

THE CHICAGO CAR INTERCHANGE BUREAU

CCIB RAIL BULLETIN

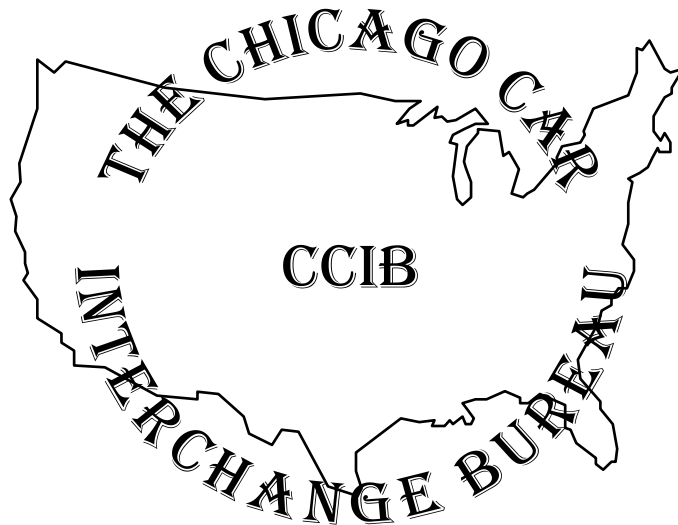
GOVERNING DEFECT IDENTIFICATION OF FREIGHT CARS AND PASSENGER TRAIN CARS INTERCHANGED IN FREIGHT SERVICE, LOAD ADJUSTMENTS, TRANSFERS, AND HANDLING OF INTERMODAL EQUIPMENT WITHIN THE DISTRICTS UNDER THE JURISDICTION OF THE CHICAGO CAR INTERCHANGE BUREAU

INSTRUCTIONS HEREIN COVER ALL CLASSES OF RAIL CARS.

NOTE: Additional instructions governing interchange of Intermodal Equipment used in Intermodal Service are shown in separate CCIB Intermodal Bulletin.

(Supersedes all bulletins previously issued in the "58" series)

Effective January 1, 2016



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PREAMBLE

The latest published edition of the CCIB Rail Rules shall supersede any previous editions, updates, actions, or publications intended for inclusion in and/or relating to the CCIB Rail Rules.

Section 1.

MEMBER LINES

The instructions here in shall govern the defect identification of all classes of Freight Cars and Passenger Train Cars interchanged in freight service within the Chicago Terminal District, and are issued for the information and guidance of interchange inspectors employed by member roads of The Chicago Car Interchange Bureau.

NOTE: These instructions do not apply to the interchange of Intermodal Equipment used in Intermodal Service, which is governed by separate CCIB Intermodal Bulletin.

Member roads are as follows:

BNSF

B&OCT

BRC

CN

CPRS

IHB

NS

UP

Section 2.

AAR (DDCT) Damaged and Defective Car Tracking (ICB) Interchange Bureau

The use of DDCT is mandatory for cars being handled in accordance with AAR Interchange Rules. The purpose of the DDCT is to provide a single source for processing of damaged and/or defective rail cars in accordance with the AAR Interchange Rules. The CCIB will enter (Effective July 1, 2013) Defect Identification, Load Adjustments, Load Transfers, Joint Accidents, and Declines into the AAR DDCT ICB for processing. Delivering Railroad, Receiving Railroad, and Car Owner involved will be notified of CCIB participation by AAR DDCT System.

Section 3.

NO DEFECT IDENTIFICATION, NON-MEMBER LINES

Bureau defect identification must not be entered for or against non-member roads.

Section 4.

CARE - DEFECT IDENTIFICATION

Exacting care should be exercised in deciding whether or not the defects impair the car sufficiently to warrant repairs, and all concerned should make earnest efforts towards complying with the requirements of AAR Interchange Rule 95.

The entering of defects must be clear and distinct.

All visible defects should be carefully itemized, and the cause of damage shown as "Sideswiped", or "Cornered", or "Derailed", etc. instead of using the word "struck".

General statements of damage on defect identification must be avoided. For instance, do not show side bent and torn, when only partially damaged.

In cases where Bureau Supervisors cannot cover all associated unfair usage defects on extensively damaged cars which are to move beyond Bureau territory for repairs, defect identification may be issued for the major items of damage, and a notation placed on the defect identification to read: associated damage to be handled as per Rule 103B.

Section 5.

SPECIAL CONTRACTS

The Superintendent of Interchange should be advised of all special agreements, or contracts, between member roads relative to the interchange inspection of cars at points other than the point of interchange. (Agreement list attached: page 12)

Failure on the part of participating roads to do so will justify declining to enter defect identification at points other than designated interchange yards, or tracks.

Section 6.

DEFECT IDENTIFICATIONS TO BE ISSUED BY BUREAU SUPERVISORS ONLY

No one but properly authorized representatives of the Bureau will be permitted to issue defect identifications in the following circumstances:

- (a). AAR Rule 95B. – Delivering Line in Interchange
- (b). AAR Rule 95A - when handling/delivering line has knowledge of damage or loss to any car or listed appurtenances

Section 7.

USE OF DEFECT IDENTIFICATIONS

Defect identifications must not be issued under any of the following conditions, unless otherwise authorized to do so by the Superintendent:

Without making a personal inspection of the damage.

Without knowing, beyond any doubt, that the damage for which they are requested was caused by unfair usage.

To correct a defect identification issued by another Bureau Supervisor.

For unprotected delivering line defects on passenger equipment cars when not interchanged in freight service.

For missing material, other than items specifically covered in the rules, except when information is submitted to indicate where and by whom the material was removed to facilitate loading or unloading, or that it has been stolen.

To receiving trunk lines for unprotected delivering line's defects not found at point of interchange, except where there is substantiating knowledge or evidence that damage existed at time of interchange, such as the delivering line's bad order card attached to car.

Section 8.

PRIVATELY OWNED CARS MOVING TO OWNERS LOCATED ON TRUNK LINES

Trunk lines will not be held responsible for delivering lines defects on privately owned cars when they move direct from the point of interchange to owner's plant, located on their lines, within the territory in which the Bureau functions, provided Bureau representatives can definitely decide that they were in existence prior to being received from a connecting road. The carriers, however, should, in such cases, endeavor to protect themselves, in interchange, as much as possible in order to evade responsibility in doubtful cases.

Section 9.

DEFECT IDENTIFICATION FOR CARS MOVING VIA INTERMEDIATE SWITCHING OR INDUSTRIAL LINES

Intermediate switching or industrial lines will be held responsible for delivering lines defects on their own cars when leaving owner's rail.

When defect identifications are issued for defects on cars of non-ownership of the delivering intermediate switching or industrial line, great care should be taken in deciding as to responsibility.

If it can be decided by looking at the defects, or by other evidence on car, or other information, that the intermediate switching or industrial line is not responsible, defect identification shall be issued against the last delivering trunk line in accordance with waybill records and dated the same date shown therewith, being careful to show the delivering trunk line first, such as: from "BNSF via IHB to CN."

Section 10.

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Section 11.

**RAILROAD CARS WITH DEFECTS THAT EXISTED WHEN LAST LEAVING
OWNER'S RAILS**

If in cases where the owner requests protection for damage on his car, a Bureau representative can definitely decide from the evidence on the car that such defects were in existence when the car last left owner's rails, no defect identification will be issued.

Section 12.

PROCURE PROTECTION BEFORE PLACED IN STORAGE

Car owners must secure protection for defects on their cars prior to placement in storage.

NOTE: Joint inspection must be completed within 30 days after first receipt of car home, and forwarded within 15 days to the road responsible, as per AAR Rule 103B of the Office Manual.

Section 13.

CARS DAMAGED IN JOINT ACCIDENTS

In cases where two or more railroads are jointly involved in an accident, Bureau Supervisors will make prompt report to the Superintendent, showing the date and place accident occurred, the companies involved, and whatever other details may be available regarding the accident, but will refrain from, in any way, participating in establishing responsibility, this being a question to be decided by the officials of the roads involved.

Bureau Supervisors will issue defect identification for defects originating in the accident against the Company having the car, or cars, in its possession at the time of accident, and any additional equipment damaged in same incident. These defect identification must be promptly entered into AAR DDCT.

In the event it is subsequently decided that the Company against whom defect identification(s) were issued is not responsible, the Railroads will make proper adjustments with notes in AAR DDCT.

Section 14.

JOINT INSPECTION CERTIFICATES

Where joint inspection certificates are executed to cover damage created by member lines, the Bureau will handle all cases, except for Rule 95B damage on railroad owned cars moving to car owner, direct with the responsible member line. Send the original to the office of Superintendent. If inspection is at a private repair facility, they will handle with the responsible member line.

All private car owners and railroads in Bureau territory must complete joint inspection within thirty (30) days of first receipt of car home in order to comply with the requirements and intent of AAR Rule 103B and joint inspection certificates should be dated the date of final inspection.

Section 15.

WHEELS - SLID FLAT

Intermediate switching and industrial lines will be held responsible for slid flat wheels only when the Bureau can decide that the defects originated while on their roads, regardless of interchange records.

Trunk lines will be held responsible for slid flat wheels (new or old), except when they are discovered and recorded at the point of interchange, or in the yard adjacent to the last interchange point.

Section 16.

PASSENGER EQUIPMENT CARS

CCIB defect identification may be issued for defects on passenger cars interchanged in freight service only, and to prevent erroneous defect identification the following definition of a passenger train car is quoted as follows:

“A passenger train car is defined as a car of suitable construction, equipped to operate in passenger trains, its characteristics to include--

- (1) All steel, steel underframe or equivalent construction.
- (2) Passenger type air brake equipment, or of a type to function with other passenger car brakes. This includes AB brake modified for passenger train operation or AB-1B schedule, with or without quick service valve.

- (3) Trucks:
 - (a) Equalized (with or without pedestals) for distribution of loads to all journals on each side of truck;
 - (b) Suitable spring arrangement, such as combinations of helical and elliptic, or springs in combination with other means for control of vertical action;
 - (c) Provisions for cushioning lateral shocks, through the use of swing motion, friction, or other means;
 - (d) Wrought-steel, cast-steel or steel-tired (except plate) wheels;
 - (e) Suitable truck brake.
- (4) Steam and signal lines.

Section 17.

LOCOMOTIVES

When Diesel Locomotives move as dead freight interchange with slid flat wheels, they may be handled for defect identification by the Bureau provided the receiving line hold a record of the defects at the time and place of interchange, or adjacent yard, and that spot or spots comply with AAR Rule 41A Handling Line Responsibility 1.a or b.

Section 18.

TRANSFERRING LADING

Before claims for transfer of load are approved, Bureau Supervisors must know beyond any doubt, by actual inspection, that the defects are unsafe to carry load to destination, or that it is impractical to make repairs to car under load Per AAR Rule 92.

If the evidence on car indicates that the defects causing transfer existed when it was last loaded, use the term "Old and Progressive". Defects must be reported as new only when there is no doubt involved.

In the event transferable defects are determined as old and having existed at time of receipt of car in interchange, copy of interchange inspection record will not be necessary to issue authority. If however, the defects are new, a record of such defects taken at the time and place car is interchanged must accompany claim for transfer of load, otherwise no transfer of load will be entered.

When stationary hoists, crane cars or cranes exclusively assigned to work on repair tracks are used to transfer or adjust lading on said repair track's shop facilities, and thus their maintenance and operation chargeable to shop expense. In this event, they would not come under the intent of AAR Interchange Rule 92-A.1 of the AAR Office Manual. If a wrecking derrick, hoist, traveling crane, or other equipment (not considered a part of shop facility) is used, the capacity must be reported with actual hours of one operator.

When transfer of load is declined it must be promptly reported to the Superintendent for input into AAR DDCT.

When it is necessary to replace a car with transferable defects, and such car is one of the carrying cars of a double or triple load, or an idler car under an overhanging or triple load, it shall be considered as partial transfer so reported.

When an industry or shipper adjusts or transfers car for a receiving member line and does not charge that line for the cost of the transfer, no authority will be entered into AAR DDCT.

In each case the District Supervisor will prepare form DS-1, stating he had authorized transfer of car, but declined to issue authority, showing reason, together with complete billing reference, and forward to Superintendent of Interchange.

Section 19.

PARTIAL TRANSFERS

Partial transfer authority shall be issued in the following cases only:

When necessary to reduce an overload.

When necessary to remove and place on another car portions of load which had been originally loaded in excess of published clearances.

When it is necessary to replace a car with transferable defects, and such car is one of a double or triple load, or used as an idler under an overhanging load.

When necessary to reduce the cost of adjustment.

Section 20.

ADJUSTMENT OF LOADS

No adjustment authority will be entered into DDCT for shifted loads, if there is no interchange record to verify the fact that load was shifted by the delivering line. However, in cases where the original improper loading of cars contributes to the shifting of load, then responsibility will be placed the same as would be done if cars were improperly loaded and not shifted, and copy of inspection record will not be required.

Only one adjustment authority will be issued for a load, regardless of the number of cars required to handle when the load moved on one bill of lading. All car numbers, of course, must be shown on the authority.

When load is so badly disarranged that the entire load must be removed from and replaced on the same car, authority will be issued for an adjustment. When placed on another car, a transfer authority will be issued.

Care should be exercised in giving reasons for adjusting loads in closed cars, with the view of placing responsibility where it properly belongs. This particularly applies to side door protection. No authority will be issued in cases where car is shopped for door open only, except when lading, bracing or special equipment inside of car protrudes through doorway opening or against door so as to prevent closing, and inspection record so indicates.

On intermodal shipments, the interchange Rules for Intermodal Service will govern the transfer and adjustments of lading in intermodal unit and/or intermodal unit on car, and authority for the transfer in either case shall be prepared by Bureau Supervisors on the current CCIB Form J-3.

Section 21.

HANDLING OF INTERMODAL INTERCHANGE

The interchange of Intermodal Equipment will be governed by the AAR Intermodal Interchange Rules for Intermodal Service, and the practices to be followed by Bureau Supervisors in the handling of the various details shall be in accordance with the instructions contained in the current CCIB Intermodal Bulletin, and as outlined in the following:

When intermodal equipment is interchanged via rail, and both the intermodal equipment and the carrying car are found with unprotected damage which apparently originated at the same time, a Form J-2 will be issued for the damage to the intermodal equipment, and a defect identification entered for the damage to the car. In other words, J-2 forms will be used exclusively for intermodal equipment, and defect identification for cars.

When a receiving member line transfers or makes adjustment to the lading in intermodal equipment, or to intermodal equipment on car, for which a delivering member line is claimed responsible, authority for the transfer or adjustment will be prepared by a Bureau Supervisor on CCIB Form J-3, providing the receiving line furnishes a copy of its interchange inspection record verifying the fact that the condition requiring the transfer or adjustment actually existed when received from the delivering line.

It must be kept in mind the CCIB Form J-3 will be used in all cases involving the transfer or adjustment of the lading in intermodal equipment and/or intermodal equipment on car, and that Transfer/Adjustment will not be entered into AAR DDCT.

When transfer or adjustment authorities are issued for intermodal equipment interchanged on cars, both the intermodal equipment and the carrying car initials and numbers should be shown on the Form J-3.

Only one adjustment authority will be issued per car regardless of the number of intermodal units thereon, and/or the lading therein, requiring adjustment, and care taken to indicate on the authority whether made to lading in intermodal equipment, or intermodal equipment on car, or both.

POINTS OF RAIL INTERCHANGE AGREEMENTS

<u>RECEIVING RR. AND STATION</u>	<u>DELIVERING RR.</u>	<u>DATE</u>
BNSF (BN)		
CICERO	IC,CN(GTW)	12/4/1989
CONGRESS PARK <i>I/C INSP. @ CICERO*</i>	IHB	3/15/1979
	<i>*EMPTY COAL TRAINS INSP. @ CONGRESS PARK OR CICERO</i>	
WESTERN AVE. <i>I/C INSP. @ CICERO</i>	UP(CNW)	3/1/1977
CN (GTW)		
ELSDON	UP(CNW)	11/2/2004
CPRS (SOO LINE)		
BENSENVILLE	IC	6/1/1987
IC		
CENTRAL <i>I/C INSP. @ MARKHAM</i>	UP(CNW)	6/2/1975
GLENN YARD	BNSF(BN)	12/4/1989
HIGHLAWN <i>I/C INSP. @HOMEWOOD</i>	IHB	2/20/1991
MARKHAM	CPRS(SOO)	6/1/1987
IHB		
GIBSON	N&W(NS)	1/17/1985
HIGHLAWN <i>I/C INSP. @ BLUE ISLAND</i>	IC	2/20/1991
LA GRANGE <i>I/C INSP. @ BLUE ISLAND*</i>	BNSF(BN)	3/15/1979
	<i>*COAL TRAINS INSP. @ GIBSON</i>	
OSBORN	N&W(NS)	1/17/1979

*COAL AND EMPTY
HOPPERS*

NS (N&W)

BURNHAM <i>ALL FORD TRAFFIC</i>	IHB	1/7/1979
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CALUMET	IHB	1/17/1979
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OSBORN <i>COAL AND EMPTY HOPPERS</i>	IHB	1/17/1979
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UP (CNW)

CENTRAL <i>I/C INSP. @ PROVISO</i>	IC	6/2/1975
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40TH ST.	CN(GTW)	11/2/1979
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WOOD ST. <i>I/C INSP. @ PROVISO</i>	BNSF(BN)	3/1/1977
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