEE 39491, FRUIT OR TABLE SEE 24413 OR TOY SEE 39411 | 24951 | HAND TOOL HANDLES |
| 24415 | COOPERAGE | 2496 | SCAFFOLDING EQUIPMENT OR LADDERS |
| 24416 | BOX SHOOKS | 24961 | SCAFFOLDING EQUIPMENT |
| 24419 | WOODEN CONTAINERS, NEC, OR CONTAINER NEC | 24962 | LADDERS OR LADDER PARTS |
| 249 | MISCELLANEOUS WOOD PRODUCTS EXC. CONTAINERS SEE 244 | 2497 | WOODEN WARE, NOVELTIES FLATWARE |
| 2491 | TREATED WOOD PRODUCTS, CREOSOTED, OR TREATED WITH OTHER PRESERVATIVES | 24971 | WOODEN WARE |
| 24911 | WOOD PILING, POSTS, OR TIMBERS, ETC., CREOSOTED, OR TREATED WITH OTHER PRESERVATIVES | 24972 | WOODEN NOVELTIES OR WARE |
| 24912 | TIES, MINE, RAILROAD, ETC., CREOSOTED, OR TREATED WITH OTHER PRESERVATIVES | 2498 | WOOD PRODUCTS, NEC EXC. CONTAINERS SEE 2441 |
| 24913 | LUMBER, CREOSOTED OR TREATED WITH OTHER PRESERVATIVES | 24981 | POLES, RODS OR STAKES, FINISHED |
| 24914 | PLYWOOD, VENEER OR BUILT-UP WOOD, CREOSOTED OR TREATED WITH OTHER PRESERVATIVES | 24982 | BILLBOARDS OR SIGN OR RELATED ARTICLES |
| 24919 | TREATED WOOD PRODUCTS, NEC, CREOSOTED, OR TREATED WITH OTHER PRESERVATIVES | 24983 | SEATS, BATHTUB OR LAUNDRY TUB COVERS, RADIATOR COVERS OR GUARDS, SINK DRAIN OR RELATED ARTICLES |
| 2492 | RATTAN, BAMBOO OR WARE EXC. FURNITURE SEE 25, BASKETS OR HAMPERS SEE 2441 | 24985 | BOTTLE STOPPERS, ICE CREAM STICKS, PAINT PADDLES OR PENCIL SLATS |
| 24921 | RATTAN, BAMBOO OR WARE EXC. FURNITURE SEE 25, BASKETS OR HAMPERS SEE 24413 OR 24414 | 24987 | QUILTING FRAMES OR CURTAIN STRETCHERS |
| 2493 | LASTS OR RELATED PRODUCTS, ALL MATERIALS | 24988 | BOARDS OR TABLES, IRONING |
| 24931 | LASTS OR RELATED PRODUCTS, ALL MATERIALS | 2499 | WOOD PRODUCTS, NEC EXC. CONTAINERS SEE 2441 |
| | | 24992 | SKIDS, PALLETS OR PLATFORMS EXC. METAL SEE 35373 |
| | | 24993 | HARDBOARD |
| | | 24994 | MASTS, SPARS OR OARS, WOODEN, OR RELATED BOAT ACCESSORIES |
| | | 24995 | PIPE, CONDUIT, OR FITTINGS, WOODEN |
| | | 24996 | WOOD PARTICLE BOARD |
| | | 24997 | FENCING OR GATES, WOOD |
| | | 24998 | WOOD REELS OR SPOOLS TEXTILE MACHINERY SPOOLS SEE 35522 |

| | | | |
|-------|--|-------|---|
| 24999 | WOOD PRODUCTS, NEC EXC. CONTAINERS SEE 24411-24414 OR 24419 | 25161 | BEDS, DRESSERS, CHESTS DRAWERS OR VANITIES, HOUSEHOLD OR OFFICE EXC. HOSPITAL BEDS SEE 25991 |
| 25 | FURNITURE OR FIXTURES | 2517 | CABINETS OR CASES, HOLD OR OFFICE EXC. CABINETS SEE 2514, PLAY CASES SEE 2541 OR 2542 OR WOOD KITCHEN CABINETS SEE 2434 |
| 251 | HOUSEHOLD OR OFFICE FURNITURE EXC. CONCRETE SEE 327, STONE SEE 328 OR TERRA COTTA SEE 326 | 25171 | RADIO, PHONOGRAPH OR TELEVISION CABINETS |
| 2511 | BENCHES, CHAIRS, ROCKERS OR STOOLS, HOUSEHOLD OR OFFICE EXC. CONCRETE SEE 3271, STONE SEE 3281 OR TERRA COTTA SEE 3269 | 25173 | FILING CABINETS OR CASES |
| 25111 | BENCHES, CHAIRS, ROCKERS OR STOOLS, HOUSEHOLD OR OFFICE EXC. CONCRETE SEE 32719, STONE SEE 32819 TERRA COTTA SEE 32699 | 25174 | KITCHEN CABINETS EXC. WOOD SEE 24341 |
| 2512 | TABLES OR DESKS, HOUSEHOLD OR OFFICE EXC. CONCRETE SEE 3271, STONE 3281 OR TERRA COTTA SEE 3269 | 25179 | CABINETS, NEC, OR CASES, NEC, HOUSEHOLD OR OFFICE EXC. CHINA CABINETS SEE 25141, DISPLAY CASES SEE 25411 OR 25421, OR EN CABINETS SEE 24341 OR 25174 |
| 25121 | TABLES OR DESKS, HOUSEHOLD OR OFFICE EXC. CONCRETE SEE 32719, STONE SEE 32819 OR TERRA COTTA SEE 32699 | 2518 | INFANTS OR CHILDRENS FURNITURE |
| 2513 | DAVENPORTS, SOFAS, ES, LOVE SEATS OR SETTEES, HOUSEHOLD OR OFFICE | 25181 | INFANTS OR CHILDRENS FURNITURE |
| 25131 | DAVENPORTS, SOFAS, ES, LOVE SEATS OR SETTEES, HOUSEHOLD OR | 2519 | HOUSEHOLD OR OFFICE FURNITURE, NEC EXC. SEE 3271, STONE SEE 3281 OR TERRA COTTA SEE 3269 |
| 2514 | BUFFETS, SERVERS OR CORNER CLOSETS, HOLD | 25199 | HOUSEHOLD OR OFFICE FURNITURE, NEC EXC. SEE 32719, STONE SEE 32819 OR TERRA COTTA SEE 32699 |
| 25141 | BUFFETS, SERVERS, CHINA OR CORNER CLOSETS, HOLD | 253 | PUBLIC BUILDING OR ED FURNITURE EXC. CONCRETE SEE 327, STONE SEE 328 OR TERRA COTTA SEE 326 |
| 2515 | BEDSPRINGS OR FOR ALL PURPOSES | 2531 | PUBLIC BUILDING OR ED FURNITURE EXC. CONCRETE SEE 3271, STONE 3281 OR TERRA COTTA SEE 3269 |
| 25151 | BED OR BOX SPRINGS, OR MATTRESSES, OR ASSEMBLED SPRINGS OR SPRING CUSHIONS EXC. AUTO SEATS OR BACKS SEE 25312 OR PADDING OR UPHOLSTERY FILLINGS SEE 22931 | 25311 | SCHOOL FURNITURE |
| 25153 | CHAIR OR SOFA BEDS, OR STUDIO COUCHES, OR CONVERTIBLE SOFAS | 25312 | SEATS FOR PUBLIC CONVEYANCES VIZ. AIRCRAFT, AUTOMOBILE, RAILROAD TRUCK OR SCHOOL BUS |
| 2516 | BEDS, DRESSERS, CHESTS DRAWERS OR VANITIES, HOUSEHOLD OR OFFICE EXC. HOSPITAL BEDS SEE 2599 | 25314 | SEATS, AUDITORIUM, BLEACHER, CIRCUS, STADIUM OR THEATRE |

| | | | |
|-------|---|-------|---|
| 25319 | PUBLIC BUILDING FURNITURE, NEC EXC. CONCRETE SEE 32719, STONE SEE 32819 OR TERRA COTTA SEE 32699 | 25999 | FURNITURE OR FIXTURES, NEC, OR RESTAURANT FURNITURE EXC. TABLE ARM CHAIRS SEE 25311, DENTAL, HOSPITAL, OPERATING ROOM OR OPTICIANS SEE 38412, HOSPITAL BEDS SEE 25991, CONCRETE SEE 32719, STONE SEE 32819 or TERRA COTTA SEE 32699. SEE STCC 6001-AJ FOR FULL DESCRIPTION |
| 254 | LOCKERS, PARTITIONS OR SHELVING OR OFFICE OR RE FIXTURES | 26 | PULP, PAPER OR ALLIED PRODUCTS |
| 2541 | WOOD LOCKERS, PARTITIONS OR SHELVING OR OFFICE OR STORE FIXTURES EXC. REFRIGERATED CABINETS, CASES OR LOCKERS SEE 3585 | 261 | PULP OR PULP MILL PRODUCTS |
| 25411 | WOOD LOCKERS, PARTITIONS OR SHELVING OR OFFICE OR STORE FIXTURES EXC. REFRIGERATED CABINETS, CASES OR LOCKERS SEE 35853 | 2611 | PULP OR PULP MILL PRODUCTS |
| 2542 | METAL LOCKERS, OR SHELVING OR OFFICE OR STORE FIXTURES EXC. REFRIGERATED CABINETS, CASES OR LOCKERS SEE 3585, OR SAFES OR VAULTS SEE 3492 | 26111 | PULP |
| 25421 | METAL LOCKERS, OR SHELVING OR OFFICE OR STORE FIXTURES EXC. REFRIGERATED CABINETS, CASES OR LOCKERS SEE 35853, OR SAFES OR SEE 34921 | 26112 | PULP MILL BY-PRODUCTS |
| 259 | MISCELLANEOUS FURNITURE OR FIXTURES EXC. SEE 327, STONE SEE 328 TERRA COTTA SEE 326 | 262 | PAPER EXC. BUILDING SEE 266 |
| 2591 | VENETIAN BLINDS, SHADES, AWNINGS, CURTAIN RODS OR ACCESSORIES EXC. CANVAS AWNINGS OR SHADES SEE 2394 | 2621 | PAPER EXC. BUILDING SEE 2661 |
| 25911 | VENETIAN BLINDS, SHADES, AWNINGS, CURTAIN RODS OR ACCESSORIES EXC. CANVAS AWNINGS OR SHADES SEE 23942 | 26211 | NEWSPRINT |
| 2599 | FURNITURE OR FIXTURES, N.E.C. EXC. CONCRETE SEE 3271, STONE SEE 3281 OR TERRA COTTA SEE 3269 | 26212 | GROUND WOOD PAPER, UN-COATED |
| 25991 | HOSPITAL BEDS | 26213 | PRINTING PAPER, COATED UNCOATED, COATED GROUND-WOOD PAPER, GROUNDWOOD PAPER CONTAINING LESS THAN 60 PERCENT GROUND-WOOD, COATED OR WRITING PAPER |
| | | 26214 | WRAPPING PAPER, OR COARSE PAPER |
| | | 26217 | SPECIAL INDUSTRIAL PAPER OR PAPER CAR LINERS |
| | | 26218 | SANITARY TISSUE STOCK |
| | | 26219 | PAPER, NEC EXC. BUILDINGPAPER SEE 26611-26619 |
| | | 263 | FIBREBOARD, PAPERBOARD PULPBOARD EXC. BUILDING |
| | | 2631 | INSULATING BOARD SEE 266FIBREBOARD, PAPERBOARD PULPBOARD EXC. BUILDING INSULATING BOARD SEE |
| | | 26311 | FIBREBOARD, PAPERBOARDPULPBOARD EXC. BUILDING INSULATING BOARD SEE 26611-26619 |
| | | 264 | CONVERTED PAPER OR BOARD PRODUCTS EXC. CONTAINERS OR BOXES SEE 265 |

| | | | |
|-------|--|---------|--|
| 2642 | ENVELOPES EXC. SEE 2649 | 265 | CONTAINERS OR BOXES, PAPERBOARD, FIBREBOARD PULPBOARD |
| 26421 | ENVELOPES EXC. SEE 26491 | | |
| 2643 | PAPER BAGS | 2651 | CONTAINERS OR BOXES, PAPERBOARD, FIBREBOARD PULPBOARD EXC. BUTTER, |
| 26431 | PAPER BAGS | | |
| 2644 | WALLPAPER | 26511 | CONTAINERS OR BOXES, PAPERBOARD, FIBREBOARD PULPBOARD EXC. BUTTER, FROZEN FOOD, ICE CREAM MARGARINE BOXES OR CONTAINERS SEE 26542-26549 |
| 26441 | WALLPAPER | | |
| 2645 | DIE-CUT PAPER OR PAPERBOARD PRODUCTS OR CARDBOARD | 26514 | BASKETS, HAMPERS OR TILL BOXES, PAPERBOARD OR FIBREBOARD |
| 26451 | OFFICE SUPPLIES | 26515 | PALLETS, SKIDS OR PLATFORMS, PAPERBOARD |
| 26452 | COATED | 2654 | SANITARY FOOD CONTAINERS |
| 26453 | PAPERBOARD CLOSURES, FOR BOTTLES, CANS OR JARS VIZ. CAPS, COVERS, TOPS, ETC. | 26542 | BOTTLES OR CARTONS OR OTHER LIQUID-TIGHT FOOD CONTAINERS |
| 26459 | DIE-CUT PAPER PRODUCTS, NEC, OR PAPERBOARD PRODUCTS OR CARDBOARD, NEC | 26543 | PAPER, FIBREBOARD, BOARD OR PULPBOARD CANS, COVERS, CUPS, PAILS, STRAWS OR TUBS |
| 2646 | PRESSED OR MOLDED PULP GOODS | 26545 | PAPER PLATES, DISHES, FORKS, SPOONS OR RELATED ARTICLES |
| 26461 | BITUMINOUS FIBRE PIPE, SEWER OR DRAINAGE OR CONDUIT OR FITTINGS | 26549 | SANITARY FOOD NEC |
| 26462 | EGG CARTONS, CASES OR RELATED ARTICLES | 2655 | FIBRE CANS, DRUMS OR TUBES OR SIMILAR EXC. SANITARY FOOD CONTAINERS SEE 2654 |
| 26469 | PRESSED OR MOLDED PULP GOODS, N. E. C. | 26551 | FIBRE CANS, DRUMS OR TUBES OR SIMILAR EXC. SANITARY FOOD CONTAINERS SEE 26542-26549 |
| 2647 | SANITARY PAPER PRODUCTS | 266 | BUILDING PAPER OR BUILDING BOARD |
| 26471 | SANITARY TISSUES OR HEALTH PRODUCTS | 2661 | BUILDING PAPER OR BUILDING BOARD |
| 26472 | SANITARY OR COTTON SANITARY NAPKINS OR TAMPONS | 26611 | INSULATING BOARD |
| 2649 | MISCELLANEOUS CONVERTED PAPER OR PAPERBOARD PRODUCTS | 26612 | CONSTRUCTION PAPER |
| 26491 | STATIONERY OR STATIONERY ENVELOPES, TABLETS OR RELATED ARTICLES | 26613 | WALLBOARD EXC. HARDBOARD SEE 24993 |
| 26492 | WRAPPING PRODUCTS (GIFT WRAP, ETC.) | 26614 | INSULATING MATERIAL EXC. INSULATING BOARD SEE |
| 26495 | BUSINESS MACHINE | 26615 | 26611 CONSTRUCTION PANELS, PARTITIONS, SIDING OR FORMS |
| 26497 | PACKING CUSHIONS, LINERS OR RELATED ARTICLES | 2661927 | BUILDING PAPER OR BUILDING BOARD, NEC PRINTED MATTER |
| 26499 | CONVERTED PAPER NEC, OR PAPERBOARD PRODUCTS, NEC | | |

| | | | |
|-------|--|-------|---|
| 271 | NEWSPAPERS | 2791 | SERVICE INDUSTRIES FOR PRINTING TRADES |
| 2711 | NEWSPAPERS | | |
| 27111 | NEWSPAPERS | 27911 | SERVICE INDUSTRIES FOR PRINTING TRADES, INCLUDING ELECTROTYPE, ENGRAVERS, LITHOGRAPHIC OR STEREOTYPE PLATES, SHELLS, BLOCKS OR BARS |
| 272 | PERIODICALS | | |
| 2721 | PERIODICALS | | |
| 27211 | PERIODICALS | | |
| 273 | BOOKS | 28 | CHEMICALS OR ALLIED PRODUCTS |
| 2731 | BOOKS | 281 | INDUSTRIAL INORGANIC OR ORGANIC CHEMICALS EXC. PESTICIDES SEE 287, DRUGS, MEDICINAL CHEMICALS OR MEDICINES SEE 283, NAVAL STORES OR DISTILLATION PRODUCTS see STCC 6001-AJ FOR FULL DESCRIPTION |
| 27311 | BOOKS | | |
| 274 | MISCELLANEOUS PRINTED | | |
| 2741 | MATTER MISCELLANEOUS PRINTED | | |
| 27411 | MATTER CATALOGUES, DIRECTORIES, BUSINESS SERVICES OR ADVERTISING MATERIALS | 2812 | POTASSIUM OR SODIUM COMPOUNDS OR OTHER BASIC INORGANIC COMPOUNDS OR CHLORINE |
| 27415 | CARDS OR TICKETS EXC. GREETING CARDS SEE 27711 | 28121 | INORGANIC BLEACHING COMPOUNDS EXC. CHLORINE SEE 28128 |
| 27417 | LABELS, SEALS, TAGS OR WRAPPERS EXC. GOVERNMENT STAMP SEE 27419 OR ING SEE 27711 | 28122 | SODIUM ALKALIES |
| 27419 | PRINTED MATTER, NEC, OR BLUEPRINTS, BUILDING PLANS OR COMMERCIAL DESIGNS | 28123 | SODIUM COMPOUNDS EXC. SODIUM ALKALIES SEE |
| 276 | MANIFOLD BUSINESS FORMS | 28124 | POTASSIUM ALKALIES |
| 2761 | MANIFOLD BUSINESS FORMS | 28125 | POTASSIUM COMPOUNDS EXC. POTASSIUM ALKALIES SEE 28124 |
| 27611 | MANIFOLD BUSINESS FORMS | 28126 | BARIUM, CALCIUM, MAGNESIUM OR STRONTIUM COMPOUNDS EXC. BLEACHES SEE 28121 OR 28422 |
| 277 | GREETING CARDS, SEALS, LABELS OR TAGS | 28128 | CHLORINE |
| 2771 | GREETING CARDS, SEALS, LABELS OR TAGS | 28129 | ALKALIES, NEC |
| 27711 | GREETING CARDS, SEALS, LABELS OR TAGS | 2813 | INDUSTRIAL GASES, COMPRESSED, LIQUEFIED OR SOLID EXC. CHEMICAL WARFARE GASES SEE 2818, AMMONIA OR FLUORINE SEE 2819 OR CHLORINE SEE 2812 |
| 278 | BLANKBOOKS, LOOSE LEAF BINDERS OR DEVICES | 28132 | ACETYLENE |
| 2781 | BLANKBOOKS, LOOSE LEAF BINDERS OR DEVICES | 28133 | CARBON DIOXIDE |
| 27811 | BLANKBOOKS, PADS OR TABLETS | 28134 | ELEMENTAL GASES |
| 27812 | LOOSE LEAF BINDERS OR DEVICES | | |
| 279 | SERVICE INDUSTRIES FOR PRINTING TRADES | | |

| | | | |
|-------|---|-------|--|
| 28139 | INDUSTRIAL GASES, NEC, COMPRESSED, SOLID OR LIQUEFIED EXC. CHEMICAL WARFARE GASES SEE 28188, AMMONIA OR AMMONIA COMPOUNDS SEE 28191 OR 28198, CHLORINE SEE 28128 OR FLUORINE SEE 28100. SEE STCC 6001-AJ FOR FULL DESCRIPTION | 28180 | MISCELLANEOUS ACYCLIC ORGANIC CHEMICAL (SEE ALSO 28181 AND 28182) EXC. ORGANIC DYES SEE 28156 |
| 2814 | CRUDE PRODUCTS FROM COAL TAR, NATURAL GAS OR PETROLEUM EXC. ASPHALT, PITCHES OR TAR SEE 2911 | 28181 | MISCELLANEOUS ACYCLIC ORGANIC CHEMICAL EXC. ORGANIC DYES SEE 28156 |
| 28141 | CRUDE PRODUCTS FROM COAL TAR, NATURAL GAS OR PETROLEUM EXC. ASPHALT, PITCHES OR TAR SEE 29116 | 28182 | MISCELLANEOUS ACYCLIC ORGANIC CHEMICAL EXC. ORGANIC DYES SEE 28156 |
| 2815 | CYCLIC INTERMEDIATES OR DYES OR ORGANIC PIGMENTS (LAKES OR TONERS) | 28183 | MISCELLANEOUS CYCLIC CHEMICAL PRODUCTS |
| 28151 | CYCLIC INTERMEDIATES BENZENE, TOLUENE, NAPHTHALENE, ANTHRACENE, PYRIDINE, CARBAZOLE OR OTHER CYCLIC CHEMICAL PRODUCTS | 28184 | ALCOHOLS |
| 28152 | CYCLIC INTERMEDIATES BENZENE, TOLUENE, NAPHTHALENE, ANTHRACENE, PYRIDINE, CARBAZOLE OR OTHER CYCLIC CHEMICAL PRODUCTS (SEE ALSO 28151) | 28185 | GLYCOLS OR GLYCERINES |
| 28156 | ORGANIC DYES | 28186 | ORGANIC ACIDS OR SALTS EXC. ACID DYES SEE 28151-28158, OR FATTY ACIDS SEE 28994 |
| 28158 | ORGANIC PIGMENTS (LAKES OR TONERS) | 28187 | MISCELLANEOUS ACYCLIC INORGANIC PRODUCTS (SEE ALSO 28180, 28181, EXC. ORGANIC DYES SEE 28156 |
| 2816 | INORGANIC PIGMENTS EXC. BLACKS SEE 2899 OR IC COLOR PIGMENTS SEE 2815 | 28188 | CHEMICAL WARFARE GASES |
| 28161 | TITANIUM PIGMENTS | 28189 | INDUSTRIAL ORGANIC CALS, NEC EXC. GRAIN ALCOHOL FOR BEVERAGE PURPOSES SEE 28511- 28519, PLASTIC MATERIALS, SYNTHETIC... (see STCC 6001- AJ FOR FULL DESCRIPTION) |
| 28162 | LEAD PIGMENTS | 2819 | INDUSTRIAL INORGANIC CHEMICALS, NEC EXC. MINING, MILLING OR PREPARING NATURAL BORON, SODIUM OR POTASSIUM COMPOUNDS SEE 1471, OR HOUSEHOLD BLEACHES SEE 2842. SEE STCC 6001-AJ FOR FULL DESCRIPTION. |
| 28163 | ZINC PIGMENTS | 28190 | INDUSTRIAL INORGANIC CHEMICALS, NEC (SEE ALSO 28199) EXC. MINING, ING OR OTHERWISE PREPARING NATURAL BORON, OR POTASSIUM COMPOUNDS SEE 14713, OR HOUSEHOLD see STCC 6001-AJ FOR FULL DESCRIPTION |
| 28169 | INORGANIC PIGMENTS, NEC EXC. BLACKS SEE 28996 OR ORGANIC COLOR PIGMENTS SEE 28158 | 28191 | AMMONIA OR AMMONIUM COMPOUNDS EXC. ANHYDROUS AMMONIA SEE 28198 |
| 2818 | INDUSTRIAL ORGANIC CHEMICALS, NEC EXC. GRAIN ALCOHOL FOR BEVERAGE PURPOSES SEE 2085, ESSENTIAL OILS OR FATTY ACIDS SEE 2899, ORGANIC DYES SEE 2815, PAINTS ORSEE STCC 6001- AJ FOR FULL DESCRIPTION | 28192 | NITRIC ACID |
| | | 28193 | SULPHURIC ACID |

| | | | |
|-------|---|-------|--|
| 28194 | INDUSTRIAL INORGANIC ACIDS EXC. NITRIC SEE 28192, OR SULPHURIC SEE 28193 | 284 | SOAP OR OTHER CLEANING PREPARATIONS, COSMETICS, PERFUMES OR OTHER TOILET |
| 28195 | COBALT, COPPER, IRON, NICKEL OR ZINC COMPOUNDS | 2841 | SOAP OR OTHER DETERGENTS EXC. SPECIALTY CLEANERS SEE 2842, SHAMPOOS OR SHAVING PRODUCTS SEE 2844 OR SYNTHETIC GLYCERIN SEE 2818 |
| 28196 | ALUMINUM COMPOUNDS | | |
| 28197 | RADIO-ACTIVE OR NUCLEAR CHEMICALS | 28411 | SYNTHETIC ORGANIC DETERGENTS EXC. SYNTHETIC GLYCERIN SEE 28185 |
| 28198 | ANHYDROUS AMMONIA | | |
| 28199 | INDUSTRIAL INORGANIC CHEMICALS, NEC EXC. MINING, MILLING OR PREPARING NATURAL BORON, SODIUM OR POTASSIUM COMPOUNDS SEE 14713, OR HOUSEHOLD BLEACHES SEE 28422. SEE STCC 6001-AJ FOR FULL DESCRIPTION | 28419 | SOAP OR OTHER DETERGENTS EXC. SHAMPOOS OR SHAVING PRODUCTS, SEE 28441, SPECIALTY CLEANERS SEE 28422-28423 OR SYNTHETIC ORGANIC DETERGENTS SEE 28411 |
| 282 | PLASTIC MATERIALS OR SYNTHETIC FIBRES, RESINS OR RUBBER EXC. GLASS SEE 322, PLASTIC OR RUBBER PRODUCTS SEE 30 OR KNITTING, SPINNING, THROWING OR WEAVING FIBRES SEE 22 | 2842 | SPECIALTY CLEANING, POLISHING OR SANITATION PREPARATIONS, OR HOUSEHOLD BLEACHES EXC. SOAP OR DETERGENTS SEE 2841 PESTICIDAL PREPARATIONS SEE 2879 |
| 2821 | PLASTIC MATERIALS OR SYNTHETIC FIBRES, RESINS, RUBBERS OR ELASTOMERS EXC. | 28422 | SPECIALTY CLEANING, POLISHING OR SANITATION PREPARATIONS, OR HOUSEHOLD BLEACHES EXC. CIDAL PREPARATIONS SEE 28799 |
| 28211 | PLASTIC MATERIALS OR SYNTHETIC RESINS OR NONVULCANIZABLE ELASTOMERS EXC. FABRICATED PLASTIC PRODUCTS SEE 30711-30719 | 28423 | WAXES OR POLISHING RATIONS OR RELATED PRODUCTS |
| 28212 | SYNTHETIC RUBBERS (NIZABLE ELASTOMERS) EXC. FABRICATED RUBBER PRODUCTS SEE 30611- 30619 | 2843 | SURFACE ACTIVE OR ING AGENTS, SULFONATED OILS OR ASSISTANTS |
| 28213 | SYNTHETIC FIBERS EXC. GLASS SEE 32293 | 28431 | SURFACE ACTIVE OR ING AGENTS, SULFONATED OILS OR ASSISTANTS |
| 283 | DRUGS (BIOLOGICAL OR BOTANICAL PRODUCTS) (MEDICINAL CHEMICALS OR PHARMACEUTICAL PREPARATIONS) | 2844 | COSMETICS, PERFUMES OR OTHER TOILET EXC. ESSENTIAL OILS SEE 2899, OR SYNTHETIC FLA VORING OR PERFUME MATERIALS SEE 2818 |
| 2831 | DRUGS (BIOLOGICAL OR BOTANICAL PRODUCTS) (MEDICINAL CHEMICALS OR PHARMACEUTICAL PREPARATIONS) | 28441 | COSMETICS, PERFUMES OR OTHER TOILET EXC. ESSENTIAL OILS SEE 28999, OR SYNTHETIC FLAVORING OR PERFUME MATERIALS SEE 28189 |
| 28311 | DRUGS FOR HUMAN USE | 285 | PAINTS, ENAMELS, LACQ UERS, SHELLACS OR VARNISHES, OR ALLIED PRODUCTS EXC. BONE, CARBON LAMP BLACKS, CALKING COMPOUNDS OR PRINTERS SEE 289, INORGANIC OR see STCC 6001-AJ FOR FULL DESCRIPTION |
| 28312 | DRUGS FOR VETERINARY USE | | |

| | | | |
|-------|--|-------|--|
| 2851 | PAINTS, ENAMELS, LACQUERS, SHELLACS OR VARNISHES, OR ALLIED PRODUCTS EXC. BONE, CARBON LAMP BLACKS SEE 2899, CAULKING COMPOUNDS SEE 2891, INORGANIC OR see STCC 6001-AJ FOR FULL DESCRIPTION | 28799 | AGRICULTURAL CHEMICALS, NEC, FUNGICIDES, HERBICIDES OR PLANT HORMONES, HOUSEHOLD OR INDUSTRIAL PESTICIDAL PREPARATIONS, OR AGRICULTURAL DISINFECTANTS, INSECTICIDES OR see STCC 6001-AJ FOR FULL DESCRIPTION |
| 28511 | PAINTS, ENAMELS, LACQUERS, SHELLACS OR VARNISHES | 289 | MISCELLANEOUS CHEMICAL PRODUCTS |
| 28512 | PAINT OILS, SOLVENTS OR THINNERS, PAINT DRYING INGREDIENTS OR RELATED PRODUCTS | 2891 | ADHESIVES |
| 28513 | PUTTY | 28911 | ADHESIVES, CEMENTS, GLUES, SIZES, CALKING COMPOUNDS OR SEALANTS EXC. ASBESTOS CEMENT SEE 32921-32929 |
| 28519 | PAINTS, ENAMELS, LACQUERS, SHELLACS OR VARNISHES OR ALLIED NEC, INCLUDING MIXED SHIPMENTS EXC. BONE, CARBON OR LAMP BLACKS 28996, CALKING COMPOUNDS see STCC 6001-AJ FOR FULL DESCRIPTION | 2892 | EXPLOSIVES EXC. AMMUNITION SEE 1929 OR 1961 FIREWORKS OR SEE 2899 |
| 286 | GUM OR WOOD CHEMICALS | 28921 | EXPLOSIVES EXC. AMMUNITION SEE 19291-19299, 19611, FIREWORKS OR TECHNICS SEE 28993 |
| 2861 | GUM OR WOOD CHEMICALS EXC. SYNTHETIC DYES SEE 2815 OR SYNTHETIC CHEMICALS OR TANNING MATERIALS SEE 2818 | 2893 | PRINTING INK |
| 28612 | GUM OR WOOD CHEMICALS EXC. SYNTHETIC DYES SEE 28151-28158 OR SYNTHETIC ORGANIC CHEMICALS OR TANNING MATERIALS SEE 28181-28189 | 28931 | PRINTING INK |
| 287 | AGRICULTURAL CHEMICALS | 2899 | CHEMICALS OR CHEMICAL PREPARATIONS, NEC |
| 2871 | FERTILIZERS EXC. MILLED, MINED OR OTHERWISE PREPARED NATURAL BORON, SODIUM OR POTASSIUM COM- | 28991 | SALT, COMMON |
| 28712 | SUPERPHOSPHATE SOLUTION OR NITROGEN FERTILIZER SOLUTION | 28993 | FIREWORKS OR |
| 28714 | MISCELLANEOUS FERTILIZER COMPOUNDS | 28994 | FATTY ACIDS |
| 28719 | FERTILIZERS, NEC EXC. MILLED, MINED OR OTHERWISE PREPARED NATURAL BORON, SODIUM OR POTASSIUM COMPOUNDS SEE 14713 | 28995 | WATER TREATING COMPOUNDS |
| 2879 | MISCELLANEOUS AGRICULTURAL CHEMICALS | 28996 | BLACKS |
| | | 28997 | MISCELLANEOUS CHEMICAL COMPOUNDS (ALSO SEE 28998) EXC. SEALANTS SEE 28911 |
| | | 28998 | MISCELLANEOUS CHEMICAL COMPOUNDS (ALSO SEE 28997) EXC. SEALANTS SEE 28911 |
| | | 28999 | CHEMICAL PRODUCTS, NEC EXC. SEALANTS SEE 28911 |
| | | 29 | PETROLEUM OR COAL PRODUCTS |
| | | 291 | PRODUCTS OF PETROLEUM REFINING |
| | | 2911 | PETROLEUM REFINING PRODUCTS EXC. LIQUEFIED PETROLEUM GASES SEE 2912 PETROLEUM COKE SEE 2991 |

| | | | |
|-------|---|-------|---|
| 29111 | GASOLINE OR JET OR HIGH VOLATILE PETROLEUM FUELS EXC. NATURAL GAS OR LINE SEE 13121 OR 13211 | 29529 | ASPHALT COATINGS OR FELTS, NEC EXC. PAINT 28511-28519 OR LINOLEUM OR TILE CEMENT SEE 28911 |
| 29112 | KEROSENE EXC. JET FUELS SEE 29111 | 299 | MISCELLANEOUS COAL OR PETROLEUM PRODUCTS |
| 29113 | DISTILLATE FUEL OIL | 2991 | MISCELLANEOUS COAL OR PETROLEUM PRODUCTS EXC. PETROLEUM REFINERY SEE 2911 |
| 29114 | PETROLEUM LUBRICATING OR SIMILAR OILS, COMPOUNDS OR DERIVATIVES | 29911 | COAL OR COKE BRIQUETTES (FUEL BRICKS), INCLUDING ANTHRACITE CULM, BITUMINOUS SLACK, CHARCOAL, |
| 29115 | PETROLEUM LUBRICATING GREASES | 29912 | PEAT OR SAWDUST LUBRICANTS OR SIMILAR COMPOUNDS EXC. PETROLEUM REFINERY SEE 29114 OR 29115 |
| 29116 | ASPHALT PITCHES OR TARS, FROM PETROLEUM, COAL COKE OVEN OR NATURAL GAS OILS OR OTHER LOW VOLATILE PETROLEUM FUELS | 29913 | PETROLEUM COKE EXC. BRIQUETTES SEE 29911 |
| 29119 | PETROLEUM REFINING PRODUCTS, NEC EXC. LIQUEFIED PETROLEUM GASES SEE OR PETROLEUM COKE SEE 29913 | 29914 | COKE PRODUCED FROM COAL |
| 2912 | LIQUEFIED GASES, COAL OR PETROLEUM | 29915 | DISTILLATE OR RESIDUAL FUEL OIL FROM COAL REFINING |
| 29121 | LIQUEFIED GASES, COAL OR PETROLEUM | 29919 | COAL OR PETROLEUM PRODUCTS, NEC EXC. DYES, DYE (CYCLIC) INTERMEDIATES SEE 28151-28158 OR PETROLEUM REFINERY SEE 29111-29119 |
| 295 | PAVING OR ROOFING MATERIALS | 30 | RUBBER OR MISCELLANEOUS PLASTICS PRODUCTS |
| 2951 | ASPHALT PAVING BLOCKS OR MIXTURES, INCLUDING CREOSOTED WOOD, TAR OR SITION OF ASPHALT OR TAR WITH OTHER MATERIALS | 301 | RUBBER TIRES OR INNER TUBES |
| 29511 | ASPHALT PAVING BLOCKS OR MIXTURES, INCLUDING SOTED WOOD, TAR OR SITION OF ASPHALT OR TAR WITH OTHER MATERIALS | 3011 | RUBBER TIRES OR INNER TUBES |
| 2952 | ASPHALT COATINGS OR FELTS OR ROOFING CEMENTS EXC. PAINT SEE 2851 OR LINOLEUM OR TILE CEMENT SEE 2891 | 30111 | RUBBER PNEUMATIC TIRES PARTS |
| 29521 | ASPHALT OR TAR SATURATED FELTS, BOARDS OR ROOFING | 30114 | RUBBER INNER TUBES |
| 29522 | ASPHALT OR TAR CEMENTS COATINGS OR ROOFING CEMENTS OR PITCHES EXC. LINOLEUM OR TILE CEMENT SEE 28911 | 30115 | TREAD RUBBER OR RUBBER TIRE SUNDRIES OR REPAIR MATERIALS |
| 29523 | ASPHALT SHEATHINGS, SHINGLES OR SIDINGS | 30119 | RUBBER TIRES OR RELATED PRODUCTS, NECRUBBER OR PLASTIC FOOTWEAR |
| | | 302 | PRODUCTS, NECRUBBER OR PLASTIC FOOTWEAR |
| | | 3021 | RUBBER OR PLASTIC FOOTWEAR, INCLUDING FABRICWITH RUBBER OR PLASTICSOLES |
| | | 30211 | FOOTWEAR, RUBBER OR RUBBER SOLED FABRIC, CANVASWITH RUBBER SOLES, LEATHER WITH VULCANIZED RUBBER SOLES OR PLASTIC WITH RUBBER |

| | | | |
|-------|---|-------|---|
| 30212 | PLASTIC FOOTWEAR, ING FABRIC WITH PLASTIC SOLES | 30715 | UNSUPPORTED PLASTIC OR WALL COVERINGS |
| 303 | RECLAIMED RUBBER | 30716 | EXPANDED OR FOAMED PLASTICS |
| 3031 | RECLAIMED RUBBER | 30717 | PLASTIC LAMINATED RODS, SHEETS OR TUBES |
| 30311 | RECLAIMED RUBBER | 30718 | PLASTIC PACKAGING OR SHIPPING CONTAINERS, BASKETS, BOTTLES, BOXES, CANS, CUPS, DRUMS, JARS, TUBS, TUBES OR TUMBLERS OR CAPS, CLOSURES, IN-SERTS, OR LINERS FOR see STCC 6001-AJ FOR FULL DESCRIPTION |
| 304 | RUBBER OR PLASTIC HOSE BELTING | 30719 | MISCELLANEOUS FABRICATED PLASTIC PRODUCTS, NEC EXC. ARTIFICIAL LEATHER SEE 22951, PLASTIC MATERIALS SEE 28211, FOOTWEAR SEE 30212, TIC BELTING SEE 30411 OR see STCC 6001-AJ FOR FULL DESCRIPTION |
| 3041 | RUBBER OR PLASTIC HOSEBELTING | 3072 | MISCELLANEOUS PLASTIC PRODUCTS EXC. ARTIFICIAL LEATHER SEE 2295 OR TIC MATERIALS SEE 2821 |
| 30411 | RUBBER OR PLASTIC BELTS OR BELTING | 30729 | MISCELLANEOUS FABRICATED PLASTIC PRODUCTS, NEC EXC. ARTIFICIAL LEATHER SEE 22951, PLASTIC MATERIALS SEE 28211, PLASTIC FOOTWEAR SEE 30212, TIC BELTING SEE 30411 OR see STCC 6001-AJ FOR FULL DESCRIPTION |
| 30412 | RUBBER OR PLASTIC HOSE | 31 | DESCRIPTION LEATHER OR LEATHER PRODUCTS |
| 306 | MISCELLANEOUS FABRICATED RUBBER PRODUCTS | 311 | LEATHER |
| 3061 | MISCELLANEOUS FABRICATED RUBBER PRODUCTS | 3111 | LEATHER, FINISHED OR TANNED |
| 30613 | SPONGE OR FOAM RUBBER GOODS | 31111 | LEATHER, FINISHED OR TANNED |
| 30614 | RUBBER FLOOR OR WALL | 312 | INDUSTRIAL LEATHER BELTING |
| 30618 | COVERINGS FABRICATED RUBBER PRODUCTS, NEC EXC. ELASTIC WEBBING SEE 22411, ELASTIC WEBBING PRODUCTS OR RUBBERIZED FABRIC GARMENTS SEE 23, SYNTHETIC RUBBERS SEE 28212, see STCC 6001-AJ FOR FULL DESCRIPTION | 3121 | INDUSTRIAL LEATHER BELTING |
| 30619 | FABRICATED RUBBER PRODUCTS, NEC EXC. ELASTIC WEBBING SEE 22411, ELASTIC WEBBING PRODUCTS OR RUBBERIZED FABRIC GARMENTS SEE 23, SYNTHETIC RUBBERS SEE 28212, see STCC 6001-AJ FOR FULL DESCRIPTION | 31211 | INDUSTRIAL LEATHER BELTING |
| 307 | MISCELLANEOUS PLASTIC PRODUCTS | 313 | BOOT OR SHOE CUT STOCK FINDINGS, ALL MATERIALS |
| 3071 | MISCELLANEOUS PLASTIC PRODUCTS EXC. ARTIFICIAL | 3131 | BOOT OR SHOE CUT STOCK FINDINGS, ALL MATERIALS |
| 30711 | LEATHER SEE 2295 OR TIC MATERIALS SEE 2821 PLASTIC DINNERWARE OR HOUSEWARES | 31311 | BOOT OR SHOE CUT STOCK FINDINGS, ALL MATERIALS |
| 30712 | PLASTIC PIPE, TUBING OR FITTINGS | | |
| 30713 | INDUSTRIAL (MOLDED) TIC PRODUCTS | | |
| 30714 | UNSUPPORTED VINYL OR POLYETHYLENE FILM OR SHEETING | | |

| | | | |
|-------|--|-------|--|
| 314 | FOOTWEAR, LEATHER OR OTHER MATERIALS EXC. RUBBER OR PLASTIC SEE | 32113 | LAMINATED OR SAFETY |
| 3141 | FOOTWEAR, LEATHER OR OTHER MATERIALS EXC. RUBBER OR PLASTIC SEE 3021 OR HOUSE SLIPPERS SEE 3142 | 32119 | FLAT GLASS, NEC |
| 31411 | FOOTWEAR, LEATHER OR OTHER MATERIALS EXC. RUBBER SEE 30211, SEE 30212 OR HOUSE SLIPPERS SEE 31421 | 322 | GLASS OR GLASSWARE, PRESSED OR BLOWN |
| 3142 | HOUSE SLIPPERS, LEATHER OR OTHER MATERIALS | 3221 | GLASS CONTAINERS |
| 31421 | HOUSE SLIPPERS, LEATHER OR OTHER MATERIALS | 32211 | GLASS CONTAINERS, OR GLASS CAPS OR COVERS GLASS BOTTLES SEE 32212 |
| 315 | LEATHER GLOVES OR MITTENS | 32212 | GLASS BOTTLES |
| 3151 | LEATHER DRESS OR WORK GLOVES OR MITTENS EXC. ATHLETIC OR SPORTING SEE 3949 OR CLOTH AND COMBINED SEE 2381 | 32219 | GLASS CONTAINERS, NEC |
| 31511 | LEATHER DRESS OR WORK GLOVES OR MITTENS EXC. ATHLETIC OR SPORTING SEE 3949 OR CLOTH AND COMBINED SEE 23811-23812 | 3229 | GLASS OR GLASSWARE, OR PRESSED, NEC EXC. ELECTRIC LIGHT BULBS SEE 3641, FLAT GLASS SEE 3211, GLASS CONTAINERS SEE 3221, GLASS WOOL INSULATION PRODUCTS (MINERAL WOOL) SEE 3296 OR OPTICAL LENSES SEE 3831. SEE STCC 6001-AJ FOR FULL DESCRIPTION |
| 316 | LUGGAGE OR HANDBAGS, LEATHER OR OTHER MATERIALS, OR OTHER PERSONAL LEATHER GOODS EXC. PRECIOUS METAL SEE 391 | 32291 | ART, KITCHEN, NOVELTY OR TABLE GLASSWARE |
| 3161 | LUGGAGE OR HANDBAGS, LEATHER OR OTHER MATERIALS, OR OTHER PERSONAL LEATHER GOODS EXC. PRECIOUS METAL SEE 3911 | 32292 | LIGHTING GLASSWARE EXC. COMPLETE ELECTRIC LIGHT BULBS SEE 36411 |
| 31611 | LUGGAGE OR HANDBAGS, LEATHER OR OTHER MATERIALS, OR OTHER PERSONAL LEATHER GOODS EXC. HAT BOXES, PAPER OR PAPERBOARD SEE 26511 OR PRECIOUS METAL SEE 39111 | 32293 | GLASS FIBRE |
| 319 | LEATHER GOODS, NEC | 32294 | GLASS MIRRORS |
| 3199 | LEATHER GOODS, NEC | 32295 | GLASS BLOCKS, BRICK, SKYLIGHTS OR RELATED PRODUCTS |
| 31999 | LEATHER GOODS, NEC | 32296 | ELECTRONIC GLASSWARE COMPLETE ELECTRONIC SEE 36711 |
| 32 | CLAY, CONCRETE, GLASS OR STONE PRODUCTS | 32299 | GLASS OR GLASSWARE, OR PRESSED, NEC EXC. GLASS SEE 32111-32119, GLASS CONTAINERS SEE 32211-32219, GLASS WOOL INSULATION PRODUCTS (MINERAL WOOL) SEE 32961 OR See STCC 6001-AJ FOR FULL DESCRIPTION |
| 321 | FLAT GLASS | 324 | HYDRAULIC CEMENT |
| 3211 | FLAT GLASS | 3241 | HYDRAULIC CEMENT |
| 32111 | SHEET (WINDOW) GLASS | 32411 | HYDRAULIC CEMENT, NATURAL, PORTLAND OR MASONRY |
| 32112 | PLATE GLASS | 32412 | READY-MIX CEMENT OR CONCRETE, DRY |
| | | 325 | STRUCTURAL CLAY PRODUCTS |

| | | | |
|-------|--|-------|--|
| 3251 | CLAY BRICK OR STRUCTURAL CLAY TILE EXC. CERAMIC FLOOR OR WALL TILE SEE 3253, CLAY OR NONCLAY REFRACTORIES SEE 3255, GLASS SEE 3229 OR SAND LIME SEE 3299 | 3261 | VITREOUS CHINA PLUMBING FIXTURES OR VITREOUS CHINA OR EARTHENWARE BATHROOM ACCESSORIES OR FITTINGS |
| 32511 | BRICK OR BLOCKS, CLAY OR SHALE EXC. CLAY OR NONCLAY REFRACTORIES SEE 32551-32552, GLASS SEE 32295 OR SAND LIME SEE 32999 | 32611 | VITREOUS CHINA PLUMBING FIXTURES OR VITREOUS CHINA OR EARTHENWARE BATHROOM ACCESSORIES OR FITTINGS |
| 32512 | GLAZED BRICK OR BLOCKS, CLAY, SHALE OR CERAMIC, OR FACING MOLDING OR TILE OR STRUCTURAL HOLLOW TILE, GLAZED OR NOT GLAZED EXC. CERAMIC FLOOR OR WALL TILE SEE 32531... (SEE STCC 6001-AJ FOR FULL DESCRIPTION) | 3262 | VITREOUS CHINA KITCHEN TABLE ARTICLES OR FINE EARTHENWARE OR WHITEWARE) |
| 3253 | CERAMIC FLOOR OR WALL TILE EXC. DRAIN TILE SEE 3259 OR STRUCTURAL CLAY TILE SEE 3251 | 32621 | VITREOUS CHINA KITCHEN TABLE ARTICLES OR FINE EARTHENWARE OR WHITEWARE) |
| 32531 | CERAMIC, ENAMEL, FAIENCE, PROMENADE OR QUARRY FLOOR OR WALL TILE EXC. DRAIN TILE SEE 32592 OR STRUCTURAL CLAY TILE SEE 32512 | 3264 | PORCELAIN ELECTRICAL SUPPLIES, STEATITE OR OTHER CERAMIC ELECTRICAL SUPPLIES |
| 3255 | REFRACTORIES, CLAY OR NONCLAY | 32641 | PORCELAIN ELECTRICAL SUPPLIES, STEATITE OR OTHER CERAMIC ELECTRICAL SUPPLIES |
| 32551 | CLAY REFRACTORIES | 3269 | MISCELLANEOUS POTTERY PRODUCTS |
| 32552 | NONCLAY REFRACTORIES DEAD BURNED MAGNESIA OR MAGNESITE SEE 32953 | 32699 | POTTERY PRODUCTS, NEC |
| 3259 | MISCELLANEOUS STRUCTURAL CLAY PRODUCTS | 327 | CONCRETE, GYPSUM, OR PLASTER PRODUCTS |
| 32591 | CLAY CONDUIT, CULVERTS, PIPE OR FITTINGS | 3271 | CONCRETE PRODUCTS EXC. READY-MIX CONCRETE SEE 3273 |
| 32592 | CLAY DRAIN TILE | 32711 | CONCRETE BRICK OR BLOCKS |
| 32593 | CLAY ARCHITECTURAL TERRA COTTA | 32713 | CONCRETE PILING, POLES POSTS |
| 32594 | CLAY ROOFING TILE | 32714 | CONCRETE CONDUIT, CULVERTS, DRAINS, PIPE OR TILE |
| 32595 | CLAY TILE BEAMS, CHANNELS, DOUBLE TREES, GIRDERS OR JOISTS, REINFORCED | 32715 | CONCRETE STRUCTURAL SHAPES, REINFORCED |
| 32599 | STRUCTURAL CLAY PRODUCTS, NEC | 32719 | CONCRETE PRODUCTS, NEC |
| 326 | POTTERY OR RELATED PRODUCTS | 3273 | READY-MIX CONCRETE, WET |
| | | 32731 | READY-MIX CONCRETE, WET |
| | | 3274 | LIME OR LIME PLASTER |
| | | 32741 | LIME OR LIME PLASTER |
| | | 3275 | GYPSUM PRODUCTS |
| | | 32751 | GYPSUM LATH |
| | | 32752 | GYPSUM PLASTER |
| | | 32753 | GYPSUM BUILDING EXC. LATH SEE 32751, PLASTER SEE 32752 OR WALLBOARD SEE 32754 |

| | | | |
|-------|---|-------|--|
| 32754 | GYPSUM WALLBOARD | 3293 | GASKETS OR PACKING |
| 32759 | GYPSUM PRODUCTS EXC. GYPSUM BUILDING SEE 32751-32753 | 32931 | GASKETS, ALL TYPES |
| 328 | CUT STONE OR STONE PRODUCTS | 32932 | PACKING, ALL TYPES |
| 3281 | CUT STONE OR STONE PRODUCTS | 3295 | NONMETALLIC EARTHS OR MINERALS, GROUND OR TREATED IN ANY OTHER NER EXC. COAL SEE 1111-1122 OR 2991, CRUSHED STONE SEE 1421, DIATOMACEOUS OR see STCC 6001-AJ FOR FULL description |
| 32811 | CUT GRANITE OR GRANITE PRODUCTS | 32951 | VERMICULITE, EXFOLIATED, LOOSE |
| 32812 | CUT LIMESTONE OR LIME STONE PRODUCTS | 32952 | LIGHT WEIGHT AGGREGATES, CLAYS OR SLAGS, GROUND TREATED IN ANY OTHER MANNER EXC. GROUND OR OTHERWISE TREATED AT SITE SEE 14911-14919, OR DIATOMACEOUS OR see STCC 6001-AJ FOR FULL DESCRIPTION |
| 32813 | CUT MARBLE OR MARBLE PRODUCTS | 32953 | MAGNESITE OR MAGNESIA, CALCINED, DEAD BURNED OR GROUND |
| 32814 | CUT SLATE, SOAPSTONE, TALC OR RELATED PRODUCTS | 32954 | PYROPHILLITE, STEATITE (SOAPSTONE) OR TALC, GROUND OR OTHERWISE TREATED |
| 32819 | CLAY STONE OR STONE PRODUCTS, NEC | 32955 | FELDSPAR, GROUND OR OTHERWISE TREATED |
| 329 | ABRASIVES, ASBESTOS PRODUCTS OR MISCELLANEOUS NONMETALLIC MINERAL PRODUCTS | 32956 | GROUND UNCALCINED GYPSITE OR ANHYDRITE |
| 3291 | ABRASIVE PRODUCTS | 32957 | MICA, GROUND OR TREATED |
| 32911 | NONMETALLIC ARTIFICIAL ABRASIVES, FLOUR TIC ABRASIVES), POWDERS OR SIZED GRAINS | 32958 | NATURAL GRAPHITE (BLACK LEAD), BLENDED, GROUND, PULVERIZED OR REFINED |
| 32912 | NONMETALLIC BONDED ABRASIVE PRODUCTS, NONMETALLIC COATED ABRASIVES, OR DIAMOND ABRASIVES | 32959 | NONMETALLIC MINERALS OR EARTHS, GROUND OR IN ANY OTHER MANNER EXC. COAL SEE 11111-11222, CRUSHED STONE SEE 14211-14219 OR SAND SEE 14413 |
| 32914 | METAL ABRASIVES OR METAL SCOURING PADS, SOAP IMPREGNATED | 3296 | MINERAL WOOL EXC. ASBESTOS INSULATION SEE 3292 OR TEXTILE GLASS FIBRES SEE 3229 |
| 32919 | ABRASIVE PRODUCTS, NEC | 32961 | MINERAL WOOL EXC. ASBESTOS INSULATION SEE 32924 OR TEXTILE GLASS FIBRES SEE 32293 |
| 3292 | ASBESTOS PRODUCTS OR ASPHALT FLOOR TILE EXC. ASBESTOS PAPER SEE 2661, OR GASKETS OR PACKING 3293 | 3299 | MISCELLANEOUS MINERAL PRODUCTS |
| 32921 | ASBESTOS FRICTION MATERIAL | | |
| 32922 | ASBESTOS CEMENT PRODUCTS | | |
| 32923 | ASPHALT OR VINYL FLOOR TILE EXC. ASPHALTED FELT BASE OR OTHER HARD SURFACE FLOOR COVERINGS SEE 39921 OR CORK TILE SEE 24941 | | |
| 32924 | ASBESTOS INSULATION | | |
| 32929 | ASBESTOS PRODUCTS, NEC EXC. ASBESTOS PAPER SEE 26612, OR GASKETS OR PACKING SEE 32931-32932 | | |

| | | | |
|-------|--|-------|---|
| 32996 | NONMETALLIC MINERAL LATING MATERIALS EXC. ASBESTOS SEE 32924, GYPSUM SEE 32753, MINERAL WOOL SEE 32961 OR PAPER SEE 26614 | 33128 | RAILWAY TRACK MATERIAL VIZ. RAILS, JOINT BARS, TIE PLATES OR RELATED PRODUCTS |
| 32999 | NONMETALLIC MINERAL UCTS, NEC, PAPIERMACHE ART GOODS, STATUARY GOODS, URNS OR VASES | 33129 | PRIMARY IRON OR STEEL PRODUCTS, N.E.C. |
| 33 | PRIMARY METAL PRODUCTS, INCLUDING GALVANIZED COATING OR OTHER ALLIED PROCESSING SEE 34994 | 3313 | ELECTROMETALLURGICAL PRODUCTS EXC. COPPER |
| 331 | STEEL WORKS, ROLLING MILL, OR OTHER REDUCTION PLANT PRODUCTS, GALVANIZED PRODUCTS EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994 | 33131 | FERROMANGANESE |
| 3311 | BLAST OR METALLIZING FURNACE OR COKE OVEN PRODUCTS EXC. COKE, OR COKE BREEZE OR | 33132 | FERROCHROME |
| 33111 | PIG IRON | 33133 | FERROSILICON |
| 33112 | FURNACE SLAG EXC. GROUND OR OTHERWISE TREATED SEE 32952 | 33134 | ADDITIVE ALLOYS EXC. COPPER |
| 33115 | METALLIZING PLANT PRODUCTS | 33135 | ELECTROMETALLURGICAL PRODUCTS, NEC EXC. ALUMINUM, MAGNESIUM OR COPPER |
| 33119 | BLAST FURNACE, OPEN HEARTH, ROLLING MILL OR COKE OVEN PRODUCTS, NEC XC. ASPHALT, PITCHES OR ARS SEE 29116, CRUDE RODUCTS, OR CHEMICALS 28, METALLIC ORES SEE10 | 33139 | FERROALLOYS, NEC |
| 3312 | PRIMARY IRON OR STEEL PRODUCTS, INCLUDING GALVANIZED PRODUCTS EXC. COATING OR ALLIED PROCESSING SEE 34994 OR OVEN PRODUCTS SEE 3311 | 3315 | STEEL WIRE, NAILS OR SPIKES, INCLUDING GALVANIZED EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994 |
| 33121 | STEEL INGOT OR SEMI-FINISHED SHAPES | 33151 | NONINSULATED FERROUS ROPE, CABLE OR STRAND |
| 33122 | IRON OR STEEL PLATES | 33152 | STEEL NAILS, STAPLES, TACKS, BRADS OR SPIKES EXC. RAILWAY SPIKES SEE 33128 |
| 33123 | IRON OR STEEL SHEET OR STRIP | 33155 | STEEL WIRE EXC. NEOUS FABRICATED WIRE PRODUCTS SEE 34812-34819 |
| 33124 | IRON OR STEEL BARS, BAR SHAPES OR RODS | 332 | IRON OR STEEL CASTINGS, INCLUDING GALVANIZED COATING OR OTHER ALLIED PROCESSING SEE 34994 |
| 33125 | STRUCTURAL SHAPES OR PILING, STEEL MILL PRODUCTS | 3321 | IRON OR STEEL CASTINGS, INCLUDING GALVANIZED COATING OR OTHER ALLIED PROCESSING SEE 34994 |
| 33126 | IRON OR STEEL PIPE, OR FITTINGS | 33211 | IRON OR STEEL CAST PIPE OR FITTINGS |
| 33127 | TIN MILL PRODUCTS | 33219 | IRON OR STEEL CASTINGS, NEC |
| | | 333 | NONFERROUS METAL PRIMARY SMELTER PRODUCT VIZ. SLAB, INGOT, PIG, ETC., OR RESIDUES |
| | | 3331 | PRIMARY COPPER SMELTER PRODUCTS |
| | | 33311 | PRIMARY COPPER OR COPPER BASE ALLOY PIG, SLAB OR INGOTS, ETC. |

| | | | |
|-------|---|-------|--|
| 33312 | COPPER MATTE, SPEISS, FLUE DUST OR RESIDUES, ETC. | 33511 | COPPER, BRASS OR BRONZE OR OTHER COPPER BASE ALLOY RODS OR BARS |
| 3332 | PRIMARY LEAD SMELTER PRODUCTS | 33512 | COPPER, BRASS, BRONZE OR OTHER COPPER BASE ALLOY PLATE, SHEET OR STRIP |
| 33321 | LEAD PIG, SLAB, INGOTS BULLION EXC. SOLDER, BITT OR TYPE METAL SEE 33567 | 33513 | COPPER, BRASS, BRONZE OR OTHER COPPER BASE ALLOY PIPE OR TUBE |
| 33322 | LEAD MATTE, SPEISS, FLUE DUST, DROSS, SLAG, SKIMMINGS, ETC. | 33519 | COPPER, BRASS, BRONZE OR OTHER COPPER BASE ALLOY SHAPES, NEC |
| 3333 | PRIMARY ZINC SMELTER PRODUCTS | 3352 | ALUMINUM OR ALUMINUM ALLOY BASIC SHAPES EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994 OR ALUMINUM FOIL OR FOIL STOCK SEE 34992 |
| 33331 | ZINC SMELTER PRODUCTS, VIZ. SPELTER, PIG SLAB INGOTS | 33521 | ALUMINUM OR ALUMINUM ALLOY PLATE OR SHEET |
| 33332 | ZINC DROSS, RESIDUES, ASHES, ETC. | 33523 | ALUMINUM OR ALUMINUM ALLOY RODS OR BARS |
| 3334 | PRIMARY ALUMINUM SMELTER PRODUCTS | 33524 | ALUMINUM OR ALUMINUM ALLOY PIPE OR TUBE |
| 33341 | PRIMARY ALUMINUM BLOOMS, PIG, SLAB OR INGOTS | 33529 | ALUMINUM OR ALUMINUM ALLOY BASIC SHAPES, NEC EXC. ALUMINUM FOIL OR FOIL STOCK SEE 34992 |
| 33342 | ALUMINUM RESIDUES, ETC. | 3356 | MISCELLANEOUS NONFERROUS METAL BASIC SHAPES, VIZ. BARS, PIPE, PLATES, SHEET, STRIP OR TUBING EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994 |
| 3339 | MISCELLANEOUS PRIMARY NONFERROUS METAL PRODUCTS, VIZ. ANODES, DES, BILLETS, BLOOMS, IG, SLAB OR INGOTS | 33561 | MAGNESIUM OR MAGNESIUM BASE ALLOY BASIC SHAPES |
| 33391 | MAGNESIUM PIG, SLAB OR INGOTS | 33562 | LEAD OR LEAD BASE ALLOY BASIC SHAPES EXC. SOLDER, BABBITT OR TYPE METAL SEE 33567 |
| 33392 | MANGANESE PIG, SLAB OR INGOTS | 33563 | NICKEL OR NICKEL BASE ALLOY BASIC SHAPES |
| 33393 | MOLYBDENUM PIG, SLAB OR INGOTS | 33564 | ZINC OR ZINC BASE ALLOY BASIC SHAPES |
| 33394 | NICKEL PIG, SLAB OR INGOTS | 33565 | TITANIUM BASIC SHAPES |
| 33395 | TIN OR TIN BASE ALLOY PIG, SLAB OR INGOTS EXC. SOLDER, BABBITT OR TYPE METAL SEE 33567 | 33566 | WELDING RODS, BARS OR WIRE |
| 33396 | TITANIUM PIG, SLAB OR INGOTS | 33567 | SOLDER, BABBITT OR TYPE METAL SHAPES |
| 33398 | MISCELLANEOUS NONFERROUS METAL RESIDUES, SOLDER, BABBITT OR TYPE METAL RESIDUES | | |
| 33399 | PRIMARY NONFERROUS METAL INGOTS, PIG OR SLAB, NEC | | |
| 335 | NONFERROUS METAL BASIC SHAPES EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994 | | |
| 3351 | BRASS, BRONZE OR COPPER BASIC OR OTHER COPPER BASE ALLOY SHAPES EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994 | | |

| | | | |
|-------|---|-------|--|
| 33569 | NONFERROUS METAL BASIC SHAPES, NEC EXC. INCLUDED IN PRIMARY IN DUSTRIES SEE 33398 | 33699 | NONFERROUS METAL CASTINGS, N.E.C. |
| 3357 | NONFERROUS METAL OR LATED WIRE EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994 | 339 | MISCELLANEOUS PRIMARY METAL PRODUCTS EXC. ING OR OTHER ALLIED PRO-CESSING SEE 34994 |
| 33571 | ALUMINUM OR ALUMINUM ALLOY WIRE, CABLE OR STRAND, BARE | 3391 | IRON OR STEEL FORGINGSEXC. COATING OR OTHERALLIED PROCESSING SEE 34994 |
| 33572 | COPPER OR COPPER BASE ALLOY WIRE, STRAND OR CABLE, BARE | 33911 | IRON OR STEEL FORGINGS |
| 33573 | NONFERROUS METAL OR NONFERROUS METAL BASE ALLOY WIRE, BARE EXC. ALUMINUM SEE 33571 OR COPPER SEE 33572 | 3392 | NONFERROUS METAL EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994 |
| 33574 | WIRE OR CABLE, ENAMELED OR COVERED, ALL TYPES | 33921 | NONFERROUS METAL |
| 336 | NONFERROUS METAL OR NONFERROUS METAL BASE ALLOY CASTINGS EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994 | 3399 | PRIMARY METAL PRODUCTS,NEC EXC. COATING OR ALLIED PROCESSING SEE 34994 |
| 3361 | ALUMINUM OR ALUMINUM ALLOY CASTINGS EXC. ING OR OTHER ALLIED PRO- | 33991 | METAL POWDER, FLAKES ORPASTE |
| 33612 | CESSING SEE 34994 ALUMINUM OR ALUMINUM ALLOY CASTINGS EXC. ING UTENSILS SEE 36311 | 33992 | NONFERROUS METAL NAILS,BRADS, SPIKES OR STAPLES |
| 3362 | BRASS, BRONZE, COPPER OR OTHER COPPER BASE ALLOY CASTINGS EXC. COATING OR OTHER ALLIED PROCESSING SEE 34994 | 33999 | PRIMARY METAL PRODUCTS,NEC |
| 33621 | BRASS, BRONZE, COPPER OR OTHER COPPER BASE ALLOY CASTINGS | 34 | FABRICATED METAL EXC. ORDNANCE SEE 19,MACHINERY SEE 35 OR 36,OR TRANSPORTATION EQUIP-MENT SEE 37 |
| 3369 | MISCELLANEOUS NONFERROUS METAL CASTINGS EXC. ING OR OTHER ALLIED PROCESSING SEE 34994 | 341 | METAL CANS |
| 33691 | MAGNESIUM OR MAGNESIUM BASE ALLOY CASTINGS | 3411 | METAL CANS |
| 33692 | ZINC OR ZINC BASE ALLOY CASTINGS | 34111 | METAL CANS, INCLUDINGMIXED WITH CAN BOTTOMS TOPS |
| 33693 | LEAD, LEAD BASE ALLOY, BABBITT OR WHITE METAL CASTINGS | 342 | CUTLERY, HAND TOOLS ORGENERAL HARDWARE |
| | | 3421 | CUTLERY, OTHER THANTRICAL |
| | | 34211 | KITCHEN OR TABLE CUTLERY OR RELATED CUTTING ANCES, OTHER THAN ELEC-TRICAL |
| | | 34213 | SCISSORS OR SHEARS, THAN ELECTRICAL |
| | | 34215 | RAZOR BLADES OR RAZORS, OTHER THAN ELECTRICAL |
| | | 34219 | CUTLERY, NEC, OTHER THAN ELECTRICAL |
| | | 3423 | EDGE OR HAND TOOLS EXC. HAND SAWS OR SAW BLADES SEE 3425 OR MACHINE SEE 3541 OR 3542 |
| | | 34231 | MECHANICS HAND SERVICE TOOLS OR LIGHT FORGED HAMMERS |

| | | | |
|-------|---|-------|--|
| 34232 | EDGE TOOLS | 34294 | HOSE FITTINGS, NOZZLES, COUPLINGS OR REELS |
| 34233 | FILES, RASPS OR FILE ACCESSORIES | 34298 | HARDWARE, NEC |
| 34234 | SHOVELS, SPADES, OR SCRAPERS | 34299 | HARDWARE, NEC |
| 34235 | HEAVY FORGED TOOLS VIZ. SLEDGES, PICKS, PICK MATTOCKS, MAULS, OR BARS | 343 | PLUMBING FIXTURES OR HEATING APPARATUS EXC. ELECTRIC SEE 36 |
| 34236 | AGRICULTURAL HAND TOOLS OR PARTS VIZ. FORKS, HOES, HUSKERS, RAKES, ROLLERS, WEEDERS, ETC. EXC. EDGED TOOLS SEE 34232, WHEELED TRANSPORTATION EQUIPMENT SEE 3799 | 3431 | METAL SANITARY WARE, INCLUDING ENAMELED EXC. VITREOUS SANITARY WARE SEE 3261 |
| 34239 | HAND TOOLS, NEC EXC. SAWS OR SAW BLADES SEE 34251 OR MACHINE TOOLS SEE 35412 OR 35421 | 34311 | CAST IRON SANITARY WARE, INCLUDING ENAMELED |
| 3425 | HAND SAWS OR SAW BLADES | 34312 | METAL SANITARY WARE, OTHER THAN CAST IRON, INCLUDING ENAMELED |
| 34251 | HAND SAWS OR BLADES OR SAW ACCESSORIES | 3432 | PLUMBING FIXTURE OR TRIM (BRASS GOODS) |
| 3428 | BUILDERS OR CABINET WARE OR FIREPLACE EQUIPMENT | 34321 | PLUMBING FIXTURE OR TRIM VIZ. BATH, SHOW ER, SINK OR LAVATORY FITTINGS, LAVATORY LEGS, STRAINERS, ETC. (BRASS GOODS) |
| 34281 | DOOR OR WINDOW HARDWARE | 3433 | HEATING EQUIPMENT, OTHER THAN ELECTRICAL |
| 34282 | FIREPLACE EQUIPMENT, DAMPERS, IRONS OR FIRE SCREENS, HARDWARE | 34331 | OIL BURNERS, RESIDENTIAL OR INDUSTRIAL |
| 34283 | HINGES, HASPS OR BUTTS EXCEPT CABINET SEE 34264 | 34332 | WARM AIR FURNACES EXC. FLOOR OR WALL SEE 34339 |
| 34284 | CABINET HARDWARE, HINGES OR LOCKS | 34333 | CAST IRON HEATING BOILERS, RADIATORS OR TORS |
| 34285 | HOOKS, CLAMPS, CLIPS, FASTENERS OR SHELF HARDWARE OR HANGERS EXC. OR WINDOW SEE 34281 | 34334 | DOMESTIC HEATING STOVES, OTHER THAN ELECTRICAL |
| 34289 | BUILDERS HARDWARE, NEC | 34335 | STEEL HEATING BOILERS |
| 3429 | MISCELLANEOUS HARDWARE EXC. BUILDERS SEE 3428 | 34336 | PARTS FOR NONELECTRIC HEATING EQUIPMENT |
| 34291 | TRANSPORTATION EQUIPMENT HARDWARE | 34339 | HEATING EQUIPMENT, NEC, OTHER THAN ELECTRICAL |
| 34292 | FURNITURE HARDWARE OR HARDWARE FOR OFFICE OR HOUSEHOLD FURNITURE | 344 | FABRICATED STRUCTURAL METAL PRODUCTS |
| 34293 | VACUUM OR INSULATED BOTTLES, JUGS OR CHESTS | 3441 | FABRICATED STRUCTURAL METAL PRODUCTS |
| | | 34411 | FABRICATED STRUCTURAL IRON OR STEEL PRODUCTS |

| | | | |
|-------|---|-------|---|
| 34412 | FABRICATED STRUCTURAL METAL PRODUCTS EXC. IRON OR STEEL SEE 34411 | 34445 | SHEET METAL ROOF EQUIPMENT |
| 3442 | METAL OR METAL COVERED DOORS, SASH, FRAMES, MOLDING OR TRIM | 34446 | SHEET METAL OR METAL COVERED BINS, VATS OR TUBS |
| 34421 | METAL DOORS OR DOOR FRAMES EXC. SCREEN AND STORM DOORS SEE 34425 | 34447 | SHEET METAL AWNINGS OR CANOPIES |
| 34422 | METAL WINDOW FRAMES OR SASH EXC. STORM SASH OR SCREEN AND STORM SASH 34425 | 34449 | SHEET METAL PRODUCTS, |
| 34423 | METAL MOLDING OR TRIM OR STORE FRONTS EXC. MOTOR VEHICLE BODY TRIM SEE 34613 | 3446 | ARCHITECTURAL OR TAL METAL WORK |
| 34425 | METAL DOOR OR WINDOW SCREENS, SCREEN OR STORM DOORS, STORM WINDOWS, COMBINATION SCREEN AND STORM DOORS OR WINDOWS, OR METAL WEATHER STRIP | 34461 | ORNAMENTAL METAL WORK, LAMP POSTS, LATTICEWORK, GRILLWORK, ETC. |
| 3443 | FABRICATED PLATE (BOILER SHOP PRODUCTS) | 34462 | SCAFFOLDING, LADDERS OR RELATED ARTICLES |
| 34431 | HEAT EXCHANGERS OR STEAM CONDENSERS | 34464 | STAIRS, STAIRCASES, BALCONIES, FIRE ESCAPES, RAILINGS, PORTABLE GANGWAYS, PLATFORMS, STAIRWAYS, ETC. |
| 34432 | FABRICATED STEEL PLATE FOR PIPE, PENSTOCKS, TUNNEL LININGS, ETC. | 34469 | ARCHITECTURAL METAL NEC |
| 34433 | STEEL POWER BOILERS, PARTS OR ATTACHMENTS | 3449 | MISCELLANEOUS METAL WORK |
| 34434 | GAS CYLINDERS (PRESSURE TANKS) | 34492 | PREFABRICATED OR METAL BUILDINGS OR PARTS |
| 34435 | METAL TANKS EXC. PRESSURE SEE 34434 | 34499 | METAL CONSTRUCTION MATERIALS, N. E. C. |
| 34439 | FABRICATED PLATE PRODUCTS, NEC | 345 | BOLTS, NUTS, SCREWS, RIVETS, WASHERS OR OTHER INDUSTRIAL FASTENERS |
| 3444 | SHEET METAL PRODUCTS CONTAINERS, SUCH AS BOXES, KEGS, PAILS, ETS, CRATES, ETC. SEE 34615 | 3452 | BOLTS, NUTS, SCREWS, RIVETS, WASHERS OR OTHER INDUSTRIAL FASTENERS |
| 34441 | SHEET METAL ROOFING, CEILING OR SIDING | 34521 | BOLTS, NUTS, SCREWS, RIVETS OR WASHERS EXC. TOGGLE OR EXPANSION SEE 34529 |
| 34442 | SHEET METAL CULVERTS, FLUMES, IRRIGATION PIPE OR SIMILAR ARTICLES | 34529 | INDUSTRIAL FASTENERS, VIZ. DOWELS, COTTER EXPANSION OR TOGGLE BOLTS, ETC. |
| 34443 | SHEET METAL CORNICES, SKYLIGHTS OR ROOF VENTILATORS | 346 | METAL STAMPINGS |
| 34444 | SHEET METAL STOVE, FURNACE OR CHIMNEY PIPE, ELBOWS, DUCTS OR | 3461 | METAL STAMPINGS |
| | | 34611 | VITREOUS ENAMELED METAL PRODUCTS VIZ. COOKING KITCHEN UTENSILS, REFRIGERATOR PARTS, WASHING MACHINE PARTS, ETC. |
| | | 34612 | STAMPED OR SPUN COOKING OR KITCHEN HOLD UTENSILS |
| | | 34613 | AUTOMOBILE STAMPINGS |

| | | | |
|-------|--|-------|---|
| 34614 | METAL CLOSURES VIZ. CAPS, COVERS, BOTTOMS TOPS | 3494 | VALVES OR PIPE FITTINGS OR FABRICATED PIPE OR PIPE FITTINGS EXC. PLUMBERS BRASS GOODS OR FITTINGS SEE 3432 |
| 34615 | METAL BOXES, BASKETS, BUCKETS, PAILS OR CRATES EXC. SHIPPING SEE 34912-34919 OR 34997 | 34941 | METAL VALVES FOR PIPING, PLUMBING OR HEATING SYSTEMS |
| 34616 | DISPENSERS, HOLDERS OR CONTAINERS, NAPKIN, TISSUE OR TOWEL, ETC. | 34942 | METAL FITTINGS FOR SYSTEMS OR METAL UNIONS |
| 34619 | METAL STAMPINGS, NEC | 34943 | METAL PIPE COILS |
| 348 | MISCELLANEOUS FABRICATED WIRE PRODUCTS EXC. STEEL WIRE SEE 3315 | 34944 | FABRICATED PIPE OR PIPE FITTINGS |
| 3481 | MISCELLANEOUS FABRICATED WIRE PRODUCTS | 3499 | FABRICATED METAL PRODUCTS, NEC |
| 34812 | WIRE SPRINGS | 34991 | METAL COLLAPSIBLE TUBES, INCLUDING TOOTHPASTE, COSMETICS, ETC. |
| 34813 | WIRE FENCING OR FENCE POSTS OR GATES OR FITTINGS | 34992 | METAL FOIL OR LEAF, OR PRODUCTS THEREFROM EXC. FOIL SANITARY FOOD CONTAINERS SEE 34996 |
| 34814 | WIRE CLOTH OR OTHER WIRE PRODUCTS | 34993 | METAL FURNITURE PARTS |
| 34815 | WIRE CHAIN | 34994 | COATING, ANODIZING, COLORING, ELECTROPLATING, ENGRAVING, PLATING OR POLISHING, ETC. , OF METALS OR METAL PRODUCTS EXC. GALVANIZING SEE 33 |
| 34816 | BARBED OR TWISTED WIRE | 34996 | FOIL SANITARY FOOD CONTAINERS |
| 34817 | WELDED WIRE FABRIC OR MESH | 34997 | METAL SHIPPING CONTAINERS, BOXES OR RACKS EXC. BARRELS, CANS, DRUMS, KEGS, PAILS OR REELS SEE 34912-34919 |
| 34819 | FABRICATED WIRE NEC | 34998 | FABRICATED METAL PRODUCTS, NEC |
| 349 | MISCELLANEOUS FABRICATED METAL PRODUCTS | 34999 | FABRICATED METAL PRODUCTS, NEC |
| 3491 | METAL SHIPPING VIZ. BARRELS, CANS, DRUMS, KEGS, PAILS, ETC. | 35 | MACHINERY EXC. SEE 36 |
| 34912 | STEEL SHIPPING VIZ. BARRELS, CANS, DRUMS, KEGS, PAILS, ETC. | 351 | ENGINES OR TURBINES |
| 34913 | METAL SHIPPING REELS | 3511 | STEAM ENGINES, TURBINES, TURBINE GENERATOR SETS, OR PARTS |
| 34919 | METAL SHIPPING CONTAINERS, NEC. VIZ. BARRELS, CANS, DRUMS, KEGS, ETC. | 35112 | STEAM ENGINES, TURBINES, TURBINE GENERATOR SETS, OR PARTS |
| 3492 | METALS SAFES OR VAULTS | 3519 | MISCELLANEOUS INTERNAL COMBUSTION ENGINES |
| 34921 | METAL SAFES OR VAULTS | 35195 | OUTBOARD MOTORS OR PARTS |
| 3493 | STEEL SPRINGS EXC. WIRE SPRINGS SEE 3481 | | |
| 34931 | STEEL SPRINGS EXC. WIRE SPRINGS SEE 34812 | | |

| | | | |
|-------|--|-------|---|
| 35199 | INTERNAL COMBUSTION ENGINES, NEC EXC. MISSILE OR SPACE VEHICLE SEE 37221-37222, MOTOR VEHICLE SEE 37144 | 35314 | POWER CRANES, DRAGLINES, SHOVELS, TRACTORSHOVEL LOADERS OR PARTS |
| 352 | FARM MACHINERY OR EQUIPMENT | 35316 | MIXERS, PAVER OR RELATED EQUIPMENT |
| 3522 | FARM MACHINERY OR EQUIPMENT | 35318 | SCRAPERS, GRADERS, ROLLERS OR OFF-HIGHWAY TRUCKS, TRAILERS OR WAGONS |
| 35222 | WHEEL TRACTORS, PARTS OR ATTACHMENTS EXC. GARDEN OR LAWN EQUIPMENT SEE 35241 OR CONTRACTORS OFF-HIGHWAY TRACTORS SEE 35311 | 35319 | CONSTRUCTION MACHINERY EQUIPMENT, NEC |
| 35223 | PLANTING, SEEDING OR FERTILIZING MACHINERY OR PARTS | 3532 | MINING MACHINERY, EQUIPMENT OR PARTS EXC. OIL FIELD MACHINERY OR MENT SEE 3533 |
| 35224 | PLOWS, LISTERS, HARROWS, ROLLERS, PULVERIZERS, STALK CUTTERS OR PARTS | 35321 | UNDERGROUND MINING MACHINERY, EQUIPMENT OR PARTS |
| 35225 | HARVESTING OR HAY ERY OR PARTS | 35322 | CRUSHING, PULVERIZING OR SCREENING PLANTS OR |
| 35227 | MACHINES FOR PREPARING CROPS FOR MARKET OR FOR USE | 35329 | MINING MACHINERY, EQUIPMENT OR PARTS, NEC EXC. OIL FIELD MACHINERY, EQUIPMENT OR PARTS SEE 35331-35339 |
| 35228 | BARN, BARNYARD OR POULTRY EQUIPMENT | 3533 | OIL FIELD MACHINERY OR EQUIPMENT |
| 35229 | FARM MACHINERY OR EQUIPMENT, NEC | 35331 | GAS OR OIL FIELD OR PRODUCTION MACHINERY, EQUIPMENT OR PARTS |
| 3524 | GARDEN TRACTORS, LAWN OR GARDEN EQUIPMENT OR SNOW BLOWERS | 35339 | GAS OR OIL FIELD MACHINERY OR TOOLS, NEC |
| 35241 | GARDEN TRACTORS, LAWN OR GARDEN EQUIPMENT OR SNOW BLOWERS | 3534 | ELEVATORS OR MOVING STAIRWAYS OR PARTS |
| 353 | CONSTRUCTION, MINING OR MATERIALS HANDLING MACHINERY OR EQUIPMENT | 35341 | ELEVATORS, MOVING STAIRWAYS, EQUIPMENT OR PARTS |
| 3531 | CONSTRUCTION MACHINERY EQUIPMENT | 3535 | CONVEYORS, CONVEYING EQUIPMENT OR PARTS |
| 35311 | CONTRACTORS OFF-HIGHWAY WHEEL TRACTORS OR TRACTORS | 35351 | CONVEYORS, CONVEYING EQUIPMENT OR PARTS EXC. FARM ELEVATORS SEE 35229 OR HOISTS SEE 35361 |
| 35312 | RAILWAY MAINTENANCE MACHINERY, EQUIPMENT OR PARTS, VIZ. LOCOMOTIVE CRANES, RAIL LAYERS, BALLAST SPREADERS, ETC. | 3536 | HOISTS, INDUSTRIAL OR MONORAIL SYSTEMS |
| 35313 | TRACKLAYING ATTACHMENTS OR PARTS OR CONTRACTORS OFF- HIGHWAY WHEEL OR TRACKED TRACTOR ATTACHMENTS OR PARTS | 35361 | HOISTS |
| | | 35362 | OVERHEAD TRAVELING OR MONORAIL SYSTEMS |
| | | 3537 | INDUSTRIAL TRUCKS, TRACTORS, TRAILERS OR STACKERS |

| | | | |
|-------|--|-------|---|
| 35371 | INDUSTRIAL TRUCKS, TRACTORS, TRAILERS STACKERS, OR PARTS | 35514 | FRUIT OR VEGETABLE CANNING OR PACKING |
| 35373 | INDUSTRIAL PALLETS, FORMS OR SKIDS, METAL EXC. WOOD AND IRON COMBINED SEE 24992 | 35515 | BOTTLING MACHINERY EXC. DAIRY SEE 35511 |
| 354 | METALWORKING MACHINERY EQUIPMENT | 35516 | FLOUR MILL OR GRAIN MILL MACHINERY |
| 3541 | MACHINE TOOLS, METAL CUTTING TYPES | 35519 | FOOD PRODUCTS MACHINERY, NEC |
| 35412 | MACHINE TOOLS, METAL CUTTING TYPES, OR PARTS | 3552 | TEXTILE MACHINERY, ATTACHMENTS OR PARTS |
| 3542 | MACHINE TOOLS, METAL FORMING TYPES | 35522 | TEXTILE MACHINERY, ATTACHMENTS OR PARTS |
| 35421 | MACHINE TOOLS, METAL FORMING TYPES, OR PARTS | 3553 | WOODWORKING MACHINERY |
| 3544 | SPECIAL DIES, TOOLS, DIE SETS, JIGS OR FIXTURES | 35531 | WOODWORKING MACHINERY |
| 35441 | SPECIAL DIES, TOOLS, DIE SETS, JIGS OR DIE OR FIXTURES, OR INDUSTRIAL MOLDS OR PATTERNS | 3554 | PAPER INDUSTRIES MACHINERY |
| 3545 | MACHINE TOOL ACCESSORIES OR MEASURING DEVICES | 35541 | PAPER INDUSTRIES MACHINERY, PARTS OR |
| 35451 | MACHINE TOOL ACCESSORIES OR MEASURING DEVICES | 3555 | PRINTING TRADES OR EQUIPMENT |
| 3548 | METALWORKING MACHINERY EXC. MACHINE TOOLS SEE 3541 OR 3542 | 35552 | PRINTING TRADES OR EQUIPMENT EXC. PRINTERS MATRICES OR PLATES SEE 27911 |
| 35481 | ROLLING MILL MACHINERY EQUIPMENT | 3559 | MISCELLANEOUS SPECIAL INDUSTRY MACHINERY |
| 35484 | AUTOMOTIVE MAINTENANCE EQUIPMENT OR AUTOMOBILE LIFTS OR RUNWAYS | 35591 | CHEMICAL MACHINERY OR EQUIPMENT VIZ. CHEMICAL MANUFACTURING INDUSTRIES ONLY |
| 35489 | METALWORKING MACHINERY, NEC EXC. MACHINE TOOLS SEE 35412 OR 35421 | 35592 | FOUNDRY MACHINERY OR EQUIPMENT EXC. METAL FURNACES SEE 35671 OR INDUSTRIAL MOLDS OR PATTERNS SEE 35441 |
| 355 | SPECIAL INDUSTRY MACHINERY EXC. METAL WORKING MACHINERY SEE 3548 | 35594 | PLASTIC OR RUBBER MACHINERY OR EQUIPMENT EXC. INDUSTRIAL MOLDS OR PATTERNS SEE 35441 |
| 3551 | FOOD PRODUCTS MACHINERY | 35595 | PETROLEUM REFINERY MACHINERY OR EQUIPMENT |
| 35511 | DAIRY OR MILK PRODUCT PLANT MACHINERY OR MENT | 35596 | COTTON GINNING MACHINERY OR EQUIPMENT |
| 35512 | BAKERY MACHINERY OR EQUIPMENT | 35597 | CLAY WORKING MACHINERY VIZ. BRICK, TILE OR CERAMICS |
| 35513 | MEAT OR POULTRY PACKING PLANT MACHINERY | 35599 | SPECIAL INDUSTRY MACHINERY, NEC |
| | | 356 | GENERAL INDUSTRIAL MACHINERY OR EQUIPMENT |

| | | | |
|-------|--|-------|--|
| 3561 | INDUSTRIAL PUMPS OR ING EQUIPMENT OR AIR OR GAS COMPRESSORS | 3573 | ELECTRONIC DATA PROCESSING MACHINES OR ASSOCIATED EQUIPMENT EXC. WRITERS OR PARTS SEE |
| 35611 | INDUSTRIAL PUMPS, EQUIPMENT OR PARTS | 35731 | ELECTRONIC DATA PROCESSING MACHINES OR ASSOCIATED EQUIPMENT EXC. TYPEWRITERS OR PARTS SEE 3572 |
| 35614 | AIR OR GAS COMPRESSORS PARTS EXC. REFRIGERATION COMPRESSORS OR PARTS SEE 35854 | 3574 | ACCOUNTING OR MACHINES OR CASH REGISTERS |
| 35619 | INDUSTRIAL PUMPS, EQUIPMENT OR AIR OR GAS COMPRESSORS OR PARTS, | 35741 | ACCOUNTING OR MACHINES OR CASH REGIS TERS |
| 3562 | BALL OR ROLLER BEARINGS | 3576 | SCALES OR BALANCES EXC. LABORATORY SEE 3811 |
| 35621 | BALL OR ROLLER BEARINGS, COMPLETE OR MOUNTED, OR PARTS | 35761 | SCALES OR BALANCES EXC. LABORATORY SEE 38113 |
| 3564 | EXHAUST BLOWERS OR LATING FANS OR FILTERS | 3579 | MISCELLANEOUS OFFICE MACHINES |
| 35641 | INDUSTRIAL FANS OR BLOWERS | 35791 | ADDRESSING, DICTATING OR DUPLICATING MACHINES |
| 35642 | DUST COLLECTION OR AIR PURIFICATION EQUIPMENT AIR WASHERS OR FILTERS | 35799 | OFFICE MACHINES, NEC |
| 3566 | MECHANICAL POWER TRANSMISSION EQUIPMENT EXC. BALL OR ROLLER BEARINGS SEE 3562 | 358 | SERVICE INDUSTRY |
| 35661 | PLAIN BEARINGS | 3581 | AUTOMATIC MERCHANDISING MACHINES (COIN OPERATED ONLY) |
| 35669 | MECHANICAL EQUIPMENT, VIZ. FOR POWER TRANSMISSION ONLY | 35811 | AUTOMATIC MERCHANDISING MACHINES (COIN OPERATED ONLY) |
| 3567 | INDUSTRIAL PROCESS FURNACES OR OVENS | 3582 | COMMERCIAL LAUNDRY, DRY CLEANING OR PRESSING MACHINES |
| 35671 | INDUSTRIAL PROCESS FURNACES OR OVENS | 35821 | COMMERCIAL LAUNDRY MENT OR PRESSES |
| 3569 | MISCELLANEOUS GENERAL INDUSTRIAL MACHINERY OR EQUIPMENT | 35822 | COMMERCIAL DRY CLEANING EQUIPMENT OR CLOTHES PRESSES |
| 35691 | MISCELLANEOUS GENERAL MACHINERY OR EQUIPMENT, NEC, OR PACKAGING OR WRAPPING MACHINES EXC. FOOD SEE 35511- 35119, FILTERS, STRAINERS, HYDRAULIC JACKS, CENTRIFUGALS... (SEE STCC 6001-AJ FOR FULL DESCRIPTION) | 3585 | REFRIGERATORS OR REFRIGERATION MACHINERY OR COMPLETE AIR UNITS EXC. HOUSEHOLD REFRIGERATORS SEE 3632 |
| 357 | OFFICE, COMPUTING OR ACCOUNTING MACHINES | 35851 | HEAT TRANSFER EQUIPMENT |
| 3572 | TYPEWRITERS OR PARTS | 35853 | COMMERCIAL REFRIGERATION EQUIPMENT |
| 35721 | TYPEWRITERS OR PARTS | 35854 | COMPRESSORS OR UNITS, ALL REFRIGERANTS |
| | | 35855 | CONDENSING UNITS, ALL REFRIGERANTS |
| | | 35856 | ICE MAKING MACHINERY OR EQUIPMENT |

| | | | |
|-------|---|-------|--|
| 35857 | AIR CONDITIONING, OR DEHUMIDIFYING EQUIPMENT | 36111 | ELECTRICAL METERS, WATT-HOUR, AMPERE-HOUR, DEMAND OR OTHER ING METERS OR PARTS |
| 35859 | REFRIGERATORS OR REFRIGERATION MACHINERY, NEC | 36112 | TEST EQUIPMENT FOR TESTING ELECTRICAL OR RADIO COMMUNICATION CIRCUITS, OR MOTORS |
| 3589 | MISCELLANEOUS SERVICE INDUSTRY MACHINES OR INDUSTRIAL VACUUM CLEANERS | 36113 | INDICATING, MEASURING OR RECORDING INSTRUMENTS (ELECTRICAL QUALITIES OR CHARACTERISTICS) |
| 35891 | COMMERCIAL COOKING OR FOOD WARMING EQUIPMENT | 3612 | POWER, DISTRIBUTION OR SPECIALTY TRANSFORMERS EXC. RADIO OR VOICE FREQUENCY CHOKES, COILS OR TRANSFORMERS SEE 3679 OR RESISTOR WELDING TRANSFORMERS SEE 3623 |
| 35892 | COMMERCIAL OR INDUSTRIAL VACUUM CLEANERS, PARTS ATTACHMENTS | 36121 | TRANSFORMERS OR PARTS OR FLUORESCENT BALLASTS |
| 35899 | SERVICE INDUSTRY MACHINES, NEC, WATER SOFTENERS, PURIFIERS, FLOOR WAXING, POLISHING OR SCRUBBING MACHINES, CARPET SWEEPERS, MACHINES, ETC. | 36123 | POWER REGULATORS OR REACTORS |
| 359 | MISCELLANEOUS MACHINERY OR PARTS EXC. ELECTRICAL SEE 36 | 36129 | POWER, DISTRIBUTION OR SPECIALTY TRANSFORMERS, NEC EXC. RADIO OR VOICE FREQUENCY CHOKES, COILS OR TRANSFORMERS SEE OR RESISTOR WELDING TRANSFORMERS SEE 36231 |
| 3592 | CARBURETORS, PISTONS, RINGS OR VALVES | 3613 | SWITCHGEAR OR APPARATUS EXC. CURRENT CARRYING WIRING DEVICES SEE 3643 OR INDUSTRIAL CONTROLS SEE 3622 |
| 35921 | CARBURETORS, PISTONS OR PISTON RINGS | 36131 | SWITCHGEAR OR APPARATUS OR POWER SWITCHGEAR ASSEMBLIES OR OTHER SWITCHING OR RUPTING DEVICES |
| 35922 | INTAKE OR EXHAUST INTERNAL COMBUSTION ENGINE | 36132 | CIRCUIT BREAKERS, FUSES OR FUSE EQUIPMENT |
| 3599 | MISCELLANEOUS MACHINERY OR PARTS EXC. ELECTRICAL SEE 36 OR CARBURETORS, PISTONS, RINGS OR VALVES SEE 3592 | 362 | ELECTRICAL INDUSTRIAL APPARATUS |
| 35993 | FLEXIBLE METAL HOSE OR TUBING EXC. FLEXIBLE CONDUIT SEE 36442 | 3621 | MOTORS OR GENERATORS |
| 35994 | AMUSEMENT OR CARNIVAL MACHINES OR EQUIPMENT EXC. COIN OPERATED SEE 39992 | 36211 | MOTORS |
| 35999 | MACHINERY OR PARTS, NEC EXC. ELECTRICAL SEE 36 CARBURETORS, PISTONS, RINGS OR VALVES SEE 13592 | 36212 | GENERATORS EXC. FOR LAND TRANSPORTATION SEE 36213 |
| 36 | ELECTRICAL MACHINERY, EQUIPMENT OR SUPPLIES | 36213 | LAND TRANSPORTATION MOTORS, GENERATORS OR CONTROL EQUIPMENT OR PARTS |
| 361 | ELECTRICAL TRANSMISSION OR DISTRIBUTION | 36214 | PRIME MOVER GENERATOR SETS EXC. STEAM OR HYDRAULIC TURBINE SEE 35112 |
| 3611 | ELECTRICAL MEASURING INSTRUMENTS OR TEST EQUIPMENT | | |

| | | | |
|-------|---|-------|---|
| 36215 | MOTOR GENERATOR SETS, ELECTRIC | 36332 | OTHER HOUSEHOLD LAUNDRY EQUIPMENT, IRONING MACHINES, WRINGERS, OR PARTS |
| 36216 | PARTS OR SUPPLIES FOR MOTORS, GENERATORS OR MOTOR GENERATOR SETS LAND TRANSPORTATION SEE 36213 | 3634 | ELECTRIC HOUSEWARES OR FANS |
| 36219 | MOTORS OR GENERATORS, | 36341 | ELECTRIC FANS EXC. ATTIC FANS, OR COMMERCIAL OR INDUSTRIAL EXHAUST OR VENTILATING FANS OR ERS SEE 35641 |
| 3622 | INDUSTRIAL CONTROLS OR PARTS | 36343 | SMALL ELECTRIC COOKING HEATING APPLIANCES EXC. WATER HEATERS SEE 36392 |
| 36221 | INDUSTRIAL CONTROLS OR PARTS | 36346 | SMALL HOUSEHOLD ELECTRIC APPLIANCES, ATTACHMENTS OR PARTS EXC. COOKING OR HEATING APPLIANCES SEE 36343 OR FANS SEE 36341 |
| 3623 | WELDING APPARATUS | 36347 | PERSONAL ELECTRIC APPLIANCES, ATTACHMENTS OR PARTS, VIZ. DRY SHAVERS, MANICURE SETS, PORTABLE HAIRDRIERS, RAZORS, BRUSHES, ETC. |
| 36231 | ARC OR RESISTANCE MACHINES, COMPONENTS OR ACCESSORIES EXC. ELEC TRODES SEE 36232 | 36349 | ELECTRIC HOUSEWARES, ELECTRIC CAN OPENERS, KNIFE SHARPENERS, VAPORIZERS, ETC. |
| 36232 | ARC WELDING ELECTRODES EXC. CARBON ELECTRODES SEE 36241 | 3635 | HOUSEHOLD VACUUM |
| 3624 | CARBON OR GRAPHITE PRODUCTS FOR ELECTRICAL APPLICATION, OR CARBON ELECTRODES | 36351 | HOUSEHOLD VACUUM CLEANERS, PARTS OR |
| 36241 | CARBON OR GRAPHITE PRODUCTS FOR ELECTRICAL APPLICATION, OR CARBON ELECTRODES | 3636 | SEWING MACHINES OR PARTS EXC. CASES OR CABINETS SEPARATELY SEE 2517 |
| 3629 | MISCELLANEOUS ELECTRICAL INDUSTRIAL APPARATUS | 36361 | SEWING MACHINES OR PARTS EXC. CASES OR CABINETS SEPARATELY SEE 25179 |
| 36291 | CAPACITORS FOR USE EXC. FOR ELECTRONIC APPLICATION SEE 36791 | 3639 | MISCELLANEOUS HOUSEHOLD APPLIANCES |
| 36292 | RECTIFYING APPARATUS OR PARTS | 36392 | WATER HEATERS, ALL TYPES |
| 36299 | ELECTRICAL INDUSTRIAL APPARATUS, NEC | 36393 | HOUSEHOLD DISHWASHING MACHINES |
| 363 | HOUSEHOLD APPLIANCES | 36399 | HOUSEHOLD APPLIANCES, NEC, FLOOR WAXING OR POLISHING MACHINES, FOOD DISPOSERS OR OTHER HOUSEHOLD SERVICE MACHINES |
| 3631 | HOUSEHOLD COOKING EQUIPMENT, ALL TYPES EXC. SMALL COOKING APPLIANCES SEE 3634 | 364 | ELECTRIC LIGHTING OR EQUIPMENT |
| 36311 | HOUSEHOLD RANGES, OVENS OR SURFACE COOKING MENT, OR PARTS, ALL | 3641 | ELECTRIC LAMPS (BULBS ONLY) |
| 3632 | HOUSEHOLD REFRIGERATORS OR HOME OR FARM ALL TYPES | | |
| 36321 | HOUSEHOLD REFRIGERATORS OR HOME OR FARM ALL TYPES | | |
| 3633 | HOUSEHOLD LAUNDRY EQUIPMENT | | |
| 36331 | HOUSEHOLD WASHING MACHINES OR DRYERS OR WASHER-DRYER OR PARTS | | |

| | | | |
|-------|---|-------|---|
| 36411 | ELECTRIC LAMPS (BULBS ONLY) OR SEALED BEAM LAMPS | 36512 | HOUSEHOLD TELEVISION RECEIVERS OR TELEVISION COMBINATIONS |
| 3642 | LIGHTING FIXTURES | 3652 | PHONOGRAPH RECORDS |
| 36421 | ELECTRIC FIXTURES, RESIDENTIAL, COMMERCIAL, INSTITUTIONAL OR INDUSTRIAL TYPE | 36521 | PHONOGRAPH RECORDS, RECORD BLANKS OR RECORDED TAPES |
| 36424 | VEHICULAR LIGHTING MENT, ELECTRICAL | 366 | COMMUNICATION EQUIPMENT |
| 36425 | OUTDOOR, AREA OR FLOOD LIGHTING EQUIPMENT, ALL TYPES | 3661 | TELEPHONE OR TELEGRAPH EQUIPMENT |
| 36429 | LIGHTING FIXTURES OR PARTS, NEC, FLASHLIGHTS, LANTERNS, MINERS LIGHTS, EMERGENCY WARNING MERCURY OR SODIUM VAPOR LIGHTING OR RELATED EQUIPMENT | 36611 | TELEPHONE SWITCHING OR SWITCHBOARD EQUIPMENT |
| 3643 | CURRENT CARRYING WIRE DEVICES OR LIGHTNING | 36612 | TELEPHONE OR TELEGRAPH EQUIPMENT EXC. SWITCHING OR SWITCHBOARD EQUIPMENT SEE 36611 |
| 36432 | CONVENIENCE OR POWER OUTLETS OR SOCKETS | 3662 | RADIO OR TELEVISION SMITTING EQUIPMENT OR APPARATUS, OR SIGNALING OR DETECTION EQUIPMENT APPARATUS |
| 36433 | SWITCHES EXC. KNIFE, TIME, SOLENOID OR TIVE SEE 36131 | 36621 | RADIO, TELEVISION TRANSMITTING, SIGNALING OR DETECTION EQUIPMENT OR APPARATUS |
| 36434 | LIGHTNING RODS | 367 | ELECTRONIC COMPONENTS OR ACCESSORIES |
| 36435 | OVERHEAD TROLLEY LINE MATERIAL EXC. POLES, OR CABLE, POLE LINE WARE, EXPANSION SHELLS PLUGS FOR ROOF BOLTING MINES SEE 36441 | 3671 | ELECTRONIC TUBES EXC. X-RAY TUBES SEE 3693 |
| 36439 | CURRENT CARRYING WIRE DEVICES, NEC | 36711 | ELECTRONIC TUBES EXC. X-RAY TUBES SEE 36931 |
| 3644 | NONCURRENT CARRYING WIRING DEVICES | 3674 | SOLID STATE DEVICES |
| 36441 | POLE LINE OR HARDWARE | 36741 | SOLID STATE DEVICES, DIODES, TORS OR CELLS |
| 36442 | ELECTRIC OR FLEXIBLE CONDUITS OR CONDUIT FITTINGS | 3679 | MISCELLANEOUS ELECTRONIC |
| 36449 | NONCURRENT CARRYING WIRING DEVICES, NEC | 36791 | MISCELLANEOUS ELECTRONIC COMPONENTS OR |
| 365 | RADIO OR TELEVISION RECEIVING SETS EXC. COMMUNICATION TYPES SEE 366 | 369 | MISCELLANEOUS ELECTRICAL MACHINERY, EQUIPMENT OR SUPPLIES |
| 3651 | RADIO OR TELEVISION RECEIVING SETS EXC. COMMUNICATION TYPES SEE 3662 | 3691 | STORAGE BATTERIES OR PLATES |
| 36511 | HOUSEHOLD OR AUTOMOTIVE RADIOS OR COMBINATIONS | 36911 | STORAGE BATTERIES OR PLATES |
| | | 3692 | PRIMARY BATTERIES (DRY WET) |
| | | 36921 | PRIMARY BATTERIES (DRY WET) |
| | | 3693 | RADIOGRAPHIC X-RAY, ROSCOPIC X-RAY, TIC X-RAY OR OTHER X- RAY APPARATUS, OR X-RAY |

| | | | |
|-------|--|-------|--|
| 36931 | RADIOGRAPHIC X-RAY, ROSCOPIC X-RAY, TIC X-RAY OR OTHER X-RAY APPARATUS, OR X-RAY | 37144 | MOTOR CAR INTERNAL COMBUSTION ENGINES OR PARTS EXC. AIRCRAFT OR MISSILE ENGINES OR PARTS SEE 37221-37222 OR OTHER MOTOR VEHICLE INTERNAL COMBUSTION ENGINES OR see STCC 6001-AJ FOR FULL DESCRIPTION |
| 3694 | ELECTRICAL EQUIPMENT FOR INTERNAL COMBUSTION ENGINES | | |
| 36941 | ELECTRICAL EQUIPMENT FOR INTERNAL COMBUSTION ENGINES | | |
| 3699 | ELECTRICAL MACHINERY, EQUIPMENT OR SUPPLIES, NEC | 37145 | MOTOR VEHICLE BRAKES OR PARTS |
| 36999 | ELECTRICAL MACHINERY, EQUIPMENT OR SUPPLIES, NEC, OR LAMP BULB COMPONENTS, EXC. GLASS BLANKS SEE 32292 | 37146 | MOTOR VEHICLE STEERING GEARS OR PARTS |
| 37 | TRANSPORTATION EQUIPMENT | 37147 | MOTOR VEHICLE BODY PARTS |
| 371 | MOTOR VEHICLES OR EQUIPMENT | 37148 | MOTOR VEHICLE WHEELS OR PARTS |
| 3711 | MOTOR VEHICLES | 37149 | MOTOR VEHICLE OR PARTS, NEC, INCLUDING MIXED LOADS |
| 37111 | MOTOR PASSENGER OR AIR CARS, ASSEMBLED | 3715 | TRUCK TRAILERS |
| 37112 | MOTOR TRUCKS OR TRUCK TRACTORS, ASSEMBLED | 37151 | TRUCK TRAILERS |
| 37113 | MOTOR COACHES, TROLLEY BUSES OR FIRE VEHICLES, ASSEMBLED EXC. CHEMICAL FIRE ING EQUIPMENT OR PARTS SEE 39991 | 372 | AIRCRAFT OR PARTS |
| 37114 | MOTOR COMBAT VEHICLES EXC. TRACKED SEE 9313 | 3721 | AIRCRAFT EXC. GUIDED MISSILES, ASSEMBLED, SEE 1925 |
| 37115 | MOTOR PASSENGER CARS OR CAR CHASSIS, KNOCKED | 37211 | COMPLETE MILITARY AIRCRAFT |
| 37116 | MOTOR BUSES, TRUCKS, MOTOR COACHES, FIRE DE PARTMENT VEHICLES OR TRUCK TRACTORS, OR CHAS SIS, KNOCKED DOWN | 37213 | COMPLETE COMMERCIAL, PERSONAL OR UTILITY TYPE TRANSPORT AIRCRAFT (PASSENGER OR CARGO) |
| 37119 | MOTOR VEHICLES, NEC, OR GOLF CARTS | 3722 | AIRCRAFT, MISSILE OR SPACE VEHICLE ENGINES OR PARTS |
| 3712 | PASSENGER MOTOR CAR BODIES | 37221 | AIRCRAFT ENGINES OR |
| 37121 | PASSENGER MOTOR CAR BODIES | 37222 | MISSILE OR SPACE VEHICLE ENGINES OR PARTS |
| 3713 | MOTOR BUS OR TRUCK | 3723 | AIRCRAFT PROPELLERS OR PROPELLER PARTS |
| 37131 | MOTOR TRUCK BODIES | 37231 | AIRCRAFT PROPELLERS OR PARTS |
| 37132 | MOTOR BUS BODIES | 3729 | MISCELLANEOUS AIRCRAFT PARTS OR EQUIPMENT, NEC |
| 3714 | MOTOR VEHICLE PARTS OR ACCESSORIES | 37299 | AIRCRAFT PARTS, NEC, OR AUXILIARY EQUIPMENT, NEC |
| 37142 | MOTOR VEHICLE | 373 | SHIPS OR BOATS |
| 37143 | MOTOR VEHICLE FRAMES | 3732 | SHIPS OR BOATS |
| | | 37321 | INBOARD MOTOR BOATS |
| | | 37322 | OUTBOARD MOTOR BOATS |
| | | 37323 | NONPROPELLED SHIPS ES OR DREDGES) |

| | | | |
|-------|---|-------|---|
| 37324 | CAR FLOATS, PONTOON OR PORTABLE BRIDGES | 37691 | GUIDED MISSILE OR SPACE VEHICLE PARTS, NEC, OR AUXILIARY EQUIPMENT |
| 37329 | SHIPS, BOATS OR PARTS, NEC | 379 | MISCELLANEOUS TION EQUIPMENT |
| 374 | RAILROAD EQUIPMENT | 3791 | TRAILER COACHES |
| 3741 | LOCOMOTIVES OR PARTS | 37911 | TRAILER COACHES, HOUSING TYPE |
| 37411 | LOCOMOTIVES OR TENDERS | 37912 | TRAVEL TRAILERS OR CAMPERS |
| 37413 | PARTS FOR LOCOMOTIVES, ALL TYPES | 3799 | TRANSPORTATION NEC |
| 3742 | RAILROAD OR STREET CARS EXC. RAILWAY MAINTENANCE MACHINERY, EQUIPMENT OR PARTS SEE 3531 | 37992 | HORSE-DRAWN OR SIMILAR VEHICLES EXC. SLEIGHS OR SLEDS SEE 37995 |
| 37421 | PASSENGER TRAIN CARS | 37993 | HAND CARTS, WAGONS, WHEELBARROWS, OR PARTS |
| 37422 | FREIGHT TRAIN CARS | 37994 | HORSE-DRAWN OR SIMILAR VEHICLE PARTS EXC. OR SLED PARTS SEE 37995 |
| 37423 | STREET CARS OR SELF-PROPELLED RAILROAD CARS | 37995 | SLEIGHS, SLEDS OR PARTS, HORSE-DRAWN |
| 37424 | MAINTENANCE OR REPAIR CARS VIZ. WEED BURNERS, INSPECTION, ETC. | 37999 | TRANSPORTATION PARTS OR ACCESSORIES, EXC. INDUSTRIAL TRUCKS, TRACTORS, TRAILERS OR STACKERS OR PARTS SEE 35371 OR 35372 |
| 37426 | RAILROAD CAR WHEELS | 38 | INSTRUMENTS, GOODS, OPTICAL GOODS, WATCHES OR CLOCKS |
| 37428 | PARTS OR ACCESSORIES FOR RAILROAD OR STREET CARS EXC. WHEELS SEE 37426 | 381 | ENGINEERING, LABORATORY OR SCIENTIFIC |
| 37429 | PARTS OR ACCESSORIES FOR RAILROAD OR STREET CARS EXC. WHEELS SEE 37426 | 3811 | ENGINEERING, LABORATORY OR SCIENTIFIC |
| 375 | MOTORCYCLES, BICYCLES OR PARTS | 38111 | AIRCRAFT FLIGHT, OR NAVIGATIONAL INSTRUMENTS, OR AUTOMATIC PILOTS |
| 3751 | MOTORCYCLES, BICYCLES OR PARTS EXC. VELOCIPEDES, TRICYCLES OR PARTS SEE 3943 | 38112 | SURVEYING OR DRAFTING INSTRUMENTS |
| 37511 | MOTORBIKES, MOTORCYCLES, MOTORSCOOTERS OR BODIES, CHASSIS OR SIDE CARS | 38113 | LABORATORY OR SCIENTIFIC INSTRUMENTS, OR RY FURNITURE |
| 37512 | BICYCLES | 38119 | ENGINEERING, LABORATORY OR SCIENTIFIC INSTRUMENTS, NEC |
| 37513 | PARTS OR ACCESSORIES, BICYCLE, MOTORBIKE, MOTORCYCLE OR MOTORSCOOTER | 382 | MEASURING, CONTROLLING INDICATING INSTRUMENTS |
| 376 | GUIDED MISSILE OR SPACE VEHICLE PARTS, NEC, OR AUXILIARY EQUIPMENT | 3821 | MECHANICAL MEASURING OR CONTROLLING INSTRUMENTS EXC. AUTOMATIC TEMPERATURE CONTROLS SEE 3822 |
| 3769 | GUIDED MISSILE OR SPACE VEHICLE PARTS, NEC, OR AUXILIARY EQUIPMENT | 38212 | GAS, WATER OR OTHER LIQUID METERS OR RECORDING DEVICES |

| | | | |
|-------|---|-------|--|
| 38213 | WEATHER MEASURING MENTS OR GAUGES | 38612 | PHOTOGRAPHIC DEVELOPING, PHOTOCOPY, MICROFILMING, BLUEPRINTING, VAN DYKEWHITE PRINTING EQUIPMENT |
| 38219 | MECHANICAL MEASURING OR CONTROLLING INSTRUMENTS, NEC | 38613 | STILL OR MOTION PICTURE EQUIPMENT, FILM OR PARTS |
| 3822 | AUTOMATIC TEMPERATURE CONTROLS | 38615 | PHOTOGRAPHIC SENSITIZED FILM, PLATES, IC PAPER OR CLOTH |
| 38221 | AUTOMATIC TEMPERATURE CONTROLS | 38618 | PREPARED PHOTOGRAPHIC CHEMICALS |
| 383 | OPTICAL INSTRUMENTS OR LENSES | 38619 | PHOTOGRAPHIC EQUIPMENTSUPPLIES, NEC |
| 3831 | OPTICAL INSTRUMENTS OR LENSES | 387 | WATCHES, CLOCKS, CLOCK-WORK OPERATED DEVICES, PARTS |
| 38311 | OPTICAL INSTRUMENTS, LENSES, RANGE OR HEIGHT FINDERS EXC. SIGHT OR FIRE CONTROL EQUIPMENT SEE 19411 | 3871 | WATCHES, CLOCKS, CLOCK-WORK OPERATED DEVICES, PARTS |
| 384 | SURGICAL, MEDICAL OR DENTAL INSTRUMENTS OR SUPPLIES | 38711 | WATCHES, CLOCKS, CLOCK-WORK OPERATED DEVICES, PARTS |
| 3841 | SURGICAL OR MEDICAL INSTRUMENTS OR APPARATUS | 39 | MISCELLANEOUS PRODUCTS |
| 38411 | SURGICAL OR MEDICAL INSTRUMENTS OR APPARATUS | 391 | MANUFACTURINGJEWELRY, SILVERWARE OR PLATED WARE |
| 38412 | HOSPITAL, DENTAL, OPTICIANS OR OPERATING ROOM FURNITURE EXC. HOSPITAL BEDS SEE 25991 | 3914 | SILVERWARE OR PLATED |
| 3842 | ORTHOPEDIC, PROSTHETIC SURGICAL SUPPLIES OR APPLIANCES | 39141 | SILVERWARE, PLATED WARE, STAINLESS STEEL WARE OR FLATWARE |
| 38421 | ORTHOPEDIC, PROSTHETIC SURGICAL SUPPLIES OR APPLIANCES | 393 | MUSICAL INSTRUMENTS OR PARTS |
| 3843 | DENTAL EQUIPMENT OR SUPPLIES | 3931 | MUSICAL INSTRUMENTS OR PARTS |
| 38431 | DENTAL INSTRUMENTS, SUPPLIES OR EQUIPMENT | 39311 | PIANOS |
| 385 | OPHTHALMIC OR OPTICIANS GOODS | 39312 | ORGANS |
| 3851 | OPHTHALMIC OR OPTICIANS GOODS | 39313 | PIANO OR ORGAN PARTS |
| 38511 | SPECTACLES, EYEGLASSES, SUNGLASSES OR RELATED OPTHALMIC OR OPTICIANS GOODS EXC. OPTICAL INSTRUMENTS OR LENSES SEE 38311 | 39319 | MUSICAL INSTRUMENTS, ACCESSORIES OR PARTS INSTRUMENT BENCHES SEE 25112 OR INSTRUMENT SEE 31611 |
| 386 | PHOTOGRAPHIC EQUIPMENT SUPPLIES | 394 | TOYS, AMUSEMENT, OR ATHLETIC GOODS |
| 3861 | PHOTOGRAPHIC EQUIPMENTSUPPLIES | 3941 | GAMES OR TOYS EXC. DOLLS OR STUFFED TOY ANIMALS SEE 3942, CHILDRENS CLES SEE 3943 |
| | | 39411 | GAMES OR TOYS EXC. DOLLS OR STUFFED TOY ANIMALS SEE 39421, CHILDRENS VEHICLES SEE 39431-39439 |
| | | 3942 | DOLLS OR STUFFED TOY ANIMALS |

| | | | |
|-------|--|-------|--|
| 39421 | DOLLS OR STUFFED TOY ANIMALS | 396 | COSTUME JEWELRY, NOVELTIES OR NOTIONS |
| 3943 | CHILDRENS VEHICLES OR PARTS, NEC EXC. BICYCLES OR MOTORCYCLES, OR PARTS SEE 3751 | 3961 | COSTUME JEWELRY OR TIES EXC. PRECIOUS METAL SEE 3911 |
| 39431 | BABY OR DOLL CARRIAGES, STROLLERS OR WALKERS | 39611 | COSTUME JEWELRY OR TIES EXC. PRECIOUS METAL SEE 39111 |
| 39439 | CHILDRENS VEHICLES OR PARTS, NEC EXC. BICYCLES OR MOTORCYCLES, OR PARTS SEE 37511-37513 | 3962 | FEATHERS, PLUMES OR FICIAL OR DECORATIVE FLOWERS OR FRUITS EXC. GLASS SEE 3229 |
| 3949 | SPORTING OR ATHLETIC GOODS | 39621 | FEATHERS, PLUMES OR ARTIFICIAL, DECORATIVE OR PRESERVED FLOWERS OR FRUITS EXC. GLASS SEE 32299, DECORATIVE EVERGREENS, HOLLY OR MISTLETOE, OR FERNS, OR LIVE see STCC 6001-AJ FOR FULL DESCRIPTION |
| 39491 | FISHING TACKLE, EQUIPMENT OR PARTS | 3963 | BUTTONS |
| 39492 | BILLIARD OR POOL TABLES, PLAYING SUPPLIES, BALLS, CUE OR PARTS | 39631 | BUTTONS OR PARTS EXC. PRECIOUS OR METALS OR PRECIOUS OR SEMI-PRECIOUS STONES |
| 39493 | BOWLING ALLEYS, BALLS, SUPPLIES, OR PARTS | 3964 | NEEDLES, PINS, HOOKS, EYES OR SIMILAR NOTIONS |
| 39494 | GOLF CLUBS, BALLS, MENT, SUPPLIES OR PARTS | 39641 | ZIPPERS OR SLIDE FASTENERS |
| 39496 | TENNIS, BADMINTON, BASEBALL, CRICKET, SOFTBALL, FOOTBALL, BASKETBALL, SOCCER OR HOCKEY EQUIPMENT, SUPPLIES, PARTS, BALLS | 39642 | NEEDLES, PINS, FASTENERS OR SIMILAR NOTIONS EXC. SLIDE FASTENERS SEE 39641 |
| 39497 | PLAYGROUND OR GYMNASIUM EQUIPMENT OR PARTS | 399 | MISCELLANEOUS MANUFACTURED PRODUCTS |
| 39499 | SPORTING OR ATHLETIC GOODS OR PARTS, NEC | 3991 | BROOMS OR BRUSHES FOR CARPET SWEEPERS, VACUUM CLEANERS OR OTHER ROTARY MACHINES, OR PAINT ROLLERS |
| 395 | PENS, PENCILS, OR OTHER OFFICE MATERIALS, OR ARTISTS MATERIALS | 39911 | BROOMS OR BRUSHES FOR CARPET SWEEPERS, VACUUM CLEANERS OR OTHER ROTARY MACHINES, OR PAINT ROLLERS |
| 3951 | PENS OR PARTS | 3992 | COVERINGS, FACING OR FLOORING |
| 39511 | PENS OR PARTS | 39921 | COVERINGS, FACING OR FLOORING |
| 3952 | PENCILS, CRAYONS, OR ARTISTS MATERIALS | 3993 | SIGNS OR ADVERTISING DISPLAYS |
| 39521 | PENCILS OR CRAYONS | 39931 | LUMINOUS TUBING OR BULB SIGNS |
| 39522 | ARTISTS MATERIALS | 39932 | NONELECTRIC ADVERTISING SIGNS, DISPLAYS OR TIES EXC. ROAD OR SIGNS SEE 39934 OR PAPER OR PAPERBOARD DISPLAYS OR NOVELTIES SEE 26499 |
| 3953 | MARKING DEVICES | | |
| 39531 | MARKING DEVICES | | |
| 3955 | CARBON PAPER OR INKED RIBBONS | | |
| 39551 | CARBON OR STENCIL PAPER OR INK RIBBONS | | |

| | | | |
|-------|---|-------|---|
| 39934 | NONELECTRIC ROAD OR FIC SIGNS | 40214 | ALUMINUM OR ALLOY SCRAP, TAILINGS OR WASTES |
| 3994 | MORTICIANS GOODS | 40219 | NONFERROUS METAL OR SCRAP, TAILINGS OR WASTES, NEC |
| 39941 | MORTICIANS GOODS | 4022 | TEXTILE WASTE, SCRAP OR SWEEPINGS |
| 3996 | MATCHES | 40221 | TEXTILE WASTE, SCRAP OR SWEEPINGS |
| 39961 | MATCHES | 4023 | WOOD SCRAP OR WASTE |
| 3997 | FURS, DRESSED OR DYED | 40231 | WOOD SCRAP OR WASTE |
| 39971 | FURS, DRESSED OR DYED | 4024 | PAPER WASTE OR SCRAP |
| 3999 | MANUFACTURED PRODUCTS, NEC | 40241 | PAPER WASTE OR SCRAP |
| 39991 | CHEMICAL FIRE ING EQUIPMENT OR PARTS | 4025 | CHEMICAL OR PETROLEUM WASTE, INCLUDING SPENT |
| 39992 | COIN OPERATED AMUSEMENT OR SERVICE MACHINES | 40251 | CHEMICAL OR PETROLEUM WASTE, INCLUDING SPENT |
| 39993 | BEAUTY OR BARBER SHOP FURNITURE OR EQUIPMENT | 4026 | RUBBER OR PLASTIC SCRAP OR WASTE |
| 39994 | HAIR WORK, VIZ. BRAIDS, NETS, SWITCHES, TOUPEES, WIGS, ETC. | 40261 | RUBBER OR PLASTIC SCRAP OR WASTE |
| 39995 | TOBACCO PIPES, CIGARETTE HOLDERS, ACCESSORIES OR PARTS | 4027 | STONE, CLAY OR GLASS WASTE OR SCRAP |
| 39996 | CHRISTMAS TREE OR DECORATIONS EXC. CHRISTMAS TREE BULBS OR SETS SEE 36999 | 40271 | STONE, CLAY OR GLASS WASTE OR SCRAP |
| 39998 | MISCELLANEOUS MANUFACTURED PRODUCTS, NEC | 4028 | LEATHER WASTE OR SCRAP |
| 39999 | MISCELLANEOUS MANUFACTURED PRODUCTS, NEC | 40281 | LEATHER WASTE OR SCRAP |
| 40 | WASTE OR SCRAP MATERIALS NOT IDENTIFIED BY PRODUCING INDUSTRY | 4029 | MISCELLANEOUS WASTE OR SCRAP |
| 401 | ASHES | 40291 | WASTE OR SCRAP, NEC |
| 4011 | ASHES | 41 | MISCELLANEOUS FREIGHT SHIPMENTS |
| 40112 | ASHES | 411 | MISCELLANEOUS FREIGHT SHIPMENTS |
| 402 | WASTE OR SCRAP EXC. SEE 401 | 4111 | MISCELLANEOUS FREIGHT SHIPMENTS |
| 4021 | METAL SCRAP, WASTES OR TAILINGS | 41111 | OUTFITS OR KITS |
| 40211 | IRON OR STEEL SCRAP, WASTES OR TAILINGS | 41112 | USED PLANT OR OFFICE EQUIPMENT, RECORDS OR SUPPLIES |
| 40212 | BRASS, BRONZE, COPPER OR ALLOY SCRAP, TAILINGS OR WASTES | 41113 | RAILWAY CARS, OTHER THAN NEW |
| 40213 | LEAD, ZINC OR ALLOY SCRAP, TAILINGS OR | | |

| | | | |
|-------|--|-------|---|
| 41114 | ARTICLES, USED EXC. REPAIR OR RECONDITIONING SEE 41115, RETURNED PTY SEE 42111 OR 142112 OR REMELTING SEE 402 1 OR 4029 | 42113 | NONREVENUE REJECTED SHIPMENTS |
| 41115 | ARTICLES, USED, RETURNED FOR REPAIR OR RECONDITIONING | 422 | TRAILERS, RETURNED EMPTY |
| 41116 | HOUSEHOLD GOODS OR EMIGRANT MOVABLES | 4221 | TRAILERS, RETURNED EMPTY |
| 41117 | MILITARY IMPEDIMENTA | 42211 | TRAILERS, SEMI-TRAILERS, OR CONTAINERS, RETURNED EMPTY |
| 41118 | USED VEHICLES | 423 | REVENUE MOVEMENT OF CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNING IN REVERSE OF ROUTE USED IN LOADED MOVEMENT, AND SO CERTIFIED |
| 41119 | MISCELLANEOUS FREIGHT SHIPMENTS, NEC | 4231 | REVENUE MOVEMENT OF CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNING IN REVERSE OF ROUTE USED IN LOADED MOVEMENT, AND SO CERTIFIED |
| 412 | SPECIAL COMMODITIES NOT TAKEN IN REGULAR FREIGHT SERVICE | 42311 | REVENUE MOVEMENT OF CONTAINERS, BAGS, BARRELS, BOTTLES, BOXES, CRATES, CORES, DRUMS, KEGS, REELS, TUBES, OR CARRIERS, NEC, EMPTY, RETURNING IN REVERSE OF ROUTE see STCC 6001-AJ FOR FULL DESCRIPTION |
| 4121 | SPECIAL COMMODITIES NOT TAKEN IN REGULAR FREIGHT SERVICE | 42312 | REVENUE MOVEMENT OF PIPING DEVICES, CONSISTING OF BLOCKING, BOLSTERS, CRADLES, PALLETS, RACKS, SKIDS, ETC. , EMPTY, |
| 41211 | SPECIAL COMMODITIES NOT TAKEN IN REGULAR FREIGHT SERVICE | 43 | MAIL, EXPRESS OR OTHER CONTRACT TRAFFIC |
| 42 | CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNED EMPTY | 431 | MAIL AND EXPRESS TRAFFIC |
| 421 | NONREVENUE MOVEMENT OF CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNING IN REVERSE OF ROUTE USED IN LOADED MOVEMENT, AND SO CERTI- FIED | 4311 | MAIL AND EXPRESS TRAFFIC |
| 4211 | NONREVENUE MOVEMENT OF CONTAINERS, CARRIERS OR DEVICES, SHIPPING, RETURNING IN REVERSE OF ROUTE USED IN LOADED MOVEMENT, AND SO CERTIFIED | 43111 | MAIL |
| 42111 | NONREVENUE MOVEMENT OF CONTAINERS, BAGS, BARRELS, BOTTLES, BOXES, CRATES, CORES, DRUMS, KEGS, REELS, TUBES, OR CARRIERS, NEC, EMPTY, RETURNING IN REVERSE OF see STCC 6001-AJ FOR FULL DESCRIPTION | 43115 | EXPRESS |
| 42112 | NONREVENUE MOVEMENT OF SHIPPING DEVICES, CONSISTING OF BLOCKING, BOLSTERS, CRADLES, PALLETS, RACKS, SKIDS, EMPTY, RETURNING IN REVERSE OF ROUTE USED IN see STCC 6001-AJ FOR FULL DESCRIPTION | 432 | OTHER CONTRACT TRAFFIC |
| | | 4321 | OTHER CONTRACT TRAFFIC |
| | | 43211 | TRAILER TRAIN CONTRACT TRAFFIC |
| | | 44 | FREIGHT FORWARDER |
| | | 441 | FREIGHT FORWARDER |
| | | 4411 | FREIGHT FORWARDER |
| | | 44111 | FREIGHT FORWARDER |
| | | 45 | SHIPPER ASSOCIATION OR SIMILAR TRAFFIC |

| | | | |
|-------|---|-------|--|
| 451 | SHIPPER ASSOCIATION OR SIMILAR TRAFFIC | 4711 | SMALL PACKAGED FREIGHT SHIPMENTS |
| 4511 | SHIPPER ASSOCIATION OR SIMILAR TRAFFIC | 47111 | SMALL PACKAGED FREIGHT SHIPMENTS VIZ. LESS THAN CARLOAD, TRUCKLOAD, ETC. |
| 45111 | SHIPPER ASSOCIATION OR SIMILAR TRAFFIC | 48 | WASTE HAZARDOUS OR WASTE HAZARDOUS SUBSTANCES |
| 46 | MISCELLANEOUS MIXED SHIPMENTS | 4804 | WASTE NONFLAMMABLE COMPRESSED GASES |
| 461 | MISCELLANEOUS MIXED SHIPMENTS EXC. FORWARDER SEE 441, OR SHIPPER ASSOCIATION SEE 451 | 48041 | WASTE NONFLAMMABLE COMPRESSED GASES |
| 4611 | MISCELLANEOUS MIXED MENTS, NEC EXC. SEE 4411, OR SHIPPER ASSOCIATION SEE 4511 | 48045 | WASTE NONFLAMMABLE COMPRESSED GASES |
| 46111 | ALL FREIGHT RATE SHIP MENTS, NEC, OR TRAILER-ON-FLAT-CAR (TOFC) SHIPMENTS EXC. WHERE IDENTIFIED BY COMMODITY RETURNING IN REVERSE OF ROUTE USED IN LOADED see STCC 6001-AJ FOR FULL DESCRIPTION | 4805 | WASTE FLAMMABLE COMPRESSED GASES |
| | | 48057 | WASTE FLAMMABLE COMPRESSED GASES |
| | | 48058 | WASTE FLAMMABLE COMPRESSED GASES |
| 462 | MIXED SHIPMENTS, 2 OR MORE MAJOR GROUPS VIZ. COMMODITIES REPRESENTING TWO OR MORE MAJOR STCC GROUPS, WHERE IT IS IMPOSSIBLE TO DETERMINE PREDOMINANT GROUP, FOR see STCC 6001-AJ FOR FULL DESCRIPTION | 4806 | WASTE FLAMMABLE LIQUIDS |
| | | 48066 | WASTE FLAMMABLE LIQUIDS THERMALLY UNSTABLE AND CORROSIVE |
| | | 4807 | WASTE FLAMMABLE LIQUIDS |
| | | 48072 | WASTE FLAMMABLE LIQUIDS POLYMERIZABLE |
| 4621 | MIXED SHIPMENTS, 2 OR MORE MAJOR GROUPS VIZ. COMMODITIES REPRESENTING TWO OR MORE MAJOR STCC GROUPS, WHERE IT IS IM- POSSIBLE TO DETERMINE PREDOMINANT GROUP, FOR see STCC 6001-AJ FOR FULL DESCRIPTION | 48074 | WASTE FLAMMABLE LIQUIDS POISONOUS |
| | | 48078 | WASTE FLAMMABLE LIQUIDS CORROSIVE, BASIC |
| | | 4808 | WASTE FLAMMABLE LIQUIDS |
| | | 48081 | WASTE FLAMMABLE LIQUIDS |
| | | 48082 | WASTE FLAMMABLE LIQUIDS |
| | | 4809 | WASTE FLAMMABLE LIQUIDS |
| | | 48091 | WASTE FLAMMABLE LIQUIDS |
| | | 48092 | WASTE FLAMMABLE LIQUIDS |
| | | 48093 | WASTE FLAMMABLE LIQUIDS |
| | | 4810 | WASTE FLAMMABLE LIQUIDS, MISCELLANEOUS |
| 47 | SMALL PACKAGED FREIGHT SHIPMENTS | 48101 | WASTE FLAMMABLE LIQUIDS, MISCELLANEOUS |
| 471 | SMALL PACKAGED FREIGHT SHIPMENTS | 48102 | WASTE FLAMMABLE LIQUIDS, MISCELLANEOUS |

| | | | |
|-------|--|-------|--|
| 48103 | WASTE FLAMMABLE LIQUIDS, MISCELLANEOUS | 48212 | WASTE POISONOUS |
| 48105 | WASTE FLAMMABLE LIQUIDS, MISCELLANEOUS | 48214 | WASTE POISONOUS |
| 4813 | WASTE COMBUSTIBLE | 48215 | WASTE POISONOUS |
| 48131 | WASTE COMBUSTIBLE | 4823 | WASTE POISONOUS |
| 4815 | WASTE COMBUSTIBLE | 48231 | WASTE POISONOUS |
| 48151 | WASTE COMBUSTIBLE | 48232 | WASTE POISONOUS |
| 48152 | WASTE COMBUSTIBLE | 48233 | WASTE POISONOUS |
| 48153 | WASTE COMBUSTIBLE | 48234 | WASTE POISONOUS |
| 48155 | WASTE COMBUSTIBLE | 48235 | WASTE POISONOUS |
| 4816 | WASTE FLAMMABLE SOLIDS | 4825 | WASTE INFECTIOUS SUBSTANCES |
| 48161 | WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET | 48259 | WASTE INFECTIOUS SUBSTANCES |
| 48162 | WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET | 4826 | WASTE RADIOACTIVE MATERIALS |
| 48163 | WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET | 48262 | WASTE RADIOACTIVE MATERIALS |
| 48164 | WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET | 48263 | WASTE RADIOACTIVE MATERIALS |
| 48166 | WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET | 4827 | WASTE RADIOACTIVE MATERIALS |
| 48167 | WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET | 48272 | WASTE RADIOACTIVE MATERIALS |
| 4817 | WASTE FLAMMABLE SOLIDS | 48274 | WASTE RADIOACTIVE MATERIALS |
| 48171 | WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET | 48277 | WASTE RADIOACTIVE MATER- IALS, EMPTY CONTAINERS |
| 48173 | WASTE FLAMMABLE SOLIDS SPONTANEOUSLY OR DANGEROUS WHEN WET | 4828 | WASTE RADIOACTIVE MATERIALS |
| 4818 | WASTE OXIDIZING | 48281 | WASTE RADIOACTIVE MATERIALS |
| 48181 | WASTE OXIDIZING | 48282 | WASTE RADIOACTIVE MATERIALS |
| 48183 | WASTE OXIDIZING | 4829 | WASTE RADIOACTIVE MATERIALS |
| 48185 | WASTE OXIDIZING | 48292 | WASTE RADIOACTIVE MATERIALS |
| 48187 | WASTE OXIDIZING | 4830 | WASTE CORROSIVE |
| 4821 | WASTE POISONOUS | 48300 | WASTE CORROSIVE MATERI- ALS, ACIDIC, POISONOUS |
| | | 48302 | WASTE CORROSIVE MATERIALS, ACIDIC |
| | | 4831 | WASTE CORROSIVE |
| | | 48313 | WASTE CORROSIVE |
| | | 48314 | WASTE CORROSIVE |
| | | 48317 | WASTE CORROSIVE |
| | | 4832 | WASTE CORROSIVE |
| | | 48323 | WASTE CORROSIVE |
| | | 4833 | WASTE CORROSIVE |
| | | 48330 | WASTE CORROSIVE |

| | | | | |
|-------|---|--|-------|---|
| 48333 | WASTE CORROSIVE | | 48606 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 4834 | WASTE CORROSIVE | | | |
| 48342 | WASTE CORROSIVE | | 4861 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 4835 | WASTE CORROSIVE | | 48611 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48350 | WASTE CORROSIVE | | 48613 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48352 | WASTE CORROSIVE | | 48616 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48355 | WASTE CORROSIVE | | 4862 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48356 | WASTE CORROSIVE | | 48621 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 4836 | WASTE CORROSIVE | | 48623 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48360 | WASTE CORROSIVE | | 48625 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48363 | WASTE CORROSIVE | | 48626 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48365 | WASTE CORROSIVE | | 4863 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 4840 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | 48631 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48403 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | 48633 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 4841 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | 48637 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48411 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | 48638 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48412 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | 4866 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 4844 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | 48661 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48441 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | 48663 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48443 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | 48666 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 4845 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | 48667 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48455 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | 48669 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS |
| 48457 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | 4871 | WASTE STREAM FLAMMABLE |
| 4850 | WASTE MIXED FREIGHT | | | |
| 48501 | WASTE MIXED FREIGHT | | | |
| 4860 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | | |
| 48601 | WASTE MISCELLANEOUS HAZARDOUS MATERIALS | | | |

48712 WASTE STREAM FLAMMABLE
LIQUIDS
48717 WASTE STREAM COMBUSTIBLE
LIQUIDS
4875 WASTE STREAM OTHER REGULATED

48755 WASTE STREAM OTHER REGULATED
MATERIALS
48756 WASTE STREAM OTHER REGULATED
MATERIALS

Surface Transportation Board Car Types

Table 4-9. STB Car Types

| Schedule 710 Line Number | Description | Car Type Code |
|--------------------------|--------------------------------------|--|
| 36 | Plain Box Cars 40' | B1__ - B2__ |
| 37 | Plain Box Cars 50' and longer | B3_0-7, B4_0-7, B5__, B6__, B7__, B8__ |
| 38 | Equipped Box Cars | All Code A |
| 39 | Plain Gondola Cars | All Code G and J__1, J__2, J__3, and J__4 |
| 40 | Equipped Gondola Cars | All Code E |
| 41 | Covered Hopper Cars | All Code C __1 |
| 42 | Open Top Hopper Cars—General Service | All Code H |
| 43 | Open Top Hopper Cars—Special Service | All Code K, J__0 |
| 44 | Refrigerator Cars—Mechanical | R_6_, R_7_, and R_9_ |
| 45 | Refrigerator Cars—Non-Mechanical | R_0_ and R_1_ |
| 46 | Flat Cars TOFC/COFC | All Code P and Q and S except Q8__ |
| 47 | Flat Cars—Multi-Level | All Code V |
| 48 | Flat Cars—General Service | F10_, F20_, and F30_ |
| 49 | Flat Cars—Other | F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, and F40_ |
| 50 | Tank Cars—Under 22,000 Gallons | T__0, T__1, T__2, T__3, T__4, and T__5 |
| 51 | Tanks Cars—22,000 Gallons And Over | T__6, T__7, T__8, and T__9 |
| 52 | All Other Freight Cars | All Code L, Q8, and F_7_ |
| 54 | Caboose | Code M930 |

Umler Field Descriptions—Data Layout Detail

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

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

Alphanumeric, report the Equipment Type Code that corresponds to the car's Mechanical Designation and special attributes.

For articulated/multi-units, when the Equipment Type Code requires a load limit, the Equipment Type Code must correspond to the total load limit of the unit.

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

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

- *Box:* Minimum 02000 to 11000 Maximum
Note: If automobile parts box cars equipped with loading racks and can be loaded with other commodities, report a cubic capacity reduced the amount corresponding to the overall depth of the racks when raised in a stored position against roof of car.)

- *Gondola, Covered Hopper & Hopper:* Minimum 00400 to 08500 Maximum
Note: For covered hoppers this field must agree with Equipment Type Code.)

- *Refrigerator:* Minimum 01400 to 06700 Maximum

Note: For ARTICULATED/MULTI-UNIT SETS, report the sum of the units' cubic capacity.

| | | | |
|---|----------|----------|------------|
| 3) Zeros (Formerly Umler Nominal Capacity) | 3 | N | All |
|---|----------|----------|------------|

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

| | | | |
|----------------------------|----------|----------|------------|
| 4) Tare Weight (00) | 4 | N | All |
|----------------------------|----------|----------|------------|

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

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

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

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

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

- *Box:* Minimum 03000 to 09811 Maximum
- *Gondola:* Minimum 02500 to 09500 Maximum
Exception: GT ore jenny (Equipment Type Code J__00) Minimum 02400 to 05111 Maximum
- *Covered Hopper and Hopper:* Minimum 02000 to 08011 Maximum
Exception: HMA ore jenny (Equipment Type Code K_8_): Minimum 02000 to 05111 Maximum
- *Refrigerator:* Minimum 03000 to 09811 Maximum

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

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

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

| | | | |
|--|----------|----------|------------|
| 6) Outside Dimensions/Upper Eaves Width | 4 | N | All |
|--|----------|----------|------------|

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

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

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

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

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

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

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

• *Box, Stock, Refrigerator:*

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

• *Gondola, Covered Hopper & Hopper:*

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

For ARTICULATED/MULTI-UNIT SETS, report the dimension of the largest UNIT in the set.

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

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

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

For ARTICULATED/MULTI-UNIT SETS, report the dimension of the largest UNIT in the set.

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

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

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

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

| | | | |
|------------------|----------|----------|------------|
| 10) Axles | 1 | A | All |
|------------------|----------|----------|------------|

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

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

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

| | | | |
|--------|--------|--------|--------|
| Unit A | Unit D | Unit C | Unit B |
| 2 1 | 1 1 | 1 1 | 1 2 |

(For ARTICULATION see Section VII).

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

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

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

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

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

Inches of Travel Minimum 05 to 36 Maximum

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

AAR Equipment Type Code

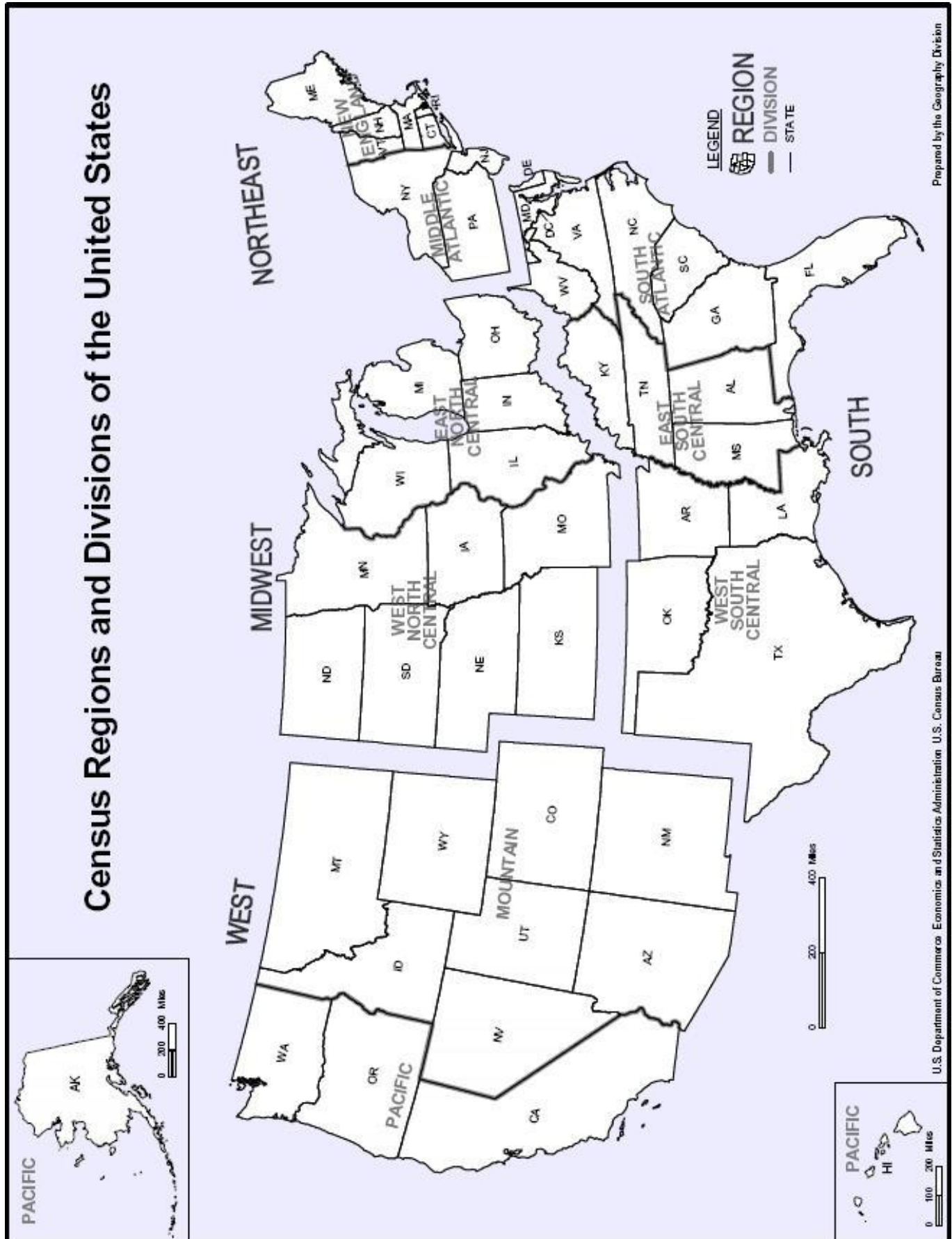
The current equipment type codes and descriptions can be viewed on Railinc's website at Railinc.com.

https://www.railinc.com/rportal/alf_docs/UmlerReference/UmlerDataSpecs.pdf

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

| U.S. Census Bureau | | |
|--|--|--|
| Census Bureau Regions and Divisions with State FIPS Codes | | |
| Region 1: Northeast | | |
| <p>Division 1: New England</p> <p>Connecticut (09) Maine (23) Massachusetts (25) New Hampshire (33) Rhode Island (44) Vermont (50)</p> | <p>Division 2: Middle Atlantic</p> <p>New Jersey (34) New York (36) Pennsylvania (42)</p> | |
| Region 2: Midwest* | | |
| <p>Division 3: East North Central</p> <p>Indiana (18) Illinois (17) Michigan (26) Ohio (39) Wisconsin (55)</p> | <p>Division 4: West North Central</p> <p>Iowa (19) Kansas (20) Minnesota (27) Missouri (29)</p> | <p>Nebraska (31) North Dakota (38) South Dakota (46)</p> |
| Region 3: South | | |
| <p>Division 5: South Atlantic</p> <p>Delaware (10) District of Columbia (11) Florida (12) Georgia (13) Maryland (24) North Carolina (37) South Carolina (45) Virginia (51) West Virginia (54)</p> | <p>Division 6: East South Central</p> <p>Alabama (01) Kentucky (21) Mississippi (28) Tennessee (47)</p> | <p>Division 7: West South Central</p> <p>Arkansas (05) Louisiana (22) Oklahoma (40) Texas (48)</p> |
| Region 4: West | | |
| <p>Division 8: Mountain</p> <p>Arizona (04) Colorado (08) Idaho (16) New Mexico (35)</p> | <p>Montana (30) Utah (49) Nevada (32) Wyoming (56)</p> | <p>Division 9: Pacific</p> <p>Alaska (02) California (06) Hawaii (15) Oregon (41) Washington (53)</p> |
| <i>*Prior to June 1984, the Midwest Region was designated as the North Central Region.</i> | | |

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



CS54 Group Codes

1. Railroads in the *Weekly Railroad Traffic* report originated approximately 87 percent of U.S. freight carloads, and 97 percent of intermodal units, during 2010. When the U.S. operations of the Canadian railroads are included, the figures increase to 96 percent and 100 percent. The Canadian railroads in the *Weekly Railroad Traffic* report accounted for 96 percent of Canadian traffic in 2002.
2. U.S Class I railroads are those earning revenues of at least 398.7 million in 2010, as defined by the Surface Transportation Board.
3. Individual week comparisons to the prior year are made to the week which ended 52 weeks earlier.
4. Revisions to the traffic data may be submitted by reporting railroads through the end of the following calendar year. When a railroad is unable to submit its traffic figures for the current week, the AAR repeats the figures from the prior year. These figures are replaced with carrier-reported figures as soon as possible, and cumulative figures and weekly data for the previous year incorporate these changes.
5. The following commodity groups are used for reporting carload traffic in Part A:

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

Appendix A

THE CARLOAD WAYBILL STATISTICS: USEFULNESS FOR ECONOMIC ANALYSIS*

INTRODUCTION

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

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

Waybill data have been used by shippers, consultants, railroads, and various federal and state governmental agencies in a wide array of cases before the ICC (now the STB), state regulatory bodies, and the courts. Aside from these judicial or regulatory uses, the Waybill Sample is utilized as a tool for market research and analysis. The Waybill is also used in the annual calculation of the statutorily-mandated Cost Recovery Percentage⁴ and as the basis for the Productivity Adjustment Factor for the Rail Cost Adjustment Factor.⁵ In addition, the Waybill has been used to: develop the multi-level (auto flatcar) reload program, perform market-share analyses, equipment utilization studies, car cycle analyses, and hazardous material flow and risk cost assessment as well as to evaluate other rail data bases such as the TeleRail Automated Information Network (TRAIN II) and the Freight Commodity Statistics (FCS).

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

MAJOR WAYBILL ISSUES

Waybill Sampling Rate

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

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

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

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

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

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

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

Multiple Car Reporting

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

Reported Revenues

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

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

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

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

In essence, the calculated rate flag method of data security allows railroads to mask contract revenues, while allowing the STB to internally utilize the most accurate contract rate data available in its calculation of the Cost Recovery Percentage and the Productivity Adjustment Factor to the Rail Cost Adjustment Factor. As a result, and based on one author's experience in working with railroads on reported revenues for contract traffic, revenue data derived from Sample files since 1986 are generally overstated due to use of this confidentiality mechanism. Coupled with rounded mileages, revenue per ton-mile figures for the period 1986 to date are not strictly comparable with those obtained from the period 1982-1985.¹¹

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

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

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

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

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

Billed Versus Actual Weight

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

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

Freight Mandatory Rule 11

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

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

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

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

Without recognizing, and adjusting for, an increase in rebilled traffic over time, growth and modal share analyses will be biased, overstating growth and modal share in shorter lengths of haul and in total and understating growth and modal share in longer lengths of haul. (Modal shares measured in boxes or tonnage will be misstated whether classified by length-of-haul or in total. Measured in ton-miles, modal share will be misstated when classified by length-of-haul, but not in total.) Conversely, should railroad billing practices change due to mergers or changes in interline billing agreements and the trend in rebilling reversed, growth for shorter lengths of haul and in total would be understated and growth for longer lengths of haul would be overstated. Analyses that do not address the issue of rebilled traffic in the Waybill Sample are likely to lead to erroneous conclusions.

Adjustment for Intermodal Carloadings

Intermodal traffic records captured in the Waybill Sample contain the number of intermodal units (boxes) and the number of cars for the waybills sampled. Because much of intermodal traffic is billed at single unit prices, some 90 percent of the intermodal records in the 1992 Sample were one box/one car combinations, even where the car contained multiple platforms. Because of the one-to-one box-to-car

billing demographics of intermodal traffic, the Waybill Sample overstates the number of intermodal cars moved during the sample period. Given the high incidence of one box/one car billing for intermodal traffic, analysis of the Waybill Sample to determine intermodal car utilization or intermodal car costing will be inaccurate. In order to address the overstatement of intermodal cars in the sample, a logical adjustment should be made for restating the number of intermodal cars in the sample before analysis is undertaken.

One methodology to adjust the number of intermodal cars in the sample was developed as part of a long term planning project for the Association of American Railroad's Research and Test Department. This methodology, applied to the 1992 Waybill Sample, adjusted the number of intermodal carloads by using the Universal Machine Language Equipment Register (Umler) car-type in the Waybill record and applying the number of platforms from the Umler Specification Manual. The number of cars on the waybill were adjusted to reflect the assignment of boxes to platforms rather than to cars. The adjustment assumed a platform utilization factor provided by the Research and Test Department and was applied only to the one box/one car intermodal records from the sample. The number of platforms assigned to each intermodal car was based on the Umler car-type specification of the waybill record. For records with Umler car-type 'P' (conventional intermodal cars) or 'Q' (lighter weight, low profile intermodal cars) showing more than one platform, an 80 percent platform utilization rate was assumed. Records with Umler car-type 'S' (double stack cars) were assigned an 88 percent platform utilization rate.

The effect of the adjustment methodology was to reduce 'P' cars in the Sample by 30 percent, 'Q' cars by 60 percent and 'S' cars by 70 percent.¹⁷ Overall, intermodal carloads in the Sample were reduced by 43 percent. With the adjustment, statistics for number of boxes per car went from 1.07 to 1.53 for Umler 'P' cars, from 1.01 to 2.53 for Umler 'Q' cars and from 1.34 to 4.54 for Umler 'S' cars (see table 9).

To test the validity of the adjustment process, sample data for unadjusted and adjusted car-miles were compared with data reported in railroad 1992 R-1 reports to the ICC. Table 10 shows how the intermodal car count adjustment affected the number of carloads in the sample and how the adjusted numbers compare with data reported in the R-1 annual reports. Before adjustment, intermodal car-miles accounted for 42 percent of total car-miles in the sample. After adjustment, intermodal car-miles accounted for 28 percent of total car-miles. The percentage of intermodal car-miles reported by Class I railroads in R-1 annual reports to the ICC for 1992 was 26 percent of total car-miles.

CONCLUSIONS

Collected for regulatory purposes by the ICC (now the STB), the Carload Waybill Sample receives broad application of use in rate cases, development of costing systems, productivity studies, market dominance and merger studies, and deregulatory evaluations. In addition, the sample is often used as a tool for studies of rail traffic demographics. Due to flexibility in billing methods and reporting procedures for contract rates, results of these secondary type of analyses can be misleading if the analyst does not recognize the effects that reporting procedures may have on the data integrity of the fields being analyzed.

Waybill samples have been collected for nearly a century. Since 1946, a continuous sample of all carload traffic has been taken on an annual basis. Beginning in 1981, the Waybill sampling methodology was modified to improve the sample's quality with respect to the regulatory purposes for which it is collected. In addition to providing more expansive and higher quality data, the improvements from Ex Parte No. 385 allowed both the rail industry and the ICC (and STB) to reduce costs associated with this data collection process.

Although the Waybill Sample contains a plethora of rail demographic data, care must be exercised in its use beyond the primary reason for its collection. When properly interpreted, the data can be helpful in detailing the current rail industry and general trends in the industry when compared across years.¹⁸

However, due to variations in billing and submission methods which may occur across years, studies requiring extreme precision and consistency, such as those related to productivity analyses, do not lend themselves to use of the Waybill Statistics. Common areas of misunderstanding in applying the sample to analyses include: the effects of calculated rate flag reporting on freight revenue analysis; the effects of Freight Mandatory Rule 11 rebilling on volume and flow analyses; and the effects of intermodal billing practices on carload volumes of intermodal traffic.

TABLE 1

ESTIMATED CARLOAD WAYBILL SAMPLING RATES

| YEAR | SAMPLING RATE (In Percent) |
|-------------|----------------------------|
| 1972 - 1980 | 0.72 - 0.90 |
| 1981 | 1.8 |
| 1982 | 2.3 |
| 1983 | 2.46 |
| 1984 | 2.81 |
| 1985 | 2.88 |
| 1986 | 2.95 |
| 1987 | 2.93 |
| 1988 | 2.91 |
| 1989 | 2.95 |
| 1990 | 2.95 |
| 1991 | 2.94 |
| 1992 | 2.92 |
| 1993 | 2.90 |
| 1994 | 2.83 |

Source: STB Waybill Samples for Involved Years.

TABLE 2

HARDCOPY SAMPLING STRATA

| NUMBER OF CARLOADS LISTED ON THE WAYBILL | ENDING WAYBILL SERIAL NUMBER | SAMPLING RATE | SAMPLE PERCENT |
|--|------------------------------|---------------|----------------|
| 1 - 5 | 01 or just "1" | 1 of 100 | 1.0% |
| 6 - 25 | 1 | 1 of 10 | 10.0% |
| 26 or greater | 1 or 7 | 1 of 5 | 20.0% |

Source: Hardcopy Sample submission (OPAD-1) form.

TABLE 3

MRI SAMPLING STRATA

| # OF CARLOADS ON WAYBILL | SAMPLING RATE | SAMPLE PERCENT |
|--------------------------|------------------|----------------|
| 1 - 2 | 1 in 40 waybills | 2.50% |
| 3 - 15 | 1 in 12 waybills | 8.33% |
| 16 - 60 | 1 in 4 waybills | 25.0% |
| 60 - 100 | 1 in 3 waybills | 33.3% |
| 101 and greater | 1 in 2 waybills | 50.0% |

Source: MRI Sample submission (OPAD-2) form.

TABLE 4

**1988 UNIT TRAIN RECORDS (50+ CARLOADS) OF STCC 01137
630 Mile Movement From Oklahoma City BEA To Houston BEA**

| Revenue per carmile | Revenue | Per Mile | Per Car |
|------------------------|---|----------|---------|
| \$ 3.41 | \$ 257,656 | 120 | 100 |
| \$ 3.40 | \$ 257,410 | 120 | 100 |
| \$ 2.32 | \$ 175,308 | 120 | 95 |
| \$ 2.01 | \$ 82,127 | 65 | 100 |
| 0 and \$2.00 inclusive | 24 records with revenue per carmile between \$1.90 and \$2.00 inclusive | | |
| \$ 1.79 | \$ 135,571 | 120 | 100 |
| \$ 1.71 | \$ 129,602 | 120 | 100 |
| \$ 1.69 | \$ 127,910 | 120 | 100 |
| \$ 1.69 | \$ 127,830 | 120 | 100 |
| \$ 1.64 | \$ 123,029 | 119 | 100 |
| \$ 1.63 | \$ 123,428 | 120 | 100 |
| \$ 1.61 | \$ 121,729 | 120 | 100 |
| \$ 1.50 | \$ 113,673 | 120 | 100 |
| \$ 1.41 | \$ 106,517 | 120 | 100 |
| \$ 1.41 | \$ 106,688 | 120 | 100 |
| \$ 1.40 | \$ 109,479 | 124 | 100 |
| \$ 1.40 | \$ 105,718 | 120 | 100 |
| \$ 1.39 | \$ 105,427 | 120 | 100 |
| \$ 1.38 | \$ 104,614 | 120 | 100 |
| \$ 1.37 | \$ 103,863 | 120 | 100 |
| \$ 1.27 | \$ 96,334 | 120 | 95 |
| \$ 1.26 | \$ 182,948 | 230 | 100 |
| \$ 1.24 | \$ 93,850 | 120 | 100 |
| \$ 1.23 | \$ 92,750 | 120 | 95 |
| \$ 1.18 | \$ 89,535 | 120 | 100 |
| \$ 1.12 | \$ 84,611 | 120 | 100 |
| \$ 1.11 | \$ 84,106 | 120 | 100 |
| \$ 1.08 | \$ 81,470 | 120 | 100 |
| \$ 0.77 | \$ 57,876 | 120 | 100 |
| \$ 0.72 | \$ 54,713 | 120 | 100 |
| \$ 0.07 | \$ 5,579 | 120 | 100 |
| \$ 0.03 | \$ 1,976 | 120 | 100 |
| \$ 0.00 | \$ 0 | 120 | 100 |

Source: 1988 ICC Public Use Wavbill Sample

TABLE 5

BILLED VERSUS ACTUAL TONNAGE PER CARLOAD TERMINATED

| STC CODE | ACTUAL WEIGHT (1984) | BILLED WEIGHT (1984) | SIGNIFICANT DIFFERENCE (1984) | ACTUAL WEIGHT (1994) | BILLED WEIGHT (1994) | SIGNIFICANT DIFFERENCE (1994) |
|----------|----------------------|----------------------|-------------------------------|----------------------|----------------------|-------------------------------|
| 01 | 82.24 | 83.36 | 0.05 | 67.13 | 73.39 | 0.01 |
| 10 | 81.60 | 81.78 | | 74.57 | 76.37 | 0.01 |
| 11 | 91.44 | 92.43 | 0.01 | 93.87 | 99.76 | 0.01 |
| 13 | 59.08 | 59.08 | | 48.94 | 82.30 | 0.01 |
| 14 | 88.32 | 90.08 | 0.01 | 83.05 | 88.46 | 0.01 |
| 20 | 57.70 | 59.33 | 0.01 | 58.10 | 61.52 | 0.01 |
| 24 | 59.78 | 64.19 | 0.01 | 59.31 | 69.63 | 0.01 |
| 26 | 51.13 | 53.88 | 0.01 | 52.32 | 58.33 | 0.01 |
| 28 | 79.76 | 83.09 | 0.01 | 79.56 | 85.38 | 0.01 |
| 29 | 60.82 | 68.29 | 0.01 | 57.47 | 70.98 | 0.01 |
| 32 | 76.75 | 79.57 | 0.01 | 67.79 | 76.02 | 0.01 |
| 33 | 74.19 | 75.09 | | 75.12 | 78.75 | 0.01 |
| 37 | 21.51 | 23.04 | 0.01 | 22.88 | 23.03 | |
| 40 | 57.77 | 59.43 | 0.05 | 60.59 | 63.06 | 0.01 |
| 42 | 10.70 | 10.87 | | 7.69 | 8.23 | 0.05 |
| 49 | 69.29 | 72.72 | 0.01 | 55.50 | 59.90 | 0.01 |
| ALL | 61.00 | 62.62 | 0.01 | 49.34 | 53.07 | 0.01 |

Source: STB Carload Waybill Samples for 1984 and 1994.

TABLE 6

**WAYBILL SAMPLE INTERMODAL TRAFFIC:
SAMPLE TONNAGE AND UNIT TOTALS - POTENTIAL REBILLED VOLUMES**

| Year | Waybill Sample Total Tonnage | Potential Rebill Tonnage | Rebill Percent of Total | Waybill Sample Total Units | Potential Rebill Units | Rebill Percent of Total |
|------|------------------------------|--------------------------|-------------------------|----------------------------|------------------------|-------------------------|
| 1984 | 162,739,569 | 15,889,251 | 9.8% | 4,380,059 | 430,059 | 9.8% |
| 1985 | 171,751,867 | 19,051,980 | 11.1% | 4,865,057 | 530,057 | 10.9% |
| 1988 | 184,861,160 | 17,111,111 | 9.3% | 5,710,674 | 530,057 | 9.3% |
| 1990 | 192,201,975 | 17,156,190 | 8.9% | 6,112,315 | 530,057 | 8.7% |
| 1992 | 197,719,569 | 19,956,560 | 10.1% | 7,207,637 | 730,057 | 10.1% |
| 1994 | 131,588,179 | 17,195,751 | 13.1% | 3,812,037 | 500,057 | 13.1% |

SOURCE: STB Waybill Samples for selected years

TABLE 7**WAYBILL SAMPLE CARLOAD TRAFFIC:
SAMPLE TONNAGE AND CAR TOTALS AND POTENTIAL REBILLED VOLUMES**

| Year | Waybill Sample Total Tonnage | Potential Rebill Tonnage | Rebill Percent of Total | Waybill Sample Total Cars | Potential Rebill Cars | Rebill Percent of Total |
|------|------------------------------|--------------------------|-------------------------|---------------------------|-----------------------|-------------------------|
| 1984 | 1,434,453,461 | 4,786,593 | 0.33% | 18,189,281 | 64,297 | 0.35% |
| 1986 | 1,405,012,392 | 18,093,804 | 1.29% | 17,373,740 | 208,971 | 1.20% |
| 1988 | 1,580,679,998 | 20,799,542 | 1.32% | 19,153,156 | 238,110 | 1.24% |
| 1990 | 1,579,341,368 | 19,219,260 | 1.22% | 18,896,039 | 238,516 | 1.26% |
| 1992 | 1,543,389,810 | 26,051,117 | 1.69% | 18,418,596 | 487,499 | 2.65% |
| 1994 | 1,650,150,770 | 44,518,645 | 2.70% | 19,632,555 | 761,552 | 3.88% |

SOURCE: STB WAYBILL SAMPLE FOR SELECTED YEARS

TABLE 8**INTERMODAL UNITS BY LENGTH OF HAUL:
UNADJUSTED AND ADJUSTED FOR REBILLING**

| LENGTH OF HAUL BLOCK | UN-ADJUSTED | REBILL DOUBLE COUNT | LINKED REBILL | ADJUSTED | UN-ADJUSTED | REBILL DOUBLE COUNT (-) | LINKED REBILL (+) | ADJUSTED | UN-ADJUSTED 1984-1994 CHANGE | ADJUSTED 1984-1994 CHANGE |
|----------------------|-------------|---------------------|---------------|-----------|-------------|-------------------------|-------------------|-----------|------------------------------|---------------------------|
| 0-500 | 634,611 | 98,560 | 0 | 536,051 | 1,640,812 | 301,446 | 3,200 | 1,142,566 | 1,006,201 | 606,515 |
| 500-1000 | 1,377,278 | 274,540 | 5,600 | 1,108,338 | 2,312,735 | 790,736 | 52,960 | 1,574,959 | 935,457 | 466,621 |
| 1000-1500 | 624,747 | 112,800 | 44,960 | 556,907 | 1,193,780 | 225,160 | 176,000 | 1,144,620 | 569,033 | 387,713 |
| 1500-2000 | 387,380 | 34,400 | 75,200 | 428,180 | 1,220,854 | 230,230 | 118,696 | 1,109,320 | 833,474 | 681,140 |
| 2000-2500 | 871,030 | 132,940 | 13,600 | 731,690 | 2,000,518 | 465,400 | 218,166 | 1,753,284 | 1,129,488 | 1,021,594 |
| 2500-UP | 485,013 | 27,840 | 211,180 | 668,353 | 443,338 | 78,400 | 376,664 | 941,602 | (41,675) | 273,249 |
| TOTAL | 4,380,059 | 701,080 | 350,540 | 4,029,519 | 8,812,037 | 2,291,372 | 1,145,686 | 7,666,351 | 4,431,978 | 3,636,832 |

SOURCE: ICC WAYBILL SAMPLE FOR SELECTED YEARS

TABLE 9

**INTERMODAL BOXES PER CAR
UNADJUSTED CARS AND ADJUSTED CARS**

| UMLER CARTYPE | INTERMODAL BOXES | UNADJUSTED CARS | UNADJUSTED BOXES PER | ADJUSTED CARS | ADJUSTED BOXES PER |
|------------------|---------------------|--------------------|-------------------------|------------------|-----------------------|
| P | 4,420,129 | 4,130,822 | 1.07 | 2,893,948 | 1.53 |
| Q | 1,097,246 | 1,088,202 | 1.01 | 433,417 | 2.53 |
| S | 1,681,982 | 1,255,178 | 1.34 | 370,727 | 4.54 |
| ALL P,Q,S | 7,199,357 | 6,474,202 | 1.11 | 3,698,092 | 1.95 |

SOURCE: 1992 ICC WAYBILL SAMPLE AND UMLER SPECIFICATION MANUAL

TABLE 10

**RAIL CARMILES BY CAR TYPE
COMPARISON OF UNADJUSTED WAYBILL WITH ADJUSTED WAYBILL
AND ANALYSIS OF CLASS I RAILROADS DATA**

(in thousands)

| CAR TYPE | UN- ADJUSTED WAYBILL SAMPLE CARMILES | % OF TOTAL | ADJUSTED WAYBILL SAMPLE CARMILES | % OF TOTAL | ANALYSIS OF CLASS I's LOADED CARMILES | % OF TOTAL |
|------------|--|---------------|---|---------------|--|---------------|
| AUTOFLAT | 950,645 | 4.76% | 950,645 | 5.88% | 971,583 | 7.58% |
| BOXCAR | 1,717,094 | 8.60% | 1,717,094 | 10.61% | 1,644,445 | 12.83% |
| G.S. FLAT | 11,762 | 0.06% | 11,762 | 0.07% | 15,774 | 0.12% |
| GONDOLA | 2,206,144 | 11.05% | 2,206,144 | 13.64% | 1,095,624 | 8.55% |
| HOPPER | 4,460,889 | 22.34% | 4,460,889 | 27.57% | 3,845,404 | 30.00% |
| OTHER | 42,244 | 0.21% | 42,244 | 0.26% | 173,108 | 1.35% |
| OTHER FLAT | 456,279 | 2.29% | 456,279 | 2.82% | 363,241 | 2.83% |
| REFRIG. | 489,242 | 2.45% | 489,242 | 3.02% | 513,134 | 4.00% |
| TANKER | 1,171,885 | 5.87% | 1,171,885 | 7.24% | 892,059 | 6.96% |
| CARLESS | 91,688 | 0.46% | 91,688 | 0.57% | NOT SEPARATELY LISTED | |
| STACK | 1,938,716 | 9.71% | 633,906 | 3.92% | INCLUDED IN TOFC/COFC | |
| TOFC/COFC | 6,428,937 | 32.20% | 3,947,637 | 24.40% | 3,302,350 | 25.77% |
| TOTAL | 19,965,525 | 100.00% | 16,179,414 | 100.00% | 12,816,722 | 100.00% |

SOURCE: 1992 ICC WAYBILL SAMPLE AND '1992 ANALYSIS OF CLASS I RAILROADS'

FIGURE 1

DECREASED USE OF SINGLE CAR BILLING HAS INCREASED THE INCIDENCE OF MULTIPLE CAR WAYBILLS SINCE 1980

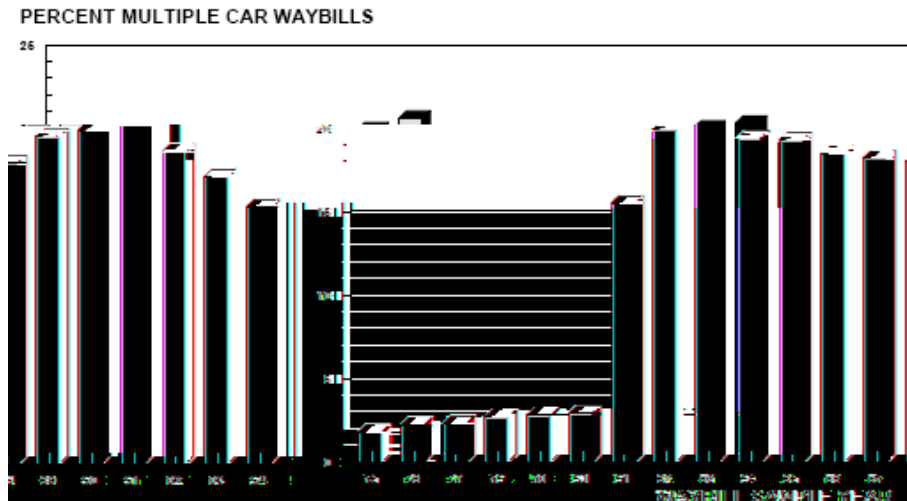
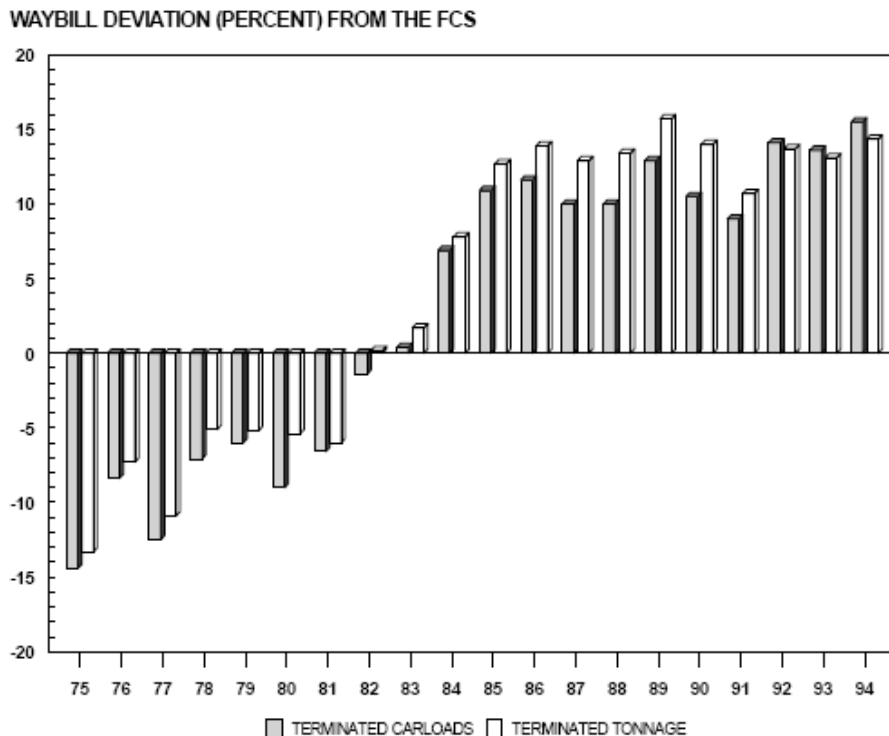


FIGURE 2

THE WAYBILL SAMPLE ACCURATELY REFLECTS RAILROAD ACTIVITY



REFERENCES

- Association of American Railroads, "Analysis of Class I Railroads - 1992". Babcock, M.W., "Potential Impact of Railroad Deregulation in the Kansas Wheat Market", *J. Econ.* 7(1981); 93-98.
- Babcock, M.W., L.O. Sorenson, M.H. Chow, and K.A. Klindworth, "Impact of the Staggers Act on Agriculture: A Kansas Case Study", *Proceedings of the Transp. Res. Forum*, 26(1985); 364- 372.
- Chow, M.H., "Interrail Competition in Rail Grain Rates on the Central Plains", *Proceedings of the Transp. Res. Forum*, 27(1986); 164-171. Fuller, S.W., L. Makus, and M. Taylor, "Effects of Railroad Deregulation on Export Grain Rates", *N. Cent. J. Agr. Econ*, 5(1983); 51-63.
- Fuller, S.W., D. Bessler, J. MacDonald, and M. Wohlgenant, "Effects of Deregulation on Export-Grain Rail Rates in the Plains and Corn Belt", *Proceedings of the Transp. Res. Forum*, 28(1987); 160-167.
- Fuller, S.W., F. J. Ruppel, and D.A. Bessler, "Effect of Contract Disclosure on Price: Railroad Grain Contracting in the Plains", *W. J. of Ag. Econ*, 15(2)(1990); 265-271.
- MacDonald, J.M., "Competition and Rail Rates for the Shipment of Corn, Soybeans, and Wheat", *Rand J. Econ*, 18(1)(1987); 151-163.
- Manalytics, Inc., "Rubber-Tired Interchange: Report to the Association of American Railroads", July 26, 1991.
- Satterthwaite, F.W., "An Approximate Distribution of Estimates of Variance Components," *Biometrics Bulletin*, No. 2, (1946), 110-114.
- Transmode Consultants, Inc., "Truck-Rail, Rail-Truck Diversion Model: Users Manual", prepared for the U.S. Department of Transportation, December 1994.
- Wolfe, K. E., "The Carload Waybill Statistics: A Content Analysis", *Proceedings of the Transp. Res. Forum*, 27(1986); 244-256.
- Wolfe, K. E., "The Interstate Commerce Commission's Public Use Waybill File: Concerns For Mis-Interpretation", *Journal of the Transp. Res. Forum*, 32(1)(1991); 263-265.

ENDNOTES

- * The views expressed in this paper are solely those of the authors and may not reflect the views of the Association of American Railroads or its members.
1. The Surface Transportation Board assumed responsibility for collection of the Waybill Sample from the Interstate Commerce Commission on January 1, 1996.
 2. The last TRINCS was published in 1984 and contained 1983 data.
 3. For an extensive discussion of the Waybill Sample, see Wolfe (1986).
 4. Section 202 of the Staggers Act.
 5. The Waybill is employed to create a revenue weighted output index. Refer to Ex Parte 290 (Sub-No. 4) Railroad Cost Recovery Procedures - Productivity Adjustment; served March 24, 1989, decided March 22, 1989.
 6. Estimated from comparisons between Freight Commodity Statistics and expanded Waybill Sample data (for Class I carriers only) for involved years.
 7. ICC, Ex Parte 385 (Sub-No. 3) p. 1. Service date, January 31, 1990.
 8. Refer to Babcock (1981), Babcock et. al. (1985), Chow (1986), Fuller et. al. (1983, 1987), and MacDonald (1987)
 9. For example, Fuller et. al. (1990) made use of 1983 to 1988 data (p. 267)
 10. ICC, Ex Parte 385 (Sub-No. 2). Service date, January 8, 1986. The same procedure applies to line haul, miscellaneous, and transit revenues.
 11. The Sample's collection methodology was substantially altered in July of 1981. Data from before that time tended to exclude multiple car movements. Masking of contract rates through confidential scalar factors began in 1986. Refer to Wolfe (1986, 1991).
 12. There are more extreme ranges of grain movement revenue-per-car-mile by origin-destination pair, with spreads exceeding \$10.00, in waybill samples than presented in the table. The traffic included in the table was selected because of the volume of traffic it represents, over 13,000 carloads.
 13. Shipment conditions are standardized terminology employed to ensure that the circumstances required in the rate have been met (e.g., the movement took place in a particular type of car, owned by a particular party, interchanged at a particular gateway, etc.). In lieu of physically weighing the car, shipment conditions referring to loading a car "full visible capacity" are often employed to ensure proper rate application.
 14. To facilitate a better comparison across years, multiple platform cars were excluded from this analysis. While only accounting for 56 instances (out of over 80,000) in the 1984 Sample where both actual and billed weights were provided, they accounted for 16,734 instances (out of 82,769) in the 1994 Sample. Exclusion was necessary as several carriers either bill or rebill intermodal movements on the basis of one unit per car. Consequently, comparison of per "car" weights between waybills employing articulated intermodal equipment and those using other equipment (or billing practices) would lead to incorrect (downwardly biased) conclusions.

15. Results reported in Table 5 indicate where differences in group means were statistically significant at least at the .05 level (i.e., group means were statistically different at either the .01 or .05 level).
16. The methodology developed for this study involved matching waybill records moving within a 10 day spread of each other in the same intermodal box, of the same general commodity description and weight, which appeared to be a single movement which had been rebilled at a common interchange point. For this paper, the methodology has been extended to include carload traffic.
17. It should be noted that a number of intermodal records in the Sample have been assigned "dummy" car marks in lieu of the identifying mark for the car that the shipment actually moved on. In the 1992 Sample, 24% of the intermodal records showed one of four cars (TTX 000105, TTWX 971346, SOU 050100, TTWX 972800). All of these cars are 'P' cars with a first numeric between 5 and 8, and are thus assigned two platforms in the adjustment methodology.
18. Waybills collected during the period 1972 through 1981 are not strictly comparable with ones collected since Ex Parte No. 385 due to the under-reporting of multiple car shipments from the earlier years.