

# ASSOCIATION OF AMERICAN RAILROADS.

## OPERATIONS AND MAINTENANCE DEPARTMENT—MECHANICAL DIVISION

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

Adopted, 1910; Revised, 1968.

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 type to function with other passenger car brakes. This includes AB brake modified for passenger train operation or AB-1-B 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) Provision 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;
  - (f) Locking center pin must be provided to lock trucks to car body;
  - (4) Steam and air signal lines;
- and be in accordance with definitions and designating letters for general passenger equipment cars as follows:

#### CLASS "B."

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

Note.—Cars under this classification with provisions for illumination as follows should have either the letter "E" (for electric light), "T" (for train light) or "W" (for standby light) affixed to the designating symbol and, if provision is not made for any of these systems of lighting, no additional designating letter shall be affixed to the symbol:

"E"—Electric Lighted—Cars having their own generating apparatus and independent of any outside source of power.

"T"—Train Lighted—Cars which have no generating apparatus, but are equipped with suitable trainline connections for drawing power for lighting from adjacent cars or trolley wires.

"W"—Standby Lighted—Cars equipped for electric lights taking their power from station or a standby connection. Lighting only available when car adjacent to standby facilities.

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

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

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

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

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

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

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

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

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

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

Note 1.—"BX" express cars built new, rebuilt or converted from regular freight to "BX" type cars, including trucks, must be approved by the Committee on Freight and Passenger Car Construction of the A. A. R. Mechanical Division, and listed in THE OFFICIAL RAILWAY EQUIPMENT REGISTER as well as THE OFFICIAL REGISTER OF PASSENGER TRAIN EQUIPMENT. The cars must be numbered in a passenger car series, as per Operating-Transportation Division Circular No. T-244.

#### CLASS "C."

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

Note.—Cars under this classification with provisions for illumination as follows should have either the letter "E" (for electric light), "T" (for train light) or "W" (for standby light) affixed to the designating symbol and, if provision is not made for any of these systems of lighting, no additional designating letter shall be affixed to the symbol:

"E"—Electric Lighted—Cars having their own generating apparatus and independent of any outside source of power.

"T"—Train Lighted—Cars which have no generating apparatus, but are equipped with suitable trainline connections for drawing power for lighting from adjacent cars or trolley wires.

"W"—Standby Lighted—Cars equipped for electric lights taking their power from station or a standby connection. Lighting only available when car adjacent to standby facilities.

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

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

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

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

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

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

#### CLASS "D."

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

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

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

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

- "DCL"—Lunch Counter Lounge. A car fitted with a lunch counter and kitchen, the other portion equipped with seats or movable chairs. The latter end may be designed as a lounge, observation room or car may be equipped with an observation platform.
- "DD"—Diner Dormitory. A car with the features of a regular diner and also fitted with sleeping accommodations. May be embodied in two cars operated as a unit.
- "DE"—Dining car for use of patrons, fitted with tables and chairs or seats, but without a kitchen.
- "DG"—Grill Room Car. Very similar to cafe car.
- "DK"—Dormitory Kitchen Car. One portion provided with a kitchen for preparing food for patrons, the other portion equipped as a dormitory for the use of the crew.
- "DKP"—Kitchen Car. A car provided with facilities for cooking and preparing food for passengers, the food to be served outside the car. The car may be one of a group operated articulatively with trucks common to the group.
- "DL"—Buffet-Lounge Car. Similar to "DB" class except car is provided with compartment to serve as smoking, reading or card room.
- "DLC"—Lunch Counter Car. One portion provided with a kitchen for preparing food for patrons, the other portion equipped with a lunch counter.
- "DO"—Cafe Observation Car. Car fitted with cafe at one end, kitchen in center or extreme end, having observation compartment fitted with stationary or movable tables and observation platform at rear.
- "DP"—Dining and Parlor Car. A car fitted with dining compartment, kitchen and compartment for passengers, fitted with chairs, stationary or otherwise, carrying regular cooks and waiters.
- "DPA"—Diner-Lounge. A compartment car in which the features of "DA" and "PL" are combined except with pantry instead of kitchen.

## CLASS "E."

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

- "EA"—Electric Street Railway Service Car, direct current, for transportation of passengers; without automatic couplings.
- "EB"—Electric Baggage Car, for long hauls or suburban service, multiple unit with automatic couplings and air brakes and suitable for the transportation of baggage. Third rail, trolley or pantograph contact.
- "EC"—Electric Combined—A car for long hauls or suburban service, multiple unit with automatic couplings and air brakes. This car is made up of two compartments, separated by bulkhead, one suitable for the transportation of baggage and the other fitted with seats or chairs for the use of passengers. Third rail, trolley or pantograph contact.
- "ED"—Rail Motor Car. Car propelled by internal combustion engines either directly or engines serving to run dynamo to furnish electricity for axle motors. With or without baggage or mail compartment or both.
- "EG"—Gasoline Motor Propelled Car, for inspection or private use, or use in suburban service, hauling one or more trailers.
- "EM"—Electric Mail Car, for use in United States Mail Service, fitted with side doors, with or without mail hook, and suitable apparatus for the sorting and classifying of mail en route. With or without end doors or windows.
- "EP"—Electric Passenger Car, for long hauls or suburban service, multiple unit and fitted with automatic couplings and air brakes. Third rail, trolley or pantograph contact.
- "ET"—Electric Passenger Trailer, a non-powered unit fitted with automatic couplings and air brakes for use in multiple unit service in combination with electric powered motor cars.

## CLASS "M."

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

Note.—Cars under this classification with provisions for illumination as follows should have either the letter "E" (for electric light), "T" (for train light) or "W" (for standby light) affixed to the designating symbol and, if provision is not made for any of these systems of lighting, no additional designating letter shall be affixed to the symbol:

- "E"—Electric Lighted—Cars having their own generating apparatus and independent of any outside source of power.
- "T"—Train Lighted—Cars which have no generating apparatus, but are equipped with suitable trainline connections for drawing power for lighting from adjacent cars or trolley wires.
- "W"—Standby Lighted—Cars equipped for electric lights taking their power from station or a standby connection. Lighting only available when car adjacent to standby facilities.
- "MA"—Postal Car. For use of United States Mail Service, fitted with side doors, with or without mail-bag hook, and having suitable apparatus for the sorting and classifying of mail in transit, with or without end doors or windows.
- "MB"—Baggage and Mail. A car having two compartments, one for baggage and one for mail, separated by bulkheads; the mail end fitted with suitable apparatus for sorting and classifying mail, and with or without mail-bag catchers, with or without end doors or windows, and having suitable side doors.

- "MBE"—Combination Baggage, Mail and Express Car. A car having three compartments, each entirely separate from the other, for handling its individual class of business.
- "MD"—Combination Mail and Dormitory Car. A car having two compartments separated by a bulkhead, one compartment for mail fitted with suitable apparatus for sorting and classifying mail, with or without end doors and windows, the other compartment fitted with dormitory equipment for employees.
- "MR"—Postal Storage Cars. For United States Mail Service, suitable to carry mail in bulk, without appliances for sorting or classifying, fitted with side doors and stairchairs and with or without end doors or windows.

## CLASS "P."

Note.—When cars of this class have observation dome, a note should be included in THE OFFICIAL REGISTER OF PASSENGER TRAIN EQUIPMENT (or The Official Railway Equipment Register) to show that the cars are equipped with a "Dome" and seats at an upper level.

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

- "PA"—Passenger Car. A car for ordinary short haul suburban service, with seats and open platforms.
- "PAS"—Coach-Sleeping Car. A car having two compartments separated by bulkheads, one fitted with sleeping accommodations, the other fitted as classification "PB".
- "PB"—Coach or Chair. A car fitted with regular coach seats or reclining chairs, with or without toilet facilities, smoking room, and lounging facilities. May be embodied in two cars operated as a unit.
- "PBC"—Parlor-Coach. A compartment car in which the features of both "PB" and "PC" cars are combined.
- "PBO"—Coach-Observation. A car fitted with regular coach seats, with toilet facilities and having an observation compartment at one end.
- "PC"—Passenger, Parlor or Chair Car. A car fitted with individual or movable chairs and having toilet and wash-room facilities. May be equipped with bar. Sometimes provided with barber shop and bath.
- "PD"—Tavern. A car fitted with bar and with tables and seats.
- "PDS"—A car, one end of which is similar to "PD", the other end being fitted up for sleeping accommodations.
- "PE"—Emigrant or Colonist Car. A second-class passenger car, with floors either bare or fitted with matting, used expressly for emigrant trade on trains where low rate of fare is charged.
- "PL"—Lounge Car. For first class passenger service and of a more luxurious character than a day coach with or without smoking compartment with upholstered movable chairs, settees, etc., and other facilities and conveniences to provide comfort for passengers.
- "PO"—Observation Car. A car having observation compartment at one end and fitted with either berth facilities, parlor chairs or compartments, usually run in first-class service.
- "PS"—Sleeping Car. A car for passenger service having seats that can be made up into berths, and usually having one or more separate stateroom compartments, also toilet and washroom facilities for men and women, and smoking compartments for men. Some cars of this class are all compartments, and some compartment and observation combined.
- "PSA"—Dormitory Car. A car for passenger train service equipped with sleeping and toilet facilities for train employees.
- "PT"—Tourist Car. A second-class sleeping car, fitted usually with cane seats convertible into berths and used mostly on transcontinental trains; cars fitted with smoking compartment, toilet and washroom.
- "PV"—Private car used as officers' or private individual's car and railroad pay car—usually composed of sleeping compartments, dining compartments, observation end and with kitchen, servant's quarters and toilet and bathroom.

[Note.—If it is so desired figures showing approximate length of car or length of baggage or mail compartment can be placed after the designating letters.]

## CLASS "I."

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

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