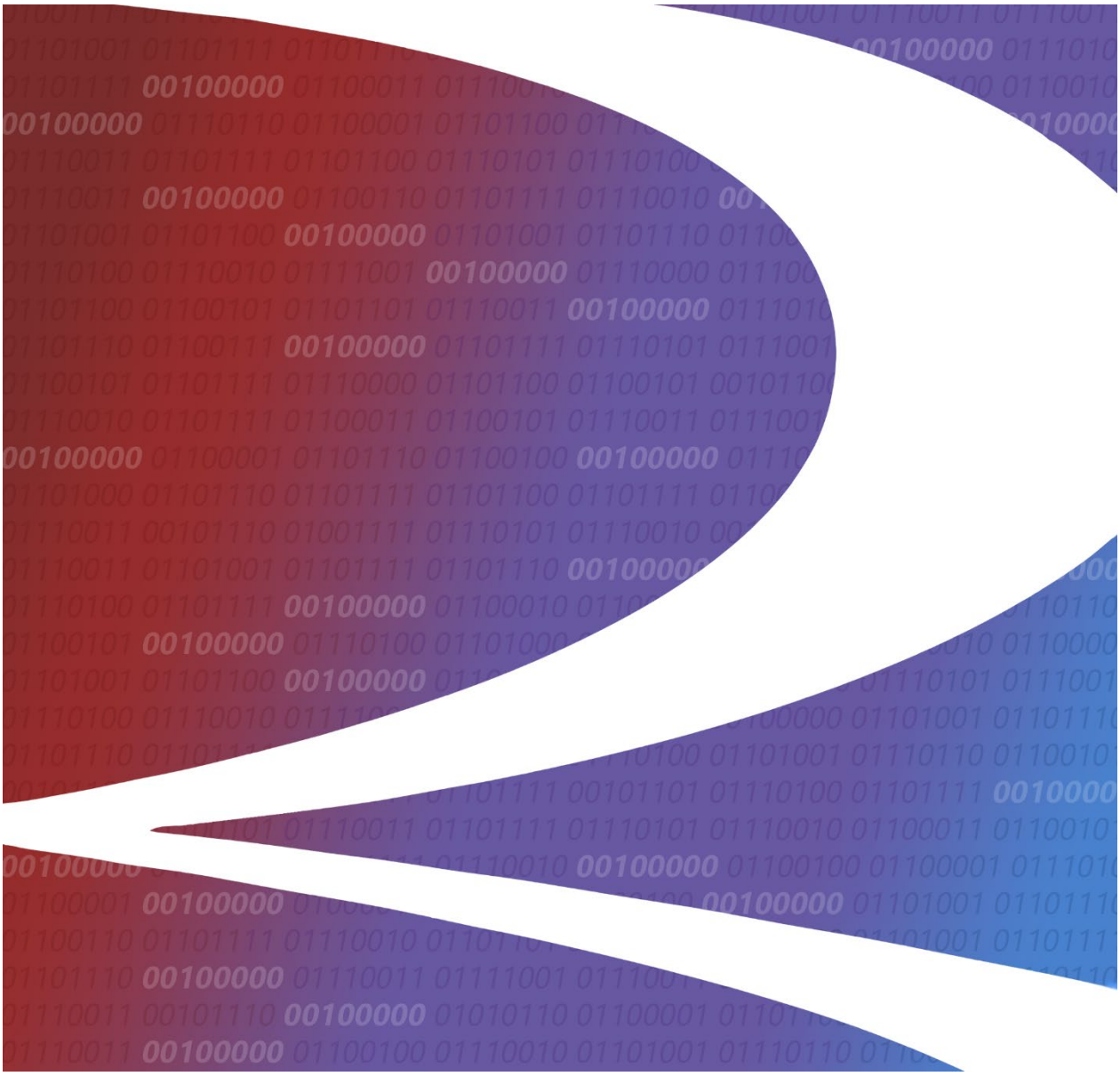

Interline Settlement System (ISS)®
Front Matter

Last Updated: August 2021

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Table of Contents

1 Introduction

The ISS (Interline Settlement System®) Front Matter is organized to provide users with guidelines and examples to follow in processing the ISS transactions, 426, 864, and 996. In addition to the guidelines and examples, a list of reference guides is provided in Section 9 of this module. Acronym list and definitions are available in the *Railway Accounting Rules*.

The users should also review the latest EDI version of the Rail Carrier Industry Guide to Electronic Data Interchange. As of September 14, 2021, EDI 8010 is accepted and transmitted by Central ISS.

1.1 General Description

1.1.1 Major Components

ISS provides the industry with a means to identify errors before they result in settlement disputes. Through EDI messaging, the system distributes Revenue Waybills, including rates and divisions, and provides a mechanism for Concurrence prior to settlement.

Bilateral Agreements between roads may specify any combination of origin, destination, commodity, rate authority, and/or route to control the timing of waybill settlement and also the timing of Funds Transfers between carriers. Carriers may elect to transfer funds on a daily, weekly, monthly, or other basis.

ISS determines required interline Funds Transfers (if any) daily by computing each road's net debtor/creditor position from qualified, settled waybills pursuant to Bilateral Agreements that may affect the timing of Funds Transfers between roads. ISS reports its calculations to each road, two business days in advance of any required Funds Transfer, to allow for a review period. There are currently no active Bilateral Agreements in ISS.

1.1.2 EDI Revenue Waybill Segments

General Guidelines:

The following guidelines are intended to provide a common basis for transmission of Revenue Waybills between CISS and ISS participants.

1. The 426 Revenue Waybill contains only one ST-SE Group for each revenue waybill being sent.

2. The ZR segment is mandatory for each 426 Revenue Waybill transmission. Send the waybill number in the ZR04 (Waybill Number), and the waybill date in the ZR05. Use ZR01 (Waybill Response Code) to indicate the specific type of transmission.

3. Send only the lead car waybill and cross-reference the follower car waybills on it.

4. A weight must be sent for all cars (including followers) when submitting a 426 Revenue Waybill.

5. On TOFC/COFC shipments, Revenue Waybills should only be reported for the vans or containers. No conveying flatcar revenue bills are reported.

6. Each interline waybill must include at least two R2 Segments (Route Information). When including interchange city names in R203, the AAR Rule 260 abbreviations must be used.

1.1.3 EDI Messaging and Settlement Overview

An *origin* carrier creates a Revenue Waybill with rates and divisions, and forwards it to ISS electronically, for distribution to other carriers in the route. If a road disagrees with the origin carrier's rate or division, an *Opinion* is transmitted, via EDI, to ISS and distributed to all carriers in the route. This Opinion details the nature of the discrepancy. If a road agrees with the origin carrier's version or a later Opinion, it sends a *Concurrence* message to ISS. When all parties concur, or when a predetermined waiting period has expired, settlement occurs and is not subjected to interline adjustment.

1.1.4 Dispute Resolution

The ISS design provides for many contingencies. Some highlights include:

- In the event that the *origin carrier* fails to issue a timely Revenue Waybill, another carrier may initiate the waybill process.

- If there is a dispute after a fixed waiting period, the waybill is settled as a *forced settlement* or a *null settlement*. This is controlled based on the type of dispute situation.

  – *Forced settlement* uses the destination road's divisions and the freight billing road's rate.

  – *Null settlement* closes the waybill in ISS, but does not result in Funds Transfer on the waybill.

If a dispute arises, *forced settlement* or *null settlement* occurs and any of the disputing parties can optionally appeal the settlement outside the ISS settlement process. The Appeal Process requires the selection of an existing version and the losing party pays all costs. It is anticipated that within the ISS environment, such disputes will be relatively uncommon since all parties have timely EDI exchange of waybill data within a predetermined window of opportunity for Concurrence.

1.1.5 RULE 11

Shipments billed as Rule 11 must include the Bill-to party information. The complete spelling of the name and address of the party responsible for payment of the freight charges beyond the billing road should be shown in the N1-N4 name/address segments. The organization ENTITY IDENTIFIER CODE (N101) must be '11' to signify that it is the Rule 11 Party to be billed.

All carriers participating in the route of a Rule 11 shipment receives a 426 Rule 11 Notification Parent Waybill. BL segments are included for each rated piece of the route and itemizes the roads protecting revenue within that piece of the route.

When N101 contains code value '11', the N3 and N4 segments become mandatory due to these parties being used for mailing purposes. BL segments are only allowed if the N1 loop contains N101 value of '11'.

The parties to receive a freight bill on a 404 Bill of Lading for a Rule 11 shipment with more than one party paying the freight are transmitted in the 404 with multiple N1 (N101 = '11') Rule 11 loops. The N1-N4 contains the name and address of the party to pay the charges for the piece of the route itemized in the BL(s) within the loop.

N101 code ‘PF’ is used on any Thru movement (non-Rule 11) 404 Bill of Lading or 417 waybill. This code is used on a Rule 11 426 Revenue Waybill when the waybill being exchanged is relaying information to other roads which are party to the revenue (joint rate revenue waybills).

N101 code ‘11’ is used in the 417 or 426 waybill when the waybill is for ‘RULE 11 NOTIFICATION’ only. This is the party to be billed for the piece of the route itemized in the BL segment within the loop.

426 Origin Child Revenue Waybill containing freight charges, and the N8A segment with cross-reference to the 426 Rule 11 Notification Parent Waybill, is sent to the second road in the route but not to the destination carrier (the third road), since it is required to protect its own freight charges (proportion) in this example.

The Rule 11 Child Revenue Waybill should show the original rail origin and/or ultimate rail destination using N1 segments and companion N4 segments. N101 should be equal to ‘SF’ (Ship From) and/or ‘UC’ (Ultimate Consignee).

On revenue waybills, divisions for all interline carriers in the route must be shown.

For contract shipments where both the rate and divisions are specified in the contract, use the PI segment for both the rate authority reference (PI01 = CT/PR in 1510 loop) and the division authority reference (PI01 = CT/PR in 1000 loop).

If a contract rate and standard divisions apply, use the PI segment for the rate authority reference (PI01 = CT/PR in 1510 loop) and the PI segment for the division authority reference (PI01 = 19 in 1000 loop).

If a tariff rate and standard divisions apply, use the PI segment for the rate authority reference (PI01 = TS in 1510 loop) and the PI segment for the division authority reference (PI01 = 19 in 1000 loop).

1.1.6 ISS Vision

ISS Vision provides the ability to track daily messages, errors and search active Unique Railroad Revenue Waybill Identification Number (URRWINs) in Central Interline Settlement System’s (CISS) database. Carriers have the ability to view the transactions for an URRWIN, request retransmission of an URRWIN, and view settlement date and type for an active URRWIN. Carriers can query ISS Vision for active URRWINs by lead car and waybill information and/or URRWIN. In addition, ISS Vision monitors inbound and outbound message activity permitting Railinc to respond more quickly and efficiently to our customers.

Carriers must register via Railinc’s Application Portal and request access to ISS Vision. The ISS Product Manager contacts the carrier within 5 business days to assist with access. Carriers must supply authorization for registered IDs on company letterhead in addition to signing an End User Agreement. Access is granted once all required materials are on file.

2 Recovery Procedures

2.1 Retransmission Initiated By Roads

If data is lost or garbled during transmission, Railinc can restore data in a user's mailbox or queue for retransmission. Messages can be retransmitted to a network if the participant sends a retransmission message to Railinc over the network. The messages to be retransmitted can be specified by time, day, message number, or message type. Alternatively, users can contact Railinc's Customer Success Center or use the request feature in ISS Vision when data retransmission is required.

2.2 Acknowledgments—997 Procedures

All roads are expected to transmit 997 acknowledgments when communicating with CISS. The Railinc translator package keeps track of messages sent to a road, and posts acknowledgments. At the time of submitting forms to get started with CISS, the road must provide a contact for resolving open 997 status problems.

2.3 Retransmission Initiated By CISS—Funds Transfers

CISS changes the report numbers for all Funds Transfer reports, which it retransmits. It also changes report numbers for test Funds Transfers and their retransmissions, vs. production, so that these reports cannot be accidentally confused with production. The report numbers are as follows:

- ***Test*** Report Numbers

  091 Funds Transfer Notification

  092 Daily Settlement Report

  191 Funds Transfer Notification (retransmit)

  192 Daily Settlement Report (retransmit)

- ***Production*** Report Numbers

  001 Funds Transfer Notification

  002 Daily Settlement Report

  101 Funds Transfer Notification (retransmit)

  102 Daily Settlement Report (retransmit)

3 Version Control

3.1 Number of Versions Supported

CISS supports the current version of the ISS Transaction Sets only. Effective September 14, 2021, participants must send and receive EDI version 8010. EDI version 7030 will no longer be allowed. RAIL ISS guidelines are published in April of the year preceding each ISS EDI upgrade implementation.

3.2 Version Control for the Central ISS Application

The current CISS version number is shown in the **ZR06** element in the 426 Transaction Set. The format is **CCYYMM,** where **CCYY** is the year of the version and **MM** is the month the version was released. Either "PROD" or "TEST" precedes the date in ZR06.

The ***normal*** method of handling new versions is as follows:

1. A change is approved via the Information Technology Standing Committee (ITSC) and it is developed and tested in-house at Railinc.

2. The new version containing the change is moved to the ISSV Carrier Test Region and the roads are notified.

3. Class I carriers, Class II and III carriers with their own software and software vendors must test and approve the change at CISS before it is migrated to production.

4. Depending on the changes in the ISSV region, some changes might be moved to production (ISSP) on a case-by-case basis. The date a new version is moved to production is scheduled and the roads notified.

5. The same change(s) are moved to the ISSD and ISSE Regions (internal Railinc test regions) so they contain the production version of the application logic.

If a ***quick fix*** or ***fast change*** must be made immediately, the following procedure is used.

1. The change must be approved via the ITSC and it is developed and tested in-house at Railinc as quickly as possible.

2. The new version containing the change is moved to the ISSV Region and the roads are notified, so they can start testing.

3. The roads must test and approve the change.

4. The approved change is migrated to production (ISSP) immediately.

For ***major changes***, such as new business rule requirements, there might need to be a certification group formed to test the changes. This is discussed and decided upon when each major enhancement is being tested.

4 Bilateral Agreement Selection Logic

Each Bilateral Agreement is given a rating as it is being put on the Bilateral Agreement Table. The following fields are weighted with the most specific fields having the highest scores. For example, if both the origin city and state in the waybill match the city and state in a Bilateral Agreement, that Bilateral Agreement is given a score of 16 for that combination. If only the origin state matches, then the Bilateral Agreement gets a score of 4 for the match.

non–blank STCC_HI and STCC_LO	=	64
non–blank Route	=	32
non–blank Org City, State	=	16
non–blank Dest City, State	=	8
non–blank Org State	=	4
non–blank Dest State	=	2
non–blank Rate–Auth	=	1

The total score for each Bilateral Agreement is calculated and the Bilateral Agreement with the highest score is selected. Note that there can be no "ties" with this scheme.

The Bilateral Agreements within the Bilateral Agreement Table are compared with the values in the waybill that is being processed. Any Bilateral Agreement that fits the waybill using a combination of default values and/or specific values is selected.

Example: There are 2 Bilateral Agreements between road A and road B. The first one has all waybills with Illinois as the state, settle weekly. The second one has all waybills with an origin city of Chicago and origin state of Illinois, settle monthly. If the waybill being processed has Chicago as the origin city and all other fields match, then the Bilateral Agreement indicating monthly settlement is selected. If the waybill has an origin city that is not Chicago, the Bilateral Agreement indicating weekly settlement is selected.

5 ISS 426 Message Guidelines

5.1 Introduction

The specifications contained in this section describe the messages supported in the Interline Settlement System (ISS). Each guideline describes the purpose, usage, and content of the message. All guidelines are based on the ASC X12 standard for the transaction set and rail industry guidelines. The ISS message guidelines identify the additional minimum requirements for the EDI 426 Rail Revenue Waybill message.

5.2 EDI Envelope

All data transmissions are enveloped by TRAIN II® or ISA Message Headers and Message Trailers. The envelope Message Header identifies the sending and receiving parties, including ISS (production, acceptance test, or test) which processes the message.

All input and output for the system is interchanged in standard ASC X12 EDI data transaction sets. Each transaction set begins with a **ST** (start) segment and ends with a **SE** (set end) segment. It is strongly recommended that each functional group consist of only one transaction set, enveloped by a **GS** (Group Header) segment and a **GE** (Group Trailer) segment. If multiple ST/SE pairs are to be included within one GS/GE grouping, then the ST/SE pairs must all be the 426 transaction type. There is one GS/GE grouping per interchange control header.

Messages can be sent using ISA or TRAIN II® Headers. If TRAIN II® Headers, they will be converted to ISA for internal ISS processing, and converted back to TRAIN II® for outgoing transmission.

The following is a list of ISS message types used by the ISS System:

	Description	Msg Type	ISA Hdr	TRAIN Hdr	GS01
Inbound	Revenue Waybill	426	SW426	SWRYB00	RW
	Inquiry/Report Msg Req	996	SW996	SWADM00	FT
	Railroad Functional Ack	997	FA426	SWRYB00	FA
Outbound	ISS Functional Ack	426	SW426	SWRYB00	SW
	Report/Error Message	864	SW864	SWTEM00	TX
	EDI Functional Ack	997	FA426	SWRYB00	FA

5.3 426 Origin Revenue Waybill

Initiator: Rail Carriers - Originating Road

Purpose: To communicate Revenue Waybill information between rail carriers.

Definition: Revenue Waybill information - includes rates, charges, and divisional information.

ASSUMPTIONS

The origin road transmits the 426 Origin Revenue Waybill to the Interline Settlement System (ISS). ISS validates the format and certain data elements. Errors are rejected and returned to the sending road for correction and retransmission. Transmissions that pass the ISS edits are assigned a *Unique Railroad Revenue Waybill Identification Number* (*URRWIN*). ISS transmits a 426 Revenue Waybill Acknowledgment message to the origin road containing the *URRWIN* and version number. The status of the Origin Waybill Acknowledgment is **OR** - Origin Waybill.

The 426 Origin Revenue Waybill is transmitted by ISS with the *URRWIN* and version number with additional data elements to each linehaul road in the route for their processing.

Revenue Waybills (*Rule 11 Child* Revenue Waybills) that reference Rule 11 shipments must reference the associated EDI 426 *Rule 11 Notification Parent* Waybill in the **N8A** segment. This Revenue Waybill must convey the route, origin and destination related to the revenue information.

The EDI 426 Waybill date must be consistent with the EDI 417 Transportation Waybill date.

MINIMUM SEGMENT REQUIREMENTS

The minimum segment requirements for the 426 Origin Revenue Waybill must follow the current 426 guidelines.

ADDITIONAL GUIDELINES

- **ZR09** (Status/Action Code) must be **OR**.
- **DTM01** must be **702**.
- **PER** segment is required.
- Rule 11 Child Revenue Waybills must contain an **N8A** segment where **N8A01** (Waybill Cross-reference Code) is **W2, N8A04** (Reference Identification) identifies the *URRWIN* of the 426 Rule 11 Notification Parent Waybill, and the **N8A07 identifies** the origin road's Standard Carrier Alpha Code (SCAC). There can only be one occurrence of **N8A01 equal** to **W2** for that waybill.
- When reintroducing any Revenue or Rule 11 Notification Parent Waybill that was originally *null settled*, *cancelled*, or a Rule 11 Notification Parent Waybill "*with no children"*, you must include an **N8A** segment where **N8A01** is **W7** and **N8A04** identifies the *URRWIN* of the original waybill.
- When reintroducing any Rule 11 Child Revenue Waybill that is *null settled* or *cancelled,* you must include an **N8A** segment where **N8A01** is **W7** and **N8A04** identifies the *URRWIN* of the null settled or cancelled Rule 11 Child Revenue Waybill. In addition, the original **N8A** segment where **N8A01=W2** must also be transmitted where the **N8A04** identifies the *URRWIN* of the Rule 11 Notification Parent Waybill.
- Transit waybills require **T1**, **T2**, and **T3** segments.

Note: An example of an Origin Revenue Waybill is provided in Section 7.1.

5.4 426 Rule 11 Notification Parent Waybill

Initiator: Rail Carriers - Originating Road

Purpose: To communicate Railway Accounting Rule 11 waybill information between rail carriers.

Definition: A 426 Rule 11 Notification Parent Waybill is furnished, by the origin carrier, to all carriers participating in a shipment to alert all participants that the shipment is subject to Rule 11 conditions.

ASSUMPTIONS

PARENT ASSUMPTIONS

A 426 Rule 11 Notification Parent Waybill is always issued by the origin road when a shipment is subject to Rule 11. The Rule 11 Notification Parent Waybill does not contain rates or divisions. Full route (**R2**), billing information (**BL**) and the party to be billed (**N1**, **N3**, **N4**) must be conveyed.

ISS assigns the *URRWIN* and version number and broadcasts the Rule 11 Notification Parent Waybill to all roads in the route.

Roads that agree with the terms of the Rule 11 Notification Parent Waybill should concur. Failure by all roads to reach agreement on the Rule 11 Notification Parent Waybill will cause a *Forced* or *Null Settlement* of the Rule 11 Notification Parent Waybill.

The origin road has up to five (5) days from EDI 417 Waybill date to submit the Rule 11 Notification Parent Waybill, in failure to do so, an intermediate or destination road can challenge after the five (5) day waiting period.

The EDI 426 Waybill date must be consistent with the EDI 417 Transportation Waybill date.

PARENT/CHILD ASSUMPTIONS

The ISS system process allows Rule 11 Child Revenue Waybills to settle if the Rule 11 Parent has settled canceled disputed (CD) or Null (SN). The Rule 11 Child Revenue Waybill will not be allowed to settle under the following conditions:

(1) The Parent settled or is pending settlement as canceled, fully concurred (CC) or,

(2) A Thru URRWIN has settled or there is an active Thru URRWIN pending settlement for the same waybill number, date and lead car with settlement type SA, SC, SF, SS, or ST.

RULE 11 NOTIFICATION PARENT WAYBILL—CANCEL DISPUTE/NULL SETTLED

A Rule 11 Notification Parent Waybill, in canceled dispute (CD) status or in null settlement (SN) status, settled or pending settlement, will only cause any related Rule 11 Child revenue waybills to null settle when there is an active Thru revenue waybill pending settlement with status of SA, SC, SF, SS, or ST. Otherwise, Child waybills will be allowed to settle and have the ability to exchange funds if the settlement status warrants.

RULE 11 NOTIFICATION PARENT WAYBILL—CANCEL CONCURRED

A Rule 11 Notification Parent Waybill, in canceled concurred (CC) status, settled or pending settlement, will cause any related Rule 11 Child Revenue Waybills to null settle or postpone settlement respectively. Under these conditions, Child waybills will NOT be allowed to settle and have the ability to exchange funds.

If the Rule 11 Notification Parent Waybill settles other than CC, the Child settlement type can be any defined ZR09 type based on current logic on the messages received by participating carriers.

CHILD ASSUMPTIONS

When a Rule 11 Child Revenue Waybill is eligible for settlement and the Rule 11 Notification Parent Waybill has not settled, a Postpone Settlement Notice, ZR09 = PS, will be created by CISS and sent to every road in the revenue route. The Rule 11 *Child* Revenue Waybill's Settlement Date will be set to the Settlement Date of the Rule 11 Notification Parent Waybill (ZR10 = PS).

This functionality broadens the ability of each carrier involved in Rule 11 Child Revenue waybills. Thus, it allows a carrier to act independently of a disputed settlement status of the Rule 11 Notification Parent Waybill , allowing the Child to settle and exchange funds when status warrants exchange, and there is no Thru revenue waybill pending settlement for funds exchange.

The code 'CS' in the ZR10 segment of EDI 426 transaction set indicates a Child waybill was allowed to settle even though the Rule 11 Notification Parent Waybill has settled disputed status (CD, SN).

In essence, Child waybills will be allowed to settle if Rule 11 Notification Parent Waybills are in dispute and there is no active Thru waybill pending settlement which would allow funds to be exchanged.

The origin road of the Rule 11 Child Revenue Waybill has up to seven (7) days from EDI 417 Waybill date to submit the Rule 11 Child Revenue Waybill, in failure to do so, then a non-origin road can challenge after the seven (7) day waiting period.

The EDI 426 Waybill date must be consistent with the EDI 417 Transportation Waybill date.

MINIMUM SEGMENT REQUIREMENTS

The minimum segments are:

ST	Transaction Set Header	**D9**	Destination Station
ZR	Waybill Reference Identification	**N1**	Party Identification
DTM	Date/Time Reference	**N3**	Party Location
PER	Administrative Communications Contact	**N4**	Geographic Location
BX	General Shipment Information	**BL**	Billing Information
BNX	Rail Shipment Information	**R2**	Route Information
N7	Equipment Details	**LX**	Transaction Set Line Number
N8	Waybill Reference	**L5**	Description, Marks and Numbers
F9	Origin Station	**SE**	Transaction Set Trailer

ADDITIONAL GUIDELINES

- **ZR01** must be **R** or **X**.
- **ZR09** must be **OR**.
- **DTM01** must be **702**.
- An **N1** segment to convey the name of the party to be billed is required. The **N101** must be **11** and there must be a N3 and a N4 segment.
- **BL01** must be **RC**.

- When reintroducing any Rule 11 Notification Parent Waybill that was originally *null settled*, *cancelled*, or a Rule 11 Notification Parent Waybill "*with no children"*, you must include an **N8A** segment where **N8A01** is **W7** and **N8A04** identifies the *URRWIN* of the original waybill.
- When reintroducing any Rule 11 Child Revenue Waybill that is *null settled* or *cancelled,* you must include an **N8A** segment where **N8A01** is **W7** and **N8A04** identifies the *URRWIN* of the null settled or cancelled Rule 11 Child Revenue Waybill. In addition, the original **N8A** segment where **N8A01=W2** must also be transmitted where the **N8A04** identifies the *URRWIN* of the Rule 11 Notification Parent Waybill.

RULE 11 SCENARIOS

These examples identify the procedures to handle a number of the corrections that may be required by Rule 11. In all examples, the roads are named according to their sequence in the route (Origin Road is A, the next Road B, etc.).

1. Road A reports a waybill for a **4**–road move with the Rule 11 break point at the junction between Road B and Road C.
   - Road A issues a EDI 426 Rule 11 Notification Parent Waybill specifying the road(s) **A–B–C–D** and the Rule 11 break point of the **B–C** junction.
   - Upon receiving the URRWIN of the Rule 11 Notification Parent Waybill, Road A issues a Rule 11 Child Revenue Waybill for the route segment prior to the Rule 11 break point. This waybill identifies the URRWIN of the Rule 11 Notification Parent Waybill in the **N8A** segment.
   - Road C issues a Rule 11 Child Revenue Waybill for the route segment after the Rule 11 breakpoint. This waybill identifies the URRWIN of the Rule 11 Notification Parent Waybill in the **N8A** segment.
2. Road A fails to issue a Rule 11 Notification Parent Waybill. Road B reports the shipment into ISS with route A–B–C and the Rule 11 break point at its on–junction.
   - Road B issues a EDI 426 Challenge to initiate the Rule 11 Notification Parent Waybill. This waybill identifies the route as **A–B–C** and the Rule 11 break point as the, **A–B** junction.

     Note: This message would be issued using the EDI 417 Transportation Waybill Number and Date.

   - Road B issues a EDI 426 Rule 11 Child Revenue Waybill for the route segment **B–C**. This waybill identifies the URRWIN of the Rule 11 Notification Parent Waybill in the **N8A** segment.

     Note: If Road C reported the shipment it would use the same procedure for the Rule 11 Notification Parent Waybill as Road B and must wait **7** days from the EDI 417 Waybill date to issue a Rule 11 Child Revenue Waybill as a EDI 426 Challenge.

   - If both Road B and Road C attempt to report using the same Waybill Numbers, the second set of waybills are rejected as duplicate waybills. If different Waybill Numbers are used, the duplicate waybills would be accepted by CISS and the roads would need to Cancel one set and Concur on the other.

3. Road A issues a Rule 11 Notification Parent Waybill and Road B issues a Rule 11 Child Revenue Waybill for itself and Road C. Road C bills the customer and finds that the waybill should have been billed as a **3**–road move not Rule 11.

   - Road C issues a Cancel of the EDI 426 Rule 11 Notification Parent Waybill.

     Note: This Cancel forces the Rule 11 Notification Parent Waybill to a null settlement if Road A does not issue a Cancel for it. The Rule 11 Child Revenue Waybill would settle based on assumptions outlined in the ISS Message Guidelines.

   - Road C issues a Challenge including Roads A, B and C. The settlement process would continue normally on the Challenge.

4. Road A issues a Revenue Waybill for a **3**–road movement. Road C attempts to bill the customer and learns that it should be billed from the Off– Junction of Road A, as a Rule 11.

   - Road A issues an Origin Revenue Waybill with route **A–B–C**.
   - Road C issues a Revenue Waybill Cancel of this Origin Revenue Waybill.
   - Road C issues a EDI 426 Challenge for the Rule 11 Notification Parent Waybill.
   - Upon receiving the URRWIN of the Rule 11 Notification Parent Waybill (the Challenge), Road C issues a Rule 11 Child Revenue Waybill with a route of **B–C**. This waybill is also a Challenge message.
   - Road A issues a Cancel on its Origin Revenue Waybill (to confirm Road C's Cancel request).
   - The settlement process continues normally for each of the Challenge waybills.

     Note: If Road B and Road C disagree on the Freight Billing Road of the Rule 11 Child Revenue Waybill, the Rule 11 Notification Parent Waybill will settle normally and the Rule 11 Child Revenue Waybill is forced settled on a prepaid/collect dispute. Origin Road B controls prepaid/collect flag unless Road C issues Challenge (CH) and Road B fails to respond. Disputed settlement is based on Freight Billing Road's Rate and Destination Road's Division.

5. Road A issues a Revenue Waybill for a **3**–road move. Road A attempts to bill the customer and learns that the waybill should be billed from the Off–Junction of Road B.

   - Road A issues an Origin Revenue Waybill with route **A–B–C**.
   - Road A issues a Cancel for its Origin Revenue Waybill.
   - Road A issues a EDI 426 Rule 11 Notification Parent Waybill for the movement.
   - Upon receiving the URRWIN for the Rule 11 Notification Parent Waybill, Road A issues a Rule 11 Child Revenue Waybill showing rates and divisions for Road A and B. This waybill references the URRWIN of the Rule 11 Notification Parent Waybill.
   - The settlement process continues normally for each of the Rule 11 waybills.

6. Road A issues a Rule 11 Notification Parent Waybill for a **3**–road move. Road A issues a Rule 11 Child Revenue Waybill for Roads A and B, referencing the URRWIN of the Rule 11 Notification Parent Waybill. Road A attempts to bill the customer and learns that the waybill should be a Thru Waybill.

   - Road A issues a Rule 11 Notification Parent Waybill with a route of **A–B–C** and a Rule 11 break point of the **B–C** junction.
   - Road A issues a Rule 11 Child Revenue Waybill with a route of **A–B**. This waybill references the URRWIN of the Rule 11 Notification Parent Waybill.
   - Road A submits a Cancel for the Rule 11 Notification Parent Waybill.

   Note: The Rule 11 Notification Parent Waybill Cancel will cause the **A–B** Rule 11 Child Revenue Waybill to null settle. Road A issues a EDI 426 Origin (Thru) Revenue Waybill for the movement showing the route as **A–B–C** with rates and divisions.

   - The settlement process continues normally for the **A–B–C** Revenue Waybill.

7. Road A issues a Rule 11 Notification with route **A–B–C** and one Rule 11 break point at the junction between **A** and **B**. Road B issues a Rule 11 Revenue Waybill covering **B** and **C**. After billing the customer, Road B discovers that a second Rule 11 break point exists at the junction between **B** and **C**.

   - Road A submits a Rule 11 Notification Parent Waybill with a route of **A–B–C** and a Rule 11 break point at the **A–B** junction.
   - Road B issues a EDI 426 Rule 11 Child Revenue Waybill to cover the revenue movement between **B** and **C**.
   - Road B issues a EDI 426 Opinion message to the Rule 11 Notification Parent Waybill to add the second Rule 11 break point.
   - Road B issues a Cancel message on the Rule 11 Child Revenue Waybill.

   Note: If Road C discovered the billing error, it follows the same procedure as Road B and would be dependent on Road B to complete the Cancellation of the Rule 11 Child Revenue Waybill.

8. Road A issues a Rule 11 Notification Parent Waybill with route **A–B–C** and one Rule 11 break point at the junction between **A** and **B**. Road B issues a Revenue Child Waybill covering **B** and **C**. After billing the customer, Road A discovers that the Rule 11 break point is the junction between **B** and **C**.

   - Road A submits a Rule 11 Notification Parent Waybill with a route of **A–B–C** and a Rule 11 break point at the **A–B** junction.
   - Road B issues a EDI 426 Rule 11 Child Revenue Waybill to cover B and C.
   - Road A issues a EDI 426 Opinion message to the Rule 11 Notification Parent Waybill to correct the Rule 11 break point.

- Road A issues a EDI 426 Rule 11 Child Revenue Waybill to cover **A** and **B**.
- Road B issues a Cancel message on the Rule 11 Child Revenue Waybill which covers B and C.

Note: ISS will independently settle each of the Revenue Waybills unless Road B acts to Cancel the **B–C** waybill.

9. Road A issues a Rule 11 Notification Parent Waybill with route **A–B–C** and one Rule 11 break point at the junction between **A** and **B**. Road B issues a Rule 11 Child Revenue Waybill covering **B** and **C**. After billing the customer, Road B discovers that the Rule 11 break point is the junction between **A** and **B**.
   - Road A submits a Rule 11 Notification Parent Waybill with a route of **A–B–C** and a Rule 11 break point at the **A–B** junction.
   - Road B issues a EDI 426 Rule 11 Child Revenue Waybill to cover roads B and C.
   - Road B issues a EDI 426 Opinion message to the Rule 11 Notification Parent Waybill to correct the Rule 11 break point (**A–B** junction to **B–C** junction).
   - Road B issues a Cancel message on the Rule 11 Child Revenue Waybill which covers B and C.
   - Road B waits **10** days from the EDI 417 Transportation Waybill Date and issues a EDI 426 Challenge to report the Rule 11 Child Revenue Waybill to cover **A** and **B**.

Note: If Road C discovers the billing error, it issues the Opinion message to correct the Rule 11 break error. Road C would also issue a Cancel message and relies on Road B to follow up with a Cancel to the **B–C** Rule 11 Child Revenue Waybill. Road A or B would still be responsible for the **A–B** Rule 11 Child.

10. Rule 11—Postponement Settlement Notice

ROUTE:	CSXT (MARFE) NS (NWARK) OMID
RULE 11 BREAK POINT:	NEWARK, NJ CSXT and NS (JOINT–LINE RATE, NOT RULE 11) OMID (RULE 11)

   - CSXT issues an EDI 426 Rule 11 Notification Parent Waybill specifying the route CSXT–NS–OMID and the Rule 11 break point of the NWARK junction. CISS assigns *URRWIN* 1 and *Settlement Date* of 03/23/2007.
   - CSXT issues an EDI 426 Rule 11 Revenue Waybill specifying the route segment prior to the Rule 11 break point and the cross–reference *URRWIN* 1 of the Notification Parent Waybill. CISS assigns the Rule 11 break *URRWIN* 2 and Settlement Date of 03/23/2007.
   - On 03/20/2007, the Settlement Date of the Notification Parent Waybill (*URRWIN* 1) is extended to 04/01/2007. *URRWIN* 2 still has a Settlement Date of 03/23/2007.

- On 03/24/2007, CSXT and NS would receive the following EDI 426 postponement message for *URRWIN* 2 with ZR09=PS.

```
ST*426*123450001
ZR*K*CSXT*576098*354657*20070223*PROD**20070323*PS*SA*000000002
DTM*701*20070401                /* Settlement Date
DTM*702*20070324*0300*ET        /* Timestamp
SE*5*123450001
```

- On 04/02/2007, settlement acknowledgments would be sent for URRWIN 1 and 2.

RULE 11 CHILD REVENUE WAYBILL SETTLEMENT STATUS SCENARIOS

SETTLEMENT ALLOWED

In the examples below, the Child revenue waybills ***WILL*** be allowed to settle and exchange funds if settlement status warrants. These examples do not depict all scenarios.

	Route	426 Type	ZR09 Settled Status
1.	BNSF → UP → CSXT	Parent	CD, SN
	UP → CSXT	Child	SC, SF, ST
	(If the Parent settled or pending settlement type CD or SN, the Child will settle as ZR09 = SC, SF, or ST and ZR10 = CS on settle date for the Parent or Child, whichever is greater.)		
2.	BNSF → UP → CSXT	Parent	ST, SS, SA
	BNSF → UP	Child	SC, SF, ST
	(If the Parent settled or pending settlement type ST, the Child will settle as SC, SF, or ST in both ZR09 and ZR10 on settle date for the Parent or Child, whichever is greater.)		
3.	BNSF → UP → CSXT → ST	Parent	ST, SS, SA
	BNSF → UP	Child	SC, SF, ST
	CSXT → ST	Child	SC, SF, ST
	(If the Parent settled or pending settlement type ST, all Children will settle as SC, SF or ST in both ZR09 and ZR10 on settle date for each Parent and Child, whichever is greater.)		
4.	BNSF → UP → CSXT → ST	Parent	CD, SN
	BNSF → UP	Child	SC, SF, ST
	CSXT → ST	Child	SC, SF, ST
	(Both Children will settle as ZR09 = SC, SF, or ST and ZR10 = CS if the Parent settled or pending settlement type CD or SN.)		
5.	BNSF → UP → CSXT → ST	Parent	ST, SS, SA
	BNSF → UP	Child	SC, SF, ST
	CSXT → ST	Child	SC, SF, ST, SS, SA
	BNSF → UP → CSXT → ST	Thru	CC, CD, SN
	(If the Parent settled or pending settlement type ST and the Thru settled or pending settlement type CC, CD, SN, all Children will settle as SC, SF, or ST in both ZR09 and ZR10 on settle date for the Parent or Child, whichever is greater.)		
6.	BNSF → UP → CSXT → ST	Parent	CD, SN
	BNSF → UP	Child	SC, SF, ST
	CSXT → ST	Child	SC, SF, ST
	BNSF → UP → CSXT → ST	Thru	CC, CD, SN
	(The Child will settle as ZR09 = SC, SF, or ST and ZR10 = CS if the Parent settled or pending settlement type CD or SN and the Thru settled or pending settlement type CC, CD, or SN)		

SETTLEMENT NOT ALLOWED

In the examples below, the Child revenue waybills ***WILL NOT*** be allowed to settle and exchange funds if settlement status warrants. These examples do not depict all scenarios:

	Route	426 Type	ZR09 Settled Status
a.	KCS → BNSF → CN	Parent	CC
	KCS → BNSF	Child	SC, SF, ST
	(If Parent settled CC, the Child will settle as ZR09 = SN and ZR10 = NP on same date as Parent)		
b.	KCS → BNSF → CN → ST	Parent	CC
	KCS → BNSF	Child	SC, SF, ST
	CN → ST	Child	SC, SF, ST
	(If Parent settled CC, the Child will settle as ZR09 = SN and ZR10 = NP on same date as Parent)		
c.	KCS → BNSF → CN → ST	Parent	CC, CD, SN
	KCS → BNSF	Child	SC, SF, ST
	CN → ST	Child	SC, SF, ST
	KCS → BNSF → CN → ST	Thru	SC, SF, ST
	(If Parent settled CC, both Children will settle as ZR09 = SN and ZR10 = NP on same date as Parent)		
d.	KCS → BNSF → CN	Parent	CC
	KCS → BNSF	Child	SC, SF, ST
	(If Parent is pending settlement, and the Child settle date is surpassed, the Child settlement date will be extended by EDI 426 message with ZR09 = PS and the Child will null settle on Parent settle date)		

Note: Additional Rule 11 examples are provided in Section 7.2.

5.5 426 Challenge

Initiator: Rail Carriers - Intermediate or Destination Road

Purpose: To communicate Revenue Waybill information between rail carriers.

Definition: The 426 Challenge permits an intermediate or destination carrier to establish a waybill in ISS if the origin carrier fails to supply the normal 426 Revenue Waybill for a shipment.

ASSUMPTIONS

The 426 Challenge is used within the Interline Settlement System (ISS) instead of a trace message. A Challenge may be issued no earlier than **7** days after the waybill date with a record of handling the car or **7** days after the receipt of the car and no 417 waybill. Challenges received by CISS during this **7** day waiting period will be rejected. (Exception: Challenges related to Rule 11 Notification Parent Waybills are subject to a **5**–day waiting period. Challenges related to diversions are not subject to any waiting period).

The 426 Challenge format matches the format of a 426 Origin Revenue Waybill. While it is recognized that only limited data may be available to the Challenging road, full 426 data must be sent. Default rules are identified in this guideline.

If a waybill number or waybill date needs to be corrected, the Challenge Waybill should be cancelled and a new waybill issued with the correct waybill number and date.

The 426 message is accepted by CISS, if one or more of the following conditions exist:

- No reporting of this waybill has been processed by CISS.
- An unsettled waybill was reported but the sending road is not in the route of the existing waybill.
- All prior reporting for the waybill were *null settled* or cancelled.
- The waybill was reported as a 426 Rule 11 Notification Parent Waybill and the 426 Challenge is a Revenue Waybill.
- The waybill was reported as a Revenue Waybill and the 426 Challenge is a 426 Rule 11 Notification Parent Waybill.

MINIMUM SEGMENT REQUIREMENTS

The minimum segment requirements for the 426 Challenge must follow the guidelines for either the 426 Origin Revenue Waybill or the 426 Rule 11 Notification Parent Waybill.

ADDITIONAL GUIDELINES

- Full 426 Waybill data is required in the 426 Challenge message. For the cases where it is not possible to send full waybill data, the default values are identified below.
- ZR01 must be one of the following:

  A Full Waybill

  D Revenue Data Not Available

  R Rule 11 Shipment

  L Full Co-Loaded Waybill

  X Rule 11 Co-loaded Shipment

- If the actual Waybill Number is not known, **ZR04** must be **999999**.
- If the actual Waybill Date is not known, **ZR05** must be the date that the Challenging road received the car at its on–junction.
- **ZR09** must be **CH**.
- If the Challenge is the result of a diversion, **ZR13** must be **D1**.
- **DTM01** must be **702**.
- **PER** Segment is required.
- If the actual *Origin Station* is not known, **F901**, **F902**, and **F903** must reference the on–junction station of the Challenging road.
- If the actual *Destination Station* is not known, **D901**, **D902**, and **D903** must reference the off–junction station of the Challenging road.
- If the actual name of the *Shipper* is not known, **N101** must be **SH** and **N102** must be **UNKNOWN**.
- If the actual name of the *Consignee* is not known, **N101** must be **CN** and **N102** must be **UNKNOWN**.
- If the full route is not known, the Challenging road must report itself and each road and junction with which it interchanges.
- When reintroducing *Null Settle* or *Cancel* or a Rule 11 Notification Parent Waybill without children, must have an **N8A01** as **W7**.

Note: Additional Challenge examples are provided in Section 7.3.

5.6 426 Revenue Waybill Opinion

Initiator: Rail Carriers - Origin, Intermediate or Destination Road that was/is in the route.

Purpose: To communicate the sending road's position on the specified waybill

Definition: Reflects Revenue Waybill information including rates, charges and divisional information from the sending road's point of view.

ASSUMPTIONS

A road issues an opinion when it disagrees with the rate, divisions, or other data contained in the original waybill, or opinions' of other carriers.

CISS acknowledges the opinion to the sending road with the new version number and transmits it to each road in the route.

An opinion is issued against an *URRWIN*, not a version. It is a full copy of the waybill and supersedes any previous version submitted by the sending road.

A road may not change the Waybill Type or Origin Road with an opinion. A road may not add revenue information to a Rule 11 Notification Parent Waybill.

MINIMUM SEGMENT REQUIREMENTS

The minimum segment requirements for the 426 Revenue Waybill Opinion must follow the current 426 guidelines.

ADDITIONAL GUIDELINES

- **ZR09** (Interline Settlement System Status or Dispute Code) must be **OP**.
- **ZR11** (Reference Identification/URRWIN) and **ZR13** (Correction Indicator) are required.
- **DTM01** must be **702**.
- One or more **NTE** segments may be used to furnish a free–form description of the change. These segments provide a further explanation of the **ZR13** code. The **NTE** segments are optional.
- **PER** segment is required.
- **BX01** must be one of the following:

  04 Change - Other than waybilling carrier

  05 Replace - Revenue waybilling carrier

Note: An example of a Revenue Waybill Opinion is provided in Section 7.4.

5.7 426 Concurrence To Settlement Date

Initiator: Rail Carriers - Origin, Intermediate or Destination Road that was/is in the route.

Purpose: To agree to a change of the *Settlement Date*.

Definition: To allow a road to concur to another road's request to change the *Settlement Date*.

ASSUMPTIONS

Concurrence is made to the *Settlement Date* of an *URRWIN* in response to a 426 Settlement Date Opinion message.

A road must specify the date that they are agreeing to in a **DTM** segment.

MINIMUM SEGMENT REQUIREMENTS

The minimum segments are:

ST	Transaction Set Header
ZR	Waybill Reference Identification
DTM	Date/Time Reference
SE	Transaction Set Trailer

ADDITIONAL GUIDELINES

- **ZR09** must be **CT**.
- **ZR01** must be **S (Short Message)**
- Two **DTM** segments are required. **DTM01** on one segment must be **700** and the other segment must be **702**.

Note: An example of a Concurrence to Settlement Date is provided in Section 7.5.

5.8 426 Revenue Waybill Concurrence without Opinion

Initiator: Rail Carriers - Origin, Intermediate or Destination Road that was/is in the route.

Purpose: To concur to a specified version of a Revenue Waybill.

Definition: Allows a road to concur with an existing version of a Revenue Waybill.

ASSUMPTIONS

A concurrence without opinion is made on a version of an *URRWIN*.

A road may not use this message to concur to a *Settlement Date* from a 426 Settlement Date Opinion message.

MINIMUM SEGMENT REQUIREMENTS

The minimum segments are:

ST Transaction Set Header

ZR Waybill Reference Identification

N9 Extended Reference Identification

DTM Date/Time Reference

SE Transaction Set Trailer

ADDITIONAL GUIDELINES

- **ZR01** must be **S (Short Message)**.
- **ZR09** must be **CO**.
- **ZR11** is required.
- **DTM01** must be **702**.
- An **N9** segment is required where **N901** is **ZI** (Reference Version Number) and **N902** is the version number/Reference Identification Number.

Note: An example of a Revenue Waybill Concurrence without opinion is provided in Section 7.6.

5.9 426 Revenue Waybill Concurrence with Opinion

Initiator: Rail Carriers - Origin, Intermediate or Destination Road that was/is in the route.

Purpose: Provides a method of concurring and providing more precise information about the shipment.

Definition: The concurrence with opinion allows a road to concur with an existing version of a Revenue Waybill and provide more accurate information about the shipment.

ASSUMPTIONS

Subsequent concurrence to this message from other participating carriers is not allowed. The opinion rendered with this concurrence is informational only and has no effect on the settlement.

Concurrence is made on a Version of an *URRWIN*.

CISS will forward only one message, either **CP** or **CO** to each participating road in response to a message:

CO Concurrence message to identify the version that was concurred to. The default is a short 426 message, but full 426 messages can be sent by notifying RAILINC to update the Transmit Control Table.

CP Opinion to identify the changes in the waybill. This message may be cut down to a short **CO** message by notifying RAILINC to update the Transmit Control Table.

MINIMUM SEGMENT REQUIREMENTS

The minimum segment requirements for the 426 Revenue Waybill Concurrence With Opinion must follow the guidelines for the 426 Revenue Waybill Opinion with the addition of a Reference Version (**N9**) segment number.

ADDITIONAL GUIDELINES

- **ZR09** must be **CP**.
- **ZR11** is required.
- **ZR13** is required.
- An **N9** segment is required where **N901** is **ZI** and **N902** is the Version Number.
- **DTM01** must be **702**.
- **PER** segment is required.

Note: An example of a Revenue Waybill Concurrence with Opinion is provided in Section 7.7.

5.10 426 Settlement Date Opinion

Initiator: Rail Carriers - Origin, Intermediate or Destination Road that was/is in the route.

Purpose: To request a change or industry defined extension of the *Settlement Date*.

Definition: To change the *Settlement Date* timeline.

ASSUMPTIONS

Regardless of whether the timeline has been extended or not, the **15**–day maximum additional extension is available if a new opinion(s) is issued within **15** days of *Settlement Date*. This does not apply when **ZR13=MD**.

All codes other than **MD** in the **ZR13** field have industry-defined extensions to the *Settlement Date* and need no concurrence.

The **MD** code which can extend the settlement date up to 30 days requires full concurrence to the proposed *Settlement Date* by all roads in the route.

When **ZR13=BA**, a **DT** message is issued by Central ISS to inform all carriers of a change in *Settlement Date*. This change is caused by a Bilateral Agreement date being missed.

When **ZR13=WS**, a **DT** message is issued by Central ISS to inform all carriers of a change in *Settlement Date*. This change is caused by a work stoppage.

A *No Car* Settlement Date Opinion may not be issued until the **11th** day after the 426 URRWIN date (i.e., **ZR13=NC**).

MINIMUM SEGMENT REQUIREMENTS

The minimum segments are:

ST Transaction Set Header

ZR Waybill Reference Identification

DTM Date/Time Reference

PER Administrative Communications Contact

SE Transaction Set Trailer

ADDITIONAL GUIDELINES

- **ZR01** must be **S** (Short Message).
- **ZR09** must be **DT**.
- **ZR11** (URRWIN) is required.

- **ZR13** must be one of the following:

  NC No Car

  MD Change Settlement Date

  DS Delayed Shipment

  BO Bad Order Setback/Bill Cancelled

  WC Wrecked Car

  MR Misroute

  BA Bilateral Agreement Date not met, outbound from CISS only

  WS Work Stoppage, outbound from CISS only

- If **ZR13=MD** (Change Settlement Date), an override *Settlement Date* **DTM** segment is required (**DTM01=700**).
- **DTM01** must be **702** (Sending Road Time Stamp).

Note: An example of a Settlement Date Opinion is provided in Section 7.8.

5.11 426 Revenue Waybill Cancel

Initiator: Rail Carriers - Origin, Intermediate, or Destination Road that was/is in the route.

Purpose: To cancel a Revenue Waybill in ISS.

Definition: A message that voids or intends to void an *URRWIN* in ISS.

ASSUMPTIONS

A 426 Revenue Waybill Cancel may be issued by any road in the route. CISS acknowledges this message and broadcasts it to other roads in the route.

If the origin road of a Revenue Waybill or an issuing road of a Challenge sends the cancellation, the *Waybill Status* is cancelled.

A 426 cancel issued by the origin carrier or challenging carrier cancels the 426 challenge from CISS at settlement date. A cancel requested by any other carrier requires the origin carrier or challenging carrier to submit a cancel in order to effect the cancellation.

If a non–origin road (other than Challenging road) cancels a waybill, this message is information only and does not void the settlement, except on a Rule 11 dispute by the freight billing road.

A road cancels an *URRWIN*, not a version.

MINIMUM SEGMENT REQUIREMENTS

The minimum segments are:

ST Transaction Set Header

ZR Waybill Reference Identification

DTM Date/Time Reference

PER Administrative Communications Contact

SE Transaction Set Trailer

ADDITIONAL GUIDELINES

- **ZR01** must be **S**.
- **ZR09** must be **CA**.
- **ZR11** is required.
- If **ZR13** is **CU** (covered under another *URRWIN*), an **N9** segment is required where **N901** is **ZJ** and **N902** must contain the other *URRWIN*.
- **DTM01** must be **702**.

Note: Examples of Revenue Waybill Cancels are provided in Section 7.9.

5.12 426 Delete Me From Route

Initiator: Rail Carriers - A non–origin carrier in the route of the shipment.

Purpose: To remove the submitting road from the route and prevent forced settlement when the road did not handle the car or did not handle the car as a participating linehaul carrier.

Definition: Allow a non–origin road to delete itself from the route of a waybill.

ASSUMPTIONS

A road that removed itself from the route may issue an opinion to be reinstated in the route.

This message is issued against an *URRWIN*, not a version.

MINIMUM SEGMENT REQUIREMENTS

The minimum segment requirements for the 426 Delete Me From Route message must follow the guidelines for the 426 Revenue Waybill Cancel.

ADDITIONAL GUIDELINES

- **ZR01** must be **S**.
- **ZR09** must be **DR**.
- **ZR11** is required.
- If **ZR13** is **CU** (covered under another *URRWIN*), an **N9** segment is required where **N901** is **ZJ** and **N902** must contain the other *URRWIN*.
- **DTM01** must be **702**.

Note: Refer to the Delete Me From Route example in Section 7.10.

5.13 426 Revenue Waybill Acknowledgment

Initiator: CISS

Purpose: To communicate that the Revenue Waybill message was accepted by ISS.

Definition: A message that returns the *URRWIN* and Version to the sending road to verify receipt of a Revenue Waybill.

ASSUMPTIONS

If a road is deleted from the route of a waybill (by the current or a prior version of the *URRWIN*), this message is sent to notify the deleted road that an opinion was received on this waybill that did not include the deleted road.

MINIMUM SEGMENT REQUIREMENTS

The minimum segments are:

ST Transaction Set Header

ZR Waybill Reference Identification

DTM Date/Time Reference

SE Transaction Set Trailer

ADDITIONAL GUIDELINES

- **ZR01** must be **K** (Processed Waybill/ISS Acknowledgment).
- **ZR08** is required (Date).
- **ZR09** must be one of the following:

  XX Value from System Initiated message transmitted to Carrier. Refer to EDI Guidelines for a list of valid codes.

- **ZR10** contains the current settlement status after processing the waybill or DO for a short acknowledgment sent to the deleted carrier.
- **ZR11** is required (URRWIN).
- **ZR12** is not required for **CA**, **CT**, **DR**, **DT** messages, but is required for all other message types.
- The **N9** segment is optional and contains the *Carrier Reference Number* if supplied on the incoming message.
- Each 426 Revenue Waybill Acknowledgment message contains two DTM segments. **DTM01** must be **701** (Settlement Date) on one segment and **702** (Sending Road Time Stamp) on the other.

Note: Examples of a Revenue Waybill Acknowledgment is provided in Section 7.11.

5.14 426 Revenue Waybill Concurrence Tracer

Initiator: CISS

Purpose: To notify a road that it has not responded to a waybill.

Definition: A message that notifies a road that it has not responded to a waybill that is about to be settled.

ASSUMPTIONS

A Concurrence Tracer Message is sent to any road that has not responded in any way to an *URRWIN* (426 Origin Revenue Waybill, 426 Rule 11 Notification Parent Waybill, or 426 Challenge).

Tracers for concurrence are issued 25 days after the *URRWIN Date*. These messages can be suppressed by notifying RAILINC.

MINIMUM SEGMENT REQUIREMENTS

The minimum segments are:

ST Transaction Set Header

ZR Waybill Reference Identification

DTM Date/Time Reference

SE Transaction Set Trailer

ADDITIONAL GUIDELINES

- **ZR01** must be the **S** (Short Message).
- **ZR09** must be one of the following:

  TR Trace for Concurrence to Revenue Waybill

  T1 Trace for Concurrence to AAR Rule 11 Notify

- **ZR06** (Free Form Message) should be **PROD** or **TSTN**.
- **ZR07**, **ZR12** and **ZR13** are not used.
- **ZR08** (Date) and **ZR11** (URRWIN) are required.
- **DTM01** must be **701** (Settlement Date).

Note: Examples of Concurrence Tracers are provided in Section 7.12.

5.15 426 Settlement Acknowledgment

Initiator: CISS

Purpose: To communicate to each participating road that a Revenue Waybill is settled.

Definition: A message that is sent to each road participating in the settlement of a waybill and each road deleted from the route.

ASSUMPTIONS

This message may be either a short message or a full 426 waybill message. The road receiving this message can request the full message format from RAILINC.

CISS will generate a new version for settlement when:

- the opinion of the billing road differs from the opinion of the destination road, and
- the difference leads to a forced settlement.

This settlement can only be communicated with a full 426 waybill message. A PER (Communication Contact) Segment will not be included in the Composite Waybill for a Force Settlement.

A road deleted from the route will get a short settlement message notifying them that the waybill is settled and that they are not part of the settlement.

The version on a null settlement is the first version received by ISS.

Division segments are generated by Central ISS because of missing divisions. These settlement types are codes, DA and DG, and related to settlements with Derived Divisions. A DA code is sent to a road if the road is a silent road on a silent Concurrence Waybill with derived divisions. A DG code is sent to a road if the road is an active road on a silent Concurrence Waybill with Derived Divisions.

MINIMUM SEGMENT REQUIREMENTS

The minimum segments are:

ST Transaction Set Header

ZR Waybill Reference Identification

DTM Date/Time Reference

SE Transaction Set Trailer

ADDITIONAL GUIDELINES

- **ZR01** must be one of the following:

  A Full waybill

  R Rule 11 Shipment

  S Waybill Already Settled/Short message

  L Full Co-loaded Waybill

  X Rule 11 Co-loaded Shipment

- **ZR07** is not used.

- **ZR09** must be one of the following:

  CC System Initiated, Cancelled and Fully Concurred

  CD System Initiated, Cancelled Disputed Status

  DA System Initiated, Active Road on Silent Concurrence, Divisions Generated

  DG System Initiated, Silent Road on Silent Concurrence, Divisions Generated

  SA System Initiated Settlement, Active Road on Silent Concurrence

  SC System Initiated Settlement, Composite Version Due to Forced Settlement

  SF System Initiated Settlement, Force Settled on Dispute

  SN System Initiated Settlement, Null Value

  SS System Initiated Settlement, Silent Road on Silent Concurrence

  ST System Initiated Settlement, Fully Concurred

- **ZR10** is required when **ZR09** is **SN** (settled, null value) or the receiving road was deleted from the route; valid values are:

  CS Child Settled, Parent in Dispute Status

  CU Currency Dispute

  DO Deletion from Route by Another Carrier

  GD Government Dispute

  NP Null Settled Due to AAR Rule 11 Parent Null Settled

  RT Route Dispute

  TD Transit Dispute

  UT AAR Rule 11 Dispute

Note: Examples of Settlement Acknowledgments are provided in Section 7.13.

5.16 Composite Waybill

REFERENCE TABLE FOR SEGMENTS USED IN THE COMPOSITE WAYBILL CALCULATIONS

R2B	Junctions and Proportions
R2D	Miscellaneous Charge
L1A	Billing Identification

COMPOSITE WAYBILL CALCULATIONS

The dollar amounts in the Composite Version created during settlement are derived from all active Versions of the Waybill as follows:

A. Sum all R2B03s (Amount) and any R2D02s (Amount) from the Division Version to determine the total freight.

B. For each road in the route, sum its R2B03s and any R2D02s from the Division Version and divide by the sum from (A.) to get road's percentage of the freight. The percentage is zero if the sum from (A.) is zero.

C. For each road in the route, determine its L1A by taking its L1A from its Active Version. The one exception is in a Prepaid/Collect dispute where the Origin Road indicated that the Waybill is Collect and showed an L1A for the Destination Road and the Destination Road indicated that the Waybill is Prepaid and showed an L1A for the Origin Road. In this case, the Destination Road's L1A is the sum of its L1A and the Origin Road's L1A from the Destination Road's Active Version.

D. For each road in the route, determine its R2D by summing its R2D02s from its Active Version.

E. Calculate the total freight collected by subtracting the sum of the R2D in (D.) from the sum of the L1As in (C.).

F. Calculate each road's R2B by multiplying the total freight collected from (E.) the road's percentage of freight from (B.).

G. Assign each road its total R2D amount as calculated in (D.) with R2D01=**ARB**.

H. Assign each road its L1A as calculated in (C.).

1. Sum all L1As from (H.) to get the new L305 (Amount Charged).

5.17 Settle Force vs. Settle Composite Determination

The logic for Force Settlement (SF) and Composite Settlement (SC) will always check all active versions on the day of settlement (including the intermediate road‘s version) for R2D Miscellaneous Charges and L1A Billing Identification. The purpose of the L1A segment is to identify the road issuing the freight bill and the total freight amount to be settled in ISS. An “active version” indicates the latest version that has been submitted by a carrier to ISS, which can be an OR, CH, OP, CP, or CO. For Composite Settlements, Central ISS will use the R2B from the active version of the Destination road to calculate a percentage of the total billed freight charges. If no active version exists from the Destination road, Central ISS will look at the Origin road’s active version to determine the percentage to be paid to each carrier. If there is no active version from Origin or Destination, Central ISS will use the last active version from any intermediate carrier. Next, Central ISS uses the Origin road’s active version to determine whether the URRWIN is prepaid or collect. Depending on the Billing type indicated (L1A), Central ISS will use the Origin or Destination version to build the outbound Composite Settlement details for EDI 426. The miscellaneous charges and total amount (R2D & LIA) will then be applied to the roads that have not sent any opinions or concurrences.

On a two-road Prepaid URRWIN when both Origin and Destination roads have conflicting active versions, then composite settlement logic is used to create a Composite Settlement.

On a two-road Collect URRWIN when both Origin and Destination roads have active versions with conflicting figures for R2B and are in agreement for R2D figures, then a Composite Settlement is generated.

On a two road Collect URRWIN when both Origin and Destination roads have conflicting figures for R2B and the Origin road has a zero R2D figure on their own active version, AND both carriers agree on the Billing road (L1A), then a Force Settlement is generated using the destination road’s active version.

On a two road Collect URRWIN when both Origin and Destination roads have conflicting figures for R2B and either the Origin road has a non-zero R2D figure on their own active version OR they disagree on the Billing road (L1A), then a Composite Settlement is generated using the Origin road’s active version.

On a three or more road URRWIN, if either the Origin or Destination road’s version is active, and there is an Intermediate road’s active version with an L1A and/or R2D that would impact the settlement, the composite logic will be used to create a Composite Settlement.

> If an intermediate road’s version does not have an L1A for itself or a R2D that impacts the settlement, and there is only a single version between the origin and destination roads, then a Force Settlement is generated using the origin/destination road’s single active version.
>
> If an intermediate road’s version does not have an L1A for itself or a R2D that impacts the settlement, and there are two active versions between the origin and destination roads then:
>
> - If the URRWIN is prepaid a Composite Settlement version is created.
> - If the URRWIN is collect and the Origin and Destination road agree on the Billing road (L1A), then a Force Settlement is generated using the destination carrier’s version.
> - If the URRWIN is collect and the Origin and Destination road do not agree on the Billing road (which is a prepaid/collect dispute) then a Composite Settlement is generated.

Please be aware that the following situations may impact the settlement status or the Composite Settlement calculation:

- Opinions involving route disputes will result in null settlement.
- If a non-owning road issues a Cancel or Delete Me From Route, the URRWIN could settle SF or SN.
- If there are multiple L1A's and the Destination or Intermediate road's L1A does not match the Origin's L1A, OR the total amount exceeds the original LIA from Origin carrier, then the calculations will be handled differently than outlined in the examples provided.
- Negative divisions may be handled differently when the Composite Settlement is generated. Please refer to Example #8 for how negative divisions are calculated.

5.17.1 Examples of Settle Composite Calculations

The following examples (with exception to Example 9) show amounts with up to four decimal points. The Interline Settlement System calculates with up to nine decimal points.

EXAMPLE 1

In a two-road prepaid URRWIN, the Origin Road created Version 1 and the Destination Road created Version 2. Central ISS will create Version 3 composite settlement using the L1A amount of total freight charges from the origin road's active version prorated based on the percentages calculated using the R2B's from the destination road's active version.

EDI 426 Key:

Segment	Purpose
R2B	Proportions or divisions
R2D	Miscellaneous charges
L1A	Total freight charges
L305	Total amount charged (may include special charges)

Road	EDI Segment	Version	Origin	Destination	Total
Origin	R2B	1	300	700	1000
Origin	R2D	1	0	0	0
Origin	L1A	1	1000	0	1000
Origin	L305	1	1000	0	1000
Destination	R2B	2	300	1000	1300
Destination	R2D	2	0	0	0
Destination	L1A	2	1300	0	1300
Destination	L305	2	1300	0	1300

Composite Calculations

Formula	Road	Equation	Outcome
Sum R2Bs (from destination road's active version 2)	Destination	300 + 1000	1300
R2B (from destination road's active version 2)	Origin	300/1300	.2308

/ Sum	Destination	1000/1300	.7692
L1As (from origin road's active version 1)	Origin		1000
L1As (from destination road's active version 2)	Destination		0
R2Ds (from origin road's active version 1)	Origin		0
R2Ds (from destination road's active version 2	Destination		0
Sum L1As minus Sum R2Ds		1000 - 0	1000
Composite version 3 created by ISS Central			
New R2Bs	Origin	1000 x .2308	230.80
	Destination	1000 x .7692	769.20
New R2Ds	Origin		0
	Destination		0
New L1As	Origin		1000.00
Recomputed L305			1000.00

EXAMPLE 2

In a two-road prepaid URRWIN, the Origin Road created Version 1 with an R2D and the Destination Road created Version 2 without an R2D. Central ISS will create Version 3 composite settlement using the L1A amount of total freight charges from the origin road's active version less the R2D from each road's active version prorated based on the percentages calculated using the R2B's from the destination road's active version.

EDI 426 Key:

Segment	Purpose
R2B	Proportions or divisions
R2D	Miscellaneous charges
L1A	Total freight charges
L305	Total amount charged (may include special charges)

Road	EDI Segment	Version	Origin	Destination	Total
Origin	R2B	1	400	400	800
Origin	R2D	1	200	0	200
Origin	L1A	1	1000		1000
Origin	L305	1	1000		1000
Destination	R2B	2	600	400	1000
Destination	R2D	2	0	0	0
Destination	L1A	2	1000		1000
Destination	L305	2	1000		1000

Composite Calculations

Formula	Road	Equation	Outcome
Sum R2Bs (from destination road's active version 2)	Destination	600 + 400	1000

R2B (from destination road's active version 2) / Sum	Origin	600/1000	.6000
	Destination	400/1000	.4000
L1As (from origin road's active version 1)	Origin		1000
L1As (from destination road's active version 2)	Destination		0
R2Ds (from origin road's active version 1)	Origin		200
R2Ds (from destination road's active version 2)	Destination		0
Sum L1As minus Sum R2Ds		1000 - 200	800
Composite version 3 created by ISS Central			
New R2Bs	Origin	800 x .6000	480.00
	Destination	800 x .4000	320.00
New R2Ds	Origin		200.00
	Destination		0
New L1As	Origin		1000.00
Recomputed L305			1000.00

EXAMPLE 3

In a three-road prepaid URRWIN, the Origin Road created Version 1, the Intermediate Road created Version 2 with an R2D and the Destination Road created Version 3. Central ISS will create Version 4 composite settlement using the L1A amount of total freight charges from the origin road's active version less the R2D from each road's active version prorated based on the percentages calculated using the R2B's from the destination road's active version.

EDI 426 Key:

Segment	Purpose
R2B	Proportions or divisions
R2D	Miscellaneous charges
L1A	Total freight charges
L305	Total amount charged (may include special charges)

Road	EDI Segment	Version	Origin	Intermediate	Destination	Total
Origin	R2B	1	400	300	300	1000
Origin	R2D	1	0	0	0	0
Origin	L1A	1	1000			1000
Origin	L305	1	1000			1000
Intermediate	R2B	2	400	300	300	1000
Intermediate	R2D	2	0	100	0	100
Intermediate	L1A	2	1000	100		1100
Intermediate	L305	2	1100			1100
Destination	R2B	3	400	300	500	1200
Destination	R2D	3	0	0	0	0
Destination	L1A	3	1200			1200

Destination	L305	3	1200			1200

Composite Calculation

Formula	Road	Equation	Outcome
Sum R2Bs (from destination road's active version 3)		400 + 300 + 500	1200
R2B (from destination road's active version 3) / Sum	Origin	400/1200	.3333
	Intermediate	300/1200	.2500
	Destination	500/1200	.4167
L1As (from origin road's active version 1)	Origin		1000
L1As (R2D from intermediate road's active version 2)	Intermediate		100
L1As (from destination road's active version 3)	Destination		0
R2Ds (from origin road's active version 1)	Origin		0
R2Ds (from intermediate road's active version 2)	Intermediate		100
R2Ds (from destination road's active version 3)	Destination		0
Sum L1As minus Sum R2Ds		1100-100	1000
Composite version 4 created by ISS Central			
New R2Bs	Origin	1000 x .3333	333.33
	Intermediate	1000 x .2500	250.00
	Destination	1000 x .4167	416.70
New R2Ds	Origin		0
	Intermediate		100.00
	Destination		0
New L1As	Origin		1000.00
	Intermediate		100.00
	Destination		0
Recomputed L305		1000+100	1100.00

EXAMPLE 4

In a two-road prepaid URRWIN, the Origin Road created Version 1 with an R2D and the Destination Road created Version 2 with conflicting figures for R2D. Central ISS will create Version 3 composite settlement using the L1A amount of total freight charges from the origin road's active version less the R2D from each road's active version prorated based on the percentages calculated using the R2B's from the destination road's active version.

EDI 426 Key:

Segment	Purpose
R2B	Proportions or divisions

R2D	Miscellaneous charges
L1A	Total freight charges
L305	Total amount charged (may include special charges)

Road	EDI Segment	Version	Origin	Destination	Total
Origin	R2B	1	600	400	1000
Origin	R2D	1	200	100	300
Origin	L1A	1	1300		1300
Origin	L305	1	1300		1300
Destination	R2B	2	600	400	1000
Destination	R2D	2	175	125	300
Destination	L1A	2	1300		1300
Destination	L305	2	1300		1300

Composite Calculation

Formula	Road	Equation	Outcome
Sum R2Bs (from destination road's active version 2)	Destination	600 + 400	1000
R2B (from destination road's active version 2) / Sum	Origin	600/1000	.6000
	Destination	400/1000	.4000
L1As (from origin road's active version 1)	Origin		1300
L1As (from destination road's active version 2)	Destination		0
R2Ds (from origin road's active version 1)	Origin		200
R2Ds (from destination road's active version 2)	Destination		125
Sum L1As minus Sum R2Ds		1300-325	975
Composite version 3 created by ISS Central			
New R2Bs	Origin	975 x .6000	585.00
	Destination	975 x .4000	390.00
New R2Ds	Origin		200.00
	Destination		125.00
New L1As	Origin		1300.00
Recomputed L305			1300.00

EXAMPLE 5

In a two-road prepaid URRWIN, the Origin Road created Version 1 with one R2D and the Destination Road created Version 2 with two R2D. Central ISS will create Version 3 composite settlement using the L1A amount of total freight charges from the origin road's active version less the R2D from each road's active version prorated based on the percentages calculated using the R2B's from the destination road's active version.

EDI 426 Key:

Segment	Purpose
R2B	Proportions or divisions
R2D	Miscellaneous charges
L1A	Total freight charges
L305	Total amount charged (may include special charges)

Road	EDI Segment	Version	Origin	Destination	Total
Origin	R2B	1	5941	1664	7605
Origin	R2D	1	421	117	538
Origin	L1A	1	8494		8494
Origin	L305	1	8494		8494
Destination	R2B	2	5941	1664	7605
Destination	R2D	2	421	117	538
Destination	R2D	2		350	350
Destination	L1A	2	8494		8494
Destination	L305	2	8494		8494

Composite Calculations

Formula	Road	Equation	Outcome
Sum R2Bs (from destination road's active version 2)	Destination	5941 + 1664	7605
R2B (from destination road's active version 2) / Sum	Origin	5941/7605	.7812
	Destination	1664/7605	.2188
L1As (from origin road's active version 1)	Origin		8494
L1As (from destination road's active version 2)	Destination		0
R2Ds (from origin road's active version 1)	Origin		421
R2Ds (from destination road's active version 2)	Destination	117 + 350	467
Sum L1As minus Sum R2Ds		8494 - 888	7606
Composite version 3 created by ISS Central			
New R2Bs	Origin	7606 x .7812	5941.81
	Destination	7606 x .2188	1664.19
New R2Ds	Origin		421.00
	Destination		467.00
New L1As	Origin		8494.00
Recomputed L305			8494.00

EXAMPLE 6

In a three-road prepaid URRWIN, the Origin Road created Version 1, the Intermediate Road created Version 2 and the Destination Road created Version 3. All three roads have submitted conflicting R2D figures. Central ISS will create Version 4 composite settlement using the L1A amount of total freight

charges from the origin road's active version less the R2D from each road's active version prorated based on the percentages calculated using the R2B's from the destination road's active version.

EDI 426 Key:

Segment	Purpose
R2B	Proportions or divisions
R2D	Miscellaneous charges
L1A	Total freight charges
L305	Total amount charged (may include special charges)

Road	EDI Segment	Version	Origin	Intermediate	Destination	Total
Origin	R2B	1	400	300	300	1000
Origin	R2D	1	100	100	100	300
Origin	L1A	1	1300			1300
Origin	L305	1	1300			1300
Intermediate	R2B	2	400	300	300	1000
Intermediate	R2D	2	150	100	50	100
Intermediate	L1A	2	1300			1300
Intermediate	L305	2	1300			1300
Destination	R2B	3	400	300	500	1200
Destination	R2D	3	50	50	200	300
Destination	L1A	3	1500			1500
Destination	L305	3	1500			1500

Composite Calculation

Formula	Road	Equation	Outcome
Sum R2Bs (from destination road's active version 3)		400 + 300 + 500	1200
R2B (from destination road's active version 3) / Sum	Origin	400/1200	.3333
	Intermediate	300/1200	.2500
	Destination	500/1200	.4167
L1As (from origin road's active version 1)	Origin		1300
L1As (from intermediate road's active version 2)	Intermediate		0
L1As (from destination road's active version 3)	Destination		0
R2Ds (from origin road's active version 1)	Origin		100
R2Ds (from intermediate road's active version 2)	Intermediate		100
R2Ds (from destination road's active version 3)	Destination		200
Sum L1As minus Sum R2Ds		1300-400	900

Composite version 4 created by ISS Central			
New R2Bs	Origin	900 x .3333	299.97
	Intermediate	900 x .2500	225.00
	Destination	900 x .4167	375.03
New R2Ds	Origin		100.00
	Intermediate		100.00
	Destination		200.00
New L1As	Origin		1300.00
Recomputed L305			1300.00

EXAMPLE 7

In a three-road **collect** URRWIN, the Origin Road created Version 1, the Intermediate Road created Version 2 with an R2D and the Destination Road created Version 3. Central ISS will create version 4 composite settlement using the L1A amount of total freight charges from the destination road's active version less the R2D from each road's active version prorated based on the percentages calculated using the R2Bs from the destination road's active version.

EDI 426 Key:

Segment	Purpose
R2B	Proportions or divisions
R2D	Miscellaneous charges
L1A	Total freight charges
L305	Total amount charged (may include special charges)

Road	EDI Segment	Version	Origin	Intermediate	Destination	Total
Origin	R2	1	400	300	300	1000
Origin	R2D	1	0	0	0	0
Origin	L1A	1	0		1000	1000
Origin	L305	1	1000			1000
Intermediate	R2B	2	400	300	300	1000
Intermediate	R2D	2	0	100	0	100
Intermediate	L1A	2	0	100	1000	1100
Intermediate	L305	2	1100			1100
Destination	R2B	3	400	300	500	1200
Destination	R2D	3	0	0	0	0
Destination	L1A	3			1200	1200
Destination	L305	3	1200			1200

Composite Calculation

Formula	Road	Equation	Outcome
Sum R2Bs (from destination road's active version 3)		400 + 300 + 500	1200

R2B (from destination road's active version 3) / Sum	Origin	400/1200	.3333
	Intermediate	300/1200	.25
	Destination	500/1200	.4167
L1As (from origin road's active version 1)	Origin		0
L1As (R2D from intermediate road's active version 2)	Intermediate		100
L1As (from destination road's active version 3)	Destination		1200
R2Ds (from origin road's active version 1)	Origin		0
R2Ds (from intermediate road's active version 2)	Intermediate		100
R2Ds (from destination road's active version 3)	Destination		0
Sum L1As minus Sum R2Ds		1300-100	1200
Composite version 4 created by ISS Central			
New R2Bs	Origin	1200 x .3333	399.96
	Intermediate	1200 x .2500	300.00
	Destination	1200 x .4167	500.04
New R2Ds	Origin		0
	Intermediate		100.00
	Destination		0
New L1As	Origin		0
	Intermediate		100.00
	Destination		1200.00
Recomputed L305		1200+100	1300.00

EXAMPLE 8

In a three-road URRWIN, the Origin Road created Version 1, the Intermediate Road created Version 2 with an R2D and the Destination Road created Version 3. The Origin Road indicates the waybill is collect and the Destination Road indicates it is prepaid. Since this is a prepaid/collect dispute, the Origin Road's stance takes precedence. Therefore the composite settlement calculations will be on a collect basis. Central ISS will create version 4 composite settlement using the L1A amount of total freight charges from the destination road's active version less the R2D from each road's active version prorated based on the percentages calculated using the R2Bs from the destination road's active version.

In a prepaid collect dispute, the origin road's shipping method will always take precedence. In a move with three or more roads and the origin road is silent, then the destination road's active version will be used in the composite settlement.

EDI 426 Key:

Segment	Purpose
R2B	Proportions or divisions
R2D	Miscellaneous charges

L1A	Total freight charges
L305	Total amount charged (may include special charges)

Road	EDI Segment	Version	Origin	Intermediate	Destination	Total
Origin	R2B	1	400	300	300	1000
Origin	R2D	1	0	0	0	0
Origin	L1A	1	0		1000	1000
Origin	L305	1	1000			1000
Intermediate	R2B	2	400	300	300	1000
Intermediate	R2D	2	0	100	0	100
Intermediate	L1A	2	0	100	1000	1100
Intermediate	L305	2	1100			1100
Destination	R2B	3	400	300	500	1200
Destination	R2D	3	0	0	0	0
Destination	L1A	3	1200			1200
Destination	L305	3	1200			1200

Composite Calculation

Formula	Road	Equation	Outcome
Sum R2Bs (from destination road's active version 3)		400 + 300 + 500	1200
R2B (from destination road's active version 3) / Sum	Origin	400/1200	.3333
	Intermediate	300/1200	.2500
	Destination	500/1200	.4167
L1As (from origin road's active version 1)	Origin		0
L1As (R2D from intermediate road's active version 2)	Intermediate		100
L1As (from destination road's active version 3)	Destination		1200
R2Ds (from origin road's active version 1)	Origin		0
R2Ds (from intermediate road's active version 2)	Intermediate		100
R2Ds (from destination road's active version 3)	Destination		0
Sum L1As minus Sum R2Ds		1300-100	1200
Composite version 4 created by ISS Central			
New R2Bs	Origin	1200 x .3333	399.96
	Intermediate	1200 x .2500	300.00
	Destination	1200 x .4167	500.04
New R2Ds	Origin		0
	Intermediate		100.00

	Destination		0
New L1As	Origin		0
	Intermediate		100.00
	Destination		1200.00
Recomputed L305		1200+100	1300.00

EXAMPLE 9

In the event of a negative freight division in a three-road **prepaid** URRWIN, the Origin Road created Version 1 with a negative division, the intermediate road was silent, and the Destination Road created Version 2. Central ISS will create Version 3 composite settlement using the L1A amount of total freight charges from the origin road's active version less the R2D from each road's active version prorated based on the percentages calculated using the R2B's from the destination road's active version. Note: This scenario is considered to be very unlikely and may never actually happen, but in the event that it does, this is how Central ISS will create the composite settlement version.

EDI 426 Key:

Segment	Purpose
R2B	Proportions or divisions
R2D	Miscellaneous charges
L1A	Total freight charges
L305	Total amount charged (may include special charges)

Road	EDI Segment	Version	Origin	Intermediate	Destination	Total
Origin	R2B	1	2925	-1100	725	2550
Origin	R2D	1	330	0	0	330
Origin	L1A	1	2880			2880
Origin	L305	1	2880			2880
Destination	R2B	2	2130	1	749	2880
Destination	R2D	2	0	0	0	0
Destination	L1A	2	2880			2880
Destination	L305	2	2880			2880

Composite Calculation

Formula	Road	Equation	Outcome
Sum R2Bs (from destination road's active version 2)		2130 + 1 + 749	2880
R2B (from destination road's active version 2) / Sum	Origin	2130/2880	.7395833
	Intermediate	1/2880	.0003472
	Destination	749/2880	.2600694
L1As (from origin road's active version 1)	Origin		2880
L1As (from origin road's active version 1 since intermediate road did not have an	Intermediate		1100*

active version) *A negative R2B indicates collected monies.			
L1As (from destination road's rate version 2)	Destination		0
R2Ds (from origin road's rate version 1)	Origin		330
	Intermediate		0
	Destination		0
Sum L1As minus Sum R2Ds		(2880 + 1100) – 330	3650
New R2Bs	Origin	3650 x .7395833	2699.479
	Intermediate	3650 x .0003472	1.26728 – 1100 = -1098.7328
	Destination	3650 x .2600694	949.25331
Note: In this case the Origin road's **2699.479** was rounded off to be **2699.48**. If the total amount came out to be **.01** short of the total collected, the **.01** would go to the Destination road.			
Composite version 3 created by ISS Central			
New R2Ds	Origin		330.00
	Intermediate		0
	Destination		0
New L1As	Origin		2880.00
	Intermediate		0
	Destination		0
Recomputed L305			2880.00

EXAMPLE 10

In a two-road **prepaid** URRWIN, the Origin Road created Version 1 and the Destination Road created Version 2. Both roads report negative R2D's. Central ISS will create Version 3 composite settlement using the L1A amount of total freight charges from the origin road's active version less the R2D from each road's active version prorated based on the percentages calculated using the R2B's from the destination road's active version.

EDI 426 Key:

Segment	Purpose
R2B	Proportions or divisions
R2D	Miscellaneous charges
L1A	Total freight charges
L305	Total amount charged (may include special charges)

Road	EDI Segment	Version	Origin	Destination	Total
Origin	R2B	1	300	700	1000
Origin	R2D	1	-15	-35	-50
Origin	L1A	1	950		950
Origin	L305	1	950		950

Destination	R2B	2	300	1000	1300
Destination	R2D	2	-15	-50	-65
Destination	L1A	2	1235		1235
Destination	L305	2	1235		1235

Composite Calculations

Formula	Road	Equation	Outcome
Sum R2Bs (from destination road's active version 2)	Destination	300 + 1000	1300
R2B (from destination road's active version 2) / Sum	Origin	300/1300	.2308
	Destination	1000/1300	.7692
L1As (from origin road's active version 1)	Origin		950
L1As (R2D from destination road's active version 2)	Destination		0
R2Ds (from origin road's active version 1)	Origin		-15
R2Ds (from destination road's active version 2)	Destination		-50
Sum L1As minus Sum R2Ds		950 - (-65)	1015
Composite version 3 created by ISS Central			
New R2Bs	Origin	1015 x .2308	234.26
	Destination	1015 x .7692	780.74
New R2Ds	Origin		-15.00
	Destination		-50.00
New L1As	Origin		950.00
Recomputed L305			950.00

5.18 Co-loading Shipments in ISS

Co-Loading allows products of more than one customer to be shipped in the same railcar when the origin and destination are the same. The Electronic Data Interchange Working Committee (EDIWC) developed electronic data standards to support Co-Loading of products within the EDI 404 (Rail Carrier Shipment Information), the EDI 417 (Rail Carrier Waybill Interchange) and the EDI 858 (Shipment Information). The Interline Revenue Management Committee (IRM) requested the Revenue Pipeline Committee (RPC) to evaluate and recommend an industry guideline for EDI formatting, EDI codes and business rules to handle Co-Loaded shipments in the EDI 426 (Revenue Waybill Transaction Set) with the EDI 5050 Version upgrade in May 2009.

Multiple Customers are able to share a railcar to ship their products (Co-Loading). When a Co-Loaded EDI 417 transportation waybill becomes an EDI 426 revenue waybill, the railroad system generating the EDI 426 would generate multiple EDI 426 waybills depending on the number of Co-Loading parties involved with the movement. These multiple 426 waybills would have the same waybill number, waybill date and lead car. Once the multiple 426 waybills enter ISS Central, each waybill would be given a different Unique Revenue Reference Waybill Identification Number (URRWIN) and settled in the normal way. Shippers will have several EDI 426 Revenue Waybills associated with the same transportation waybill to define revenue distribution among carriers.

BACKGROUND INFORMATION

The items listed below are considered to be background information relative to the Co-Loading concept.

- Co-Loaded shipments occur as either Interline or Local shipments.
- Each carrier enters into bilateral negotiations for Interline movements with each customer regarding the use and scope of Co-Loaded shipments.
- Each carrier enters into bilateral negotiations for Rule 11 movements.
- One bill of lading (EDI 404) applies to one railcar.
- Each bill of lading must have only one origin, one destination and one route for the waybill.
- The N7 looping structure means that a given EDI 417 waybill can have multiple data elements that were previously restricted to one data element including multiple STCCs, shippers, consignees, payor of freight, price authorities, quantities and weights.
- A Co-Loaded EDI 417 message will generate multiple EDI 426 messages. A Co-Loaded EDI 417 can be identified by having a code value of ‘MX’ in the BX03 field, and a code value of ‘1O’ in the REF01 field. A code value of BX03 = ‘MX’ will require that the N7/REF loop be used. The number of N7/REF looping structures in the 417 will correspond to the number of Shippers involved in the movement. The number of EDI 426 messages created will depend upon the number of N7/REF loops (Shippers) within the EDI 417 message. REF02 is a required field in the 417 and it will be an incremented number starting with 1 in reference to the Co-Load detail.
- The EDI 426 messages will be prepared by the origin road, or any road issuing a challenge. The number of EDI 426 messages will depend upon the number of parties involved in the Co-Loaded movement.

- The revenue detail for the Co-Loaded shipment is identified within the L1 and L3 segments.
- ISS Central will maintain a table of Co-Load participants with the intention that any Co-Load 426s received by them be validated to ensure that all carriers in the route are in fact Co-Load participants.
- ISS Central will not allow the mixing of Co-load and Non- Co-load 426 messages under the same URRWIN number.
- The ZR01 field must have a value of 'L' or 'X' to identify Co-Loaded shipments.
- Allow multiple 426 waybills to enter ISS Central from any EDI 417 that contains BX03=MX. (Co-Loaded shipments will result in the creation of one-to-many URRWINs.)
- If ZR01 contains a value of 'X' then BX03 must be equal to '11'.
- The BX03 field must contain either 'CC', 'PP' or '11' as its value.
- If N901 contains the Consolidation Shipment Code '1O' then ZR01 must be 'L' or 'X'.
- If ZR01 contains a value of 'L' and if N8A01 contains 'W2' then N8A04 must refer to a valid Parent URRWIN.
- If ZR01 contains a value of 'L' or 'X' then N902 must contain a valid Sequence Number provided by the carrier.
- When populated, the N902 Sequence Number should be unique per shipment.
- The N902 Sequence Number provided on the EDI 426 message must be numeric.
- The N902 Sequence Number provided on the EDI 426 must correspond to the REF02 Sequence Number on the EDI 417.
- If ZR01 contains a value of 'X' then N902 must equal the Sequence Number as the Rule 11 Parent EDI 426.
- If ZR01 contains a value of 'L' or 'X', and if N8A01 contains 'W9' and N8A04 is populated, it must contain a valid URRWIN.
- Rule 11 Parent and Child cannot have same route information.
- Two Rule 11 Child waybills cannot have same route.
- Code value 'W9' in the N8A01 is optional and refers to a Co-Loaded shipment or URRWIN.

5.19 Co-Loaded Example (with Thru only)

This example highlights the EDI changes within the Co-Loaded EDI 417 and EDI 426 messages. There will be one EDI 417 message and two EDI 426 messages since it is a Co-Loaded shipment between two shippers. Each EDI 426 message will have the inbound to ISS and outbound from ISS messages displayed below.

EDI 417

Initiator: Rail Carrier – Origin Linehaul Road

Purpose: To transmit information to all roads in route to expedite movement

Definition: To alert all roads in route to movement and notify roads that this particular shipment is a Co-Loaded shipment.

Origin linehaul road prepares a 417 transportation waybill with all the general 417 waybill requirements and inserts the N7/REF, N7/REF/L0, N7/REF/L0/PI, and N7/REF/N1 loops (Rail EDI version 8010) into the waybill with the Co-Load details received on the bill(s)-of-lading (404 or 858).

The BX03 will be MX (Mixed) and its use will require a N7/REF loop.

The REF01 (DE 128) will be '1O' Consolidation Shipment Number.

The REF02 is a required field. It will be the incremented number starting with 1 in reference to the Co-Load detail.

TRANSPORTATION WAYBILL : CO-LOAD SCENARIO

EXAMPLE (SENT BY ORIGIN ROAD TO FORWARD & STORE):

ST*417*10001
BX*00*R***MX****ABCD*L*B*S
BNX*S**S
N9*BM*ABC12345**20071107*100*ET
N7*ABCD*800117*99840*N*******RR
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
REF*1O*1
N9*PO*FORDSHIPMENT
N10FINISHED VEHICLES**T*3711520**
SMD*CS*PP
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
L0*****5*VEH**
PI*CT*999999999*TPUP*A1AUTOSERVICE**
N1*SH*FORD MOTOR CO*C5*123456789012345

N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*CN*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*PF*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
REF*1O*2
N9*PO*GMSHIPMENT
N10FINISHED VEHICLES**T*3711520**
SMD*CS*PP
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
L0*****5*VEH**
PI*CT*999999999*TPUP*A2AUTOSERVICE**
N1*SH*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*CN*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*PF*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*SHIPPER NAME*C5*012345678901234(CIF NUMBER)
N1*CN*CONSIGNEE NAME*C5*001234567890123(CIF NUMBER)
R2*ABCD*S*JCT1
R2*EFG*1*JCT2
R2*HIJK*2
LX*1
L5*FINISHED VEHICLES*3711520*T
L0*******10*VEH
SE*67*10001

EDI 426

Initiator: Rail Carrier – Originating Road

Purpose: To communicate revenue and billing information associated with Co-Load waybill to all rail carriers in the route

Definition: A 426 Co-Load Revenue Waybill is furnished, by the origin carrier, to ISS containing the detailed information as to the split of the shipment and the individual bill to party for dissemination to all carriers in the route of the Co-Load shipment.

The origin road prepares a 426 Co-Load Revenue Waybill with:

- ZR01 = L (Co-Load Shipment)
- BX03 = CC or PP as appropriate
- The revenue detail for this split piece of the shipment is brought forward from the EDI 417 to the appropriate EDI 426 shipment detail loops.
    - Shipper
    - Consignee

- Party to pay freight
- L0 loop is limited to this split of the shipment

ISS assigns an URRWIN, URRWIN date, version number, and settlement date to the notification waybill and broadcasts the Co-Load Revenue Waybill to all the roads in the route.

URRWIN #1: CO-LOAD (THRU) – FORD INFORMATION

EXAMPLE (INBOUND TO ISS FROM ORIGIN ROAD):

ST*426*60011
ZR*L* ABCD*800117*888888*20071107**ABCD**OR
DTM*702*20071109*095659
PER*RS*CONTACT NAME*EM*EMAIL ADDRESS
BX*00*R***PP****ABCD
BNX*S**S
N9*1O*1
N7*ABCD*800117*99840*N*******RR
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*CN*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*PF*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
PI*CT*999999999*TPUP*A1AUTOSERVICE**
R2*ABCD*S*JCT1
R2B*ABCD*JCT1*275900
R2C*R*PC*4.91538
R2D*ENS*45525
R2*EFG*1***JCT2**
R2B*EFG* ***JCT2***207400
R2C*R*PC*3.69499
R2D*ENS*34220
R2*HIJK*2
R2B*HIJK*78000**
R2C*R*PC*1.38963
R2D*ENS*12870
H3*NH
LX*1
L5*1*FINISHED VEHICLES*3711520*T
L0*1******5***VEH
L1*1*5613*PC*561300**561300
L1*1*16.5*PW*92615**92615**ENS
L3*****653915**653915
L1A*653915*ABCD
SE*42*60011

URRWIN #1: CO-LOAD (THRU) – FORD INFORMATION

EXAMPLE (OUTBOUND FROM ISS):

ST*426*90088
ZR***L*** ABCD*800117*888888*20071107** ABCD*20071109*OR**123457000*001
DTM*702*20071109*100101
DTM*701*20071210
PER*RS*CONTACT NAME*EM*EMAIL ADDRESS
BX*00*R***PP****ABCD
BNX*S**S
N9*1O*1
N7*ABCD*800117*99840*N*******RR
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*CN*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*PF*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
PI*CT*999999999*TP**UP*A1AUTOSERVICE**
R2*ABCD*S*JCT1
R2B*ABCD*JCT1*275900
R2C*R*PC*4.91538
R2D*ENS*45525
R2*EFG*1***JCT2**
R2B*EFG*** **JCT2***207400
R2C*R*PC*3.69499
R2D*ENS*34220
R2*HIJK*2
R2B*HIJK**78000**
R2C*R*PC*1.38963
R2D*ENS*12870
H3*NH
LX*1
L5*1*FINISHED VEHICLES*3711520*T
L0*1******5***VEH
L1*1*5613*PC*561300**561300
L1*1*16.5*PW*92615**92615**ENS
L3*****653915**653915
L1A*653915*ABCD
SE*42*60011

URRWIN #2: CO-LOAD (THRU) – GM INFORMATION

EXAMPLE (INBOUND TO ISS FROM ORIGIN ROAD):

ST*426*60011
ZR***L**** ABCD*800117*888888*20071107**ABCD**OR
DTM*702*20071109*095659

PER*RS*CONTACT NAME*EM*EMAIL ADDRESS
BX*00*R***PP****ABCD
BNX*S***S
N9*1O*2
N7*ABCD*800117*99840*N*******RR
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*CN*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*PF*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
PI*CT*999999999*TP*UP*A2AUTOSERVICE**
R2*ABCD*S*JCT1
R2B*ABCD*JCT1*275900
R2C*R*PC*4.91538
R2D*ENS*45525
R2*EFG*1***JCT2**
R2B*EFG* ***JCT2***207400
R2C*R*PC*3.69499
R2D*ENS*34220
R2*HIJK*2
R2B*HIJK*78000**
R2C*R*PC*1.38963
R2D*ENS*12870
H3*NH
LX*1
L5*1*FINISHED VEHICLES*3711520*T
L0*1******5***VEH
L1*1*5613*PC*561300**561300
L1*1*16.5*PW*92615**92615**ENS
L3*****653915**653915
L1A*653915*ABCD
SE*42*60011

URRWIN #2: CO-LOAD (THRU) – GM INFORMATION

EXAMPLE (OUTBOUND FROM ISS):

ST*426*90088
ZR***L*** ABCD*800117*888888*20071107** ABCD*20071109*OR**123457890*001
DTM*702*20071109*100101
DTM*701*20071210
PER*RS*CONTACT NAME*EM*EMAIL ADDRESS
BX*00*R***PP****ABCD
BNX*S***S
N9*1O*2
N7*ABCD*800117*99840*N*******RR
VC*VIN #6
VC*VIN #7
VC*VIN #8

VC*VIN #9
VC*VIN #10
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*CN*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*PF*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
PI*CT*999999999*TPUP*A2AUTOSERVICE**
R2*ABCD*S*JCT1
R2B*ABCD*JCT1*275900
R2C*R*PC*4.91538
R2D*ENS*45525
R2*EFG*1***JCT2**
R2B*EFG* **JCT2***207400
R2C*R*PC*3.69499
R2D*ENS*34220
R2*HIJK*2
R2B*HIJK78000**
R2C*R*PC*1.38963
R2D*ENS*12870
H3*NH
LX*1
L5*1*FINISHED VEHICLES*3711520*T
L0*1******5***VEH
L1*1*5613*PC*561300**561300
L1*1*16.5*PW*92615**92615**ENS
L3*****653915**653915
L1A*653915*ABCD
SE*42*60011

5.20 Co-Loaded Example (with Thru and Rule 11)

This example highlights the EDI changes within the Co-Loaded Rule 11 EDI 417 and EDI 426 messages. There will be one EDI 417 message and four EDI 426 messages since it is a Co-Loaded Rule 11 shipment between two shippers. There will be a Parent and one Child for the Co-Loaded Rule 11 portion, and one other EDI 426 message for the non-Rule 11 Co-Loaded portion generated by the carrier for this scenario. Each EDI 426 message will have the inbound to ISS and outbound from ISS messages displayed below.

EDI 417

Initiator: Rail Carrier – Origin Linehaul Road

Purpose: To transmit information to all roads in route to expedite movement

Definition: To alert all roads in route of movement and of the fact that this particular shipment is a Co-Loaded Rule 11 shipment

The origin road prepares a 426 Co-Load Revenue Waybill

TRANSPORTATION WAYBILL : CO-LOAD WITH THRU AND RULE 11 SCENARIO

EXAMPLE (SENT BY ORIGIN ROAD TO FORWARD & STORE):

ST*417*10001
BX*00*R***MX****ABCD*L*B*S
BNX*S**S
N9*BM*ABC12345**20071107*100*ET
N7*ABCD*800117*99840*N*******RR
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
REF*1O*1
N9*PO*FORDSHIPMENT
N10FINISHED VEHICLES**T*3711520**
SMD*CS*PP
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
L0*****5*VEH**
PI*CT*999999999*TPUP*A1AUTOSERVICE**
N1*SH*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*CN*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*PF*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
REF*1O*2
N9*PO*GMSHIPMENT
N10FINISHED VEHICLES**T*3711520**
SMD*CS*11
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
L0*****5*VEH**
PI*CT*999999999*TPUP*A2AUTOSERVICE**
N1*SH*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*CN*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*11*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N8*888888*20071107
F9*1111*ORIGIN CITY*ST

D9*2222*DESTINATION CITY*ST
N1*SH*SHIPPER NAME*C5*012345678901234(CIF NUMBER)
N1*CN*CONSIGNEE NAME*C5*001234567890123(CIF NUMBER)
R2*ABCD*S*JCT1
R2*EFG*1***JCT2**
R2*HIJK*2
LX*1
L5*FINISHED VEHICLES*3711520*T
L0*******10*VEH
SE*67*10001

EDI 426

Initiator: Rail Carrier – Originating Road

Purpose: To communicate Railway Accounting Rule 11 waybill information between rail carriers.

Definition: A 426 Co-Load Rule 11 Notification Waybill (Parent) is furnished, by the origin carrier, to ISS for dissemination to all carriers in the route of the shipment and to alert all participants that the shipment is subject to Co-Load Rule 11 conditions.

The origin road prepares a 426 Co-Load Revenue Waybill (Parent) with:

- ZR01 = X
- BX03 = 11
- The individual shipment detail for this split piece of the shipment is brought forward from the EDI 417 to the appropriate EDI 426 shipment detail loops.
    - Shipper
    - Consignee
    - Rule 11 Party to pay freight
- R202 of the origin road = R (Rule 11)
- ISS assigns an URRWIN, URRWIN date, version number, and settlement date to the notification waybill and broadcasts the Mixed Load that involves a Thru and Rule 11 Notification Waybill to all the roads in the route.

Note: This is just like any other Rule 11 notification waybill. BL segments are not needed as the party responsible for payment is the same for any child waybill.

URRWIN #3: CO-LOAD (THRU) – FORD INFORMATION

EXAMPLE (INBOUND TO ISS FROM ORIGIN ROAD):

ST*426*60012
ZR***L*** ABCD*800117*888888*20071107**ABCD**OR
DTM*702*20071109*095703
BX*00*R***PP****ABCD
BNX*S****S**
N9*1O*1**20071107**
N7*ABCD*800117*99840*N*******RR
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST

N1*SH*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*CN*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*PF*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
PI*CT*999999999*TPUP*A1AUTOSERVICE**
R2*ABCD*S*JCT1
R2B*ABCD*JCT1*275900
R2C*R*PC*4.91538
R2D*ENS*45525
R2*EFG*1***JCT2**
R2B*EFG* **JCT2***207400
R2C*R*PC*3.69499
R2D*ENS*34220
R2*HIJK*2
R2B*HIJK78000**
R2C*R*PC*1.38963
R2D*ENS*12870
H3*NH
LX*1
L5*1*FINISHED VEHICLES*3711520*T
L0*1******5***VEH
L1*1*5613*PC*561300**561300
L1*1*16.5*PW*92615**92615**ENS
L3*****653915**653915
L1A*653915*ABCD
SE*42*60011

EXAMPLE (OUTBOUND FROM ISS):

ST*426*90088
ZR***L*** ABCD*800117*888888*20071107** ABCD*20071109*OR**123457520*001
DTM*702*20071109*100101
DTM*701*20071210
PER*RS*CONTACT NAME*EM*EMAIL ADDRESS
BX*00*R***PP****ABCD
BNX*S**S
N9*1O*1
N7*ABCD*800117*99840*N*******RR
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*CN*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*PF*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
PI*CT*999999999*TPUP*A1AUTOSERVICE**
R2*ABCD*S*JCT1
R2B*ABCD*JCT1*275900
R2C*R*PC*4.91538
R2D*ENS*45525
R2*EFG*1***JCT2**
R2B*EFG* **JCT2***207400

R2C*R*PC*3.69499
R2D*ENS*34220
R2*HIJK*2
R2B*HIJK78000**
R2C*R*PC*1.38963
R2D*ENS*12870
H3*NH
LX*1
L5*1*FINISHED VEHICLES*3711520*T
L0*1******5***VEH**
L1*1*5613*PC*561300**561300
L1*1*16.5*PW*92615**92615**ENS
L3*****653915**653915
L1A*653915*ABCD
SE*42*60011

URRWIN #4: CO-LOAD (RULE 11/PARENT) – GM INFORMATION

EXAMPLE (INBOUND TO ISS FROM ORIGIN ROAD):

ST*426*60011
ZR***X*** ABCD*800117*888888*20071107**ABCD**OR
DTM*702*20071109*095659
PER*RS*CONTACT NAME*EM*EMAIL ADDRESS
BX*00*R***11****ABCD**
BNX*S**S
N9*1O*2
N7*ABCD*800117*99840*N*******RR
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
N8*888888*20071107
N8A*W9*888888*20071107*123457520**** (If used, should contain the valid URRWIN of the co-loaded shipment for Ford)**
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*CN*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*11*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
BL*RC*1111*4444**ORIGIN CITY*ST***JCT2***ABCD*EFG
BL*RC*5555*2222**JCT2****DESTINATION CITY*ST**HIJK
PI*CT*999999999*TPUP*A2AUTOSERVICE**
R2*ABCD***R***JCT1
R2*EFG*1***JCT2**
R2*HIJK*2
LX*1
L5*FINISHED VEHICLES*3711520*T
L0*1******5***VEH**
SE*31*60012

EXAMPLE (OUTBOUND FROM ISS):

ST*426*60011
ZR*X* ABCD*800117*888888*20071107**ABCD*20071109*OR**123457012*001
DTM*702*20071109*095659
PER*RS*CONTACT NAME*EM*EMAIL ADDRESS
BX*00*R***11****ABCD
BNX*S**S
N9*1O*2
N7*ABCD*800117*99840*N*******RR
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
N8*888888*20071107
N8A*W9*888888*20071107*123457520****
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*CN*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*11*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
BL*RC*1111*4444**ORIGIN CITY*ST***JCT2***ABCD*EFG
BL*RC*5555*2222**JCT2****DESTINATION CITY*ST**HIJK
PI*CT*999999999*TPUP*A2AUTOSERVICE**
R2*ABCD***R***JCT1
R2*EFG*1***JCT2**
R2*HIJK*2
LX*1
L5*FINISHED VEHICLES*3711520*T
L0*1******5***VEH
SE*31*60012

URRWIN #5: CO-LOAD (RULE 11/CHILD) – GM INFORMATION

EXAMPLE (INBOUND TO ISS FROM ORIGIN ROAD):

ST*426*60011
ZR*L* ABCD*800117*888888*20071107**ABCD**OR
DTM*702*20071109*095659
PER*RS*CONTACT NAME*EM*EMAIL ADDRESS
BX*00*R***CC****EFG
BNX*S**S
N9*1O*2
N7*ABCD*800117*99840*N*******RR
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
N8*888888*20071107
N8A*W2*888888*20071107*123457012
N8A*W9*888888*20071107*123457520
F9***1111*ORIGIN CITY***ST
D9***4444*JCT2 CITY***ST

N1*SH*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*CN*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*11*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
PI*CT*999999999*TP**UP*A2AUTOSERVICE
R2*ABCD*S*JCT1
R2B*ABCD*JCT1*275900
R2C*R*PC*4.91538
R2D*ENS*45525
R2*EFG*1*
R2B*EFG**207400
R2C*R*PC*3.69499
R2D*ENS*34220
H3*NH
LX*1
L5*1*FINISHED VEHICLES*3711520*T
L0*1******5*VEH
L1*1*4833*PC*483300**483300
L1*1*16.5*PW*79745**79745**ENS
L3*****563045**563045
L1A*563045*EFG
SE*42*60011

EXAMPLE (OUTBOUND FROM ISS):

ST*426*60012
ZR*L* ABCD*800117*888888*20071107**ABCD*20071109*OR**333457011*001
DTM*702*20071109*100202
DTM*701*20071210
PER*RS*CONTACT NAME*EM*EMAIL ADDRESS
BX*00*R*CC**EFG
BNX*S**S
N9*1O*2
N7*ABCD*800117*99840*N*******RR
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
N8*888888*20071107
N8A*W2*888888*20071107*123457012
N8A*W9*888888*20071107*123457520
F9*1111*ORIGIN CITY*ST
D9*4444*JCT2 CITY*ST
N1*SH*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*CN*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*11*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
PI*CT*999999999*TP**UP*A2AUTOSERVICE
R2*ABCD*S*JCT1
R2B*ABCD*JCT1*275900
R2C*R*PC*4.91538

R2D*ENS*45525
R2*EFG*1*
R2B*EFG**207400
R2C*R*PC*3.69499
R2D*ENS*34220
H3*NH
LX*1
L5*1*FINISHED VEHICLES*3711520*T
L0*1******5*VEH
L1*1*4833*PC*483300**483300
L1*1*16.5*PW*79745**79745**ENS
L3*****563045**563045
L1A*563045*EFG
SE*42*60011

5.21 Co-Loaded Example (All Roads Rule 11)

This example highlights the EDI changes within the Co-Loaded Rule 11 EDI 417 and EDI 426 messages.

EDI 417

Initiator: Rail Carrier – Origin Linehaul Road

Purpose: To transmit information to all roads in route to expedite movement

Definition: To alert all roads in route of movement and of the fact that this particular shipment is a Co-Loaded Rule 11 shipment

The origin road prepares a 426 Co-Load Revenue Waybill

TRANSPORTATION WAYBILL : CO-LOAD WITH THRU AND RULE 11 SCENARIO

EXAMPLE (SENT BY ORIGIN ROAD TO FORWARD & STORE):

ST*417*10001
BX*00*R***MX****ABCD*L*B*S
BNX*S**S
N9*BM*ABC12345**20071107*100*ET
N7*ABCD*800117*99840*N*******RR
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
REF*1O*1
N9*PO*FORDSHIPMENT
N10FINISHED VEHICLES**T*3711520**
SMD*CS*11
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
L0*****5*VEH**

PI*CT*999999999*TPUP*A1AUTOSERVICE**
N1*SH*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*CN*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*11*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
REF*1O*2
N9*PO*GMSHIPMENT
N10FINISHED VEHICLES**T*3711520**
SMD*CS*11
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
L0*****5*VEH**
PI*CT*999999999*TPUP*A2AUTOSERVICE**
N1*SH*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*CN*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*11*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*SHIPPER NAME*C5*012345678901234(CIF NUMBER)
N1*CN*CONSIGNEE NAME*C5*001234567890123(CIF NUMBER)
R2*ABCD*S*JCT1
R2*EFG*1***JCT2**
R2*HIJK*2
LX*1
L5*FINISHED VEHICLES*3711520*T
L0*******10*VEH
SE*67*10001

EDI 426

Initiator: Rail Carrier – Originating Road

Purpose: To communicate Railway Accounting Rule 11 waybill information between rail carriers.

Definition: A 426 Co-Load Rule 11 Notification Waybill (Parent) is furnished, by the origin carrier, to ISS for dissemination to all carriers in the route of the shipment and to alert all participants that the shipment is subject to Co-Load Rule 11 conditions.

URRWIN #6: CO-LOAD (RULE 11/PARENT) – FORD INFORMATION

EXAMPLE (INBOUND TO ISS FROM ORIGIN ROAD):

ST*426*60012
ZR***X*** ABCD*800117*888888*20071107**ABCD**OR
DTM*702*20071109*095703

BX*00*R***11****ABCD
BNX*S****S***
N9*1O*1
N7*ABCD*800117*99840*N*******RR
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*CN*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*11*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
BL*RC*1111*3333**ORIGIN CITY*ST***JCT1***ABCD
BL*RC*6666*4444**JCT1****JCT2***EFG
BL*RC*5555*2222**JCT2****DESTINATION CITY*ST**HIJK
PI*CT*999999999*TPUP*A1AUTOSERVICE**
R2*ABCD***R***JCT1
R2*EFG*1***JCT2**
R2*HIJK*2
H3*NH
LX*1
L5*1*FINISHED VEHICLES*3711520*T
L0*1******5***VEH
SE*42*60011

EXAMPLE (OUTBOUND FROM ISS TO ORIGIN ROAD):

ST*426*60012
ZR***X*** ABCD*800117*888888*20071107**ABCD*20071109*OR**333444555*001
DTM*702*20071109*095703
BX*00*R***11****ABCD
BNX*S****S***
N9*1O*1
N7*ABCD*800117*99840*N*******RR
VC*VIN #1
VC*VIN #2
VC*VIN #3
VC*VIN #4
VC*VIN #5
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*CN*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
N1*11*FORD MOTOR CO*C5*123456789012345
N3*1 FORD WAY
N4*ATLANTA*GA*64523
BL*RC*1111*3333**ORIGIN CITY*ST***JCT1***ABCD
BL*RC*6666*4444**JCT1****JCT2***EFG

BL*RC*5555*2222**JCT2****DESTINATION CITY*ST**HIJK
PI*CT*999999999*TPUP*A1AUTOSERVICE**
R2*ABCD***R***JCT1
R2*EFG*1***JCT2**
R2*HIJK*2
H3*NH
LX*1
L5*1*FINISHED VEHICLES*3711520*T
L0*1******5***VEH
SE*42*60011

URRWIN #7: CO-LOAD (RULE 11/PARENT) – GM INFORMATION

EXAMPLE (INBOUND TO ISS FROM ORIGIN ROAD):

ST*426*60011
ZR***X*** ABCD*800117*888888*20071107**ABCD**OR
DTM*702*20071109*095659
PER*RS*CONTACT NAME*EM*EMAIL ADDRESS
BX*00*R***11****ABCD
BNX*S**S
N9*1O*2
N7*ABCD*800117*99840*N*******RR
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*CN*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*11*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
BL*RC*1111*3333**ORIGIN CITY*ST***JCT1***ABCD
BL*RC*6666*4444**JCT1****JCT2***EFG
BL*RC*5555*2222**JCT2****DESTINATION CITY*ST**HIJK
PI*CT*999999999*TPUP*A2AUTOSERVICE**
R2*ABCD***R***JCT1
R2*EFG*1***JCT2**
R2*HIJK*2
LX*1
L5*FINISHED VEHICLES*3711520*T
L0*1******5***VEH
SE*31*60012

EXAMPLE (OUTBOUND FROM ISS):

ST*426*60011
ZR***X*** ABCD*800117*888888*20071107**ABCD*20071109*OR**333444777*001
DTM*702*20071109*095659
PER*RS*CONTACT NAME*EM*EMAIL ADDRESS
BX*00*R***11****ABCD
BNX*S**S
N9*1O*2
N7*ABCD*800117*99840*N*******RR
VC*VIN #6
VC*VIN #7
VC*VIN #8
VC*VIN #9
VC*VIN #10
N8*888888*20071107
F9*1111*ORIGIN CITY*ST
D9*2222*DESTINATION CITY*ST
N1*SH*GM*C5*1234567890123
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*CN*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
N1*11*GM*C5*123456789012312
N3*1 GM WAY
N4*ATLANTA*GA*64523
BL*RC*1111*3333**ORIGIN CITY*ST***JCT1***ABCD
BL*RC*6666*4444**JCT1****JCT2***EFG
BL*RC*5555*2222**JCT2****DESTINATION CITY*ST**HIJK
PI*CT*999999999*TPUP*A2AUTOSERVICE**
R2*ABCD***R***JCT1
R2*EFG*1***JCT2**
R2*HIJK*2
LX*1
L5*FINISHED VEHICLES*3711520*T
L0*1******5***VEH
SE*31*60012

5.22 General Guidelines for Showing Divisions on R2B, R2C and R2D Segments

On Revenue Waybills, divisions for all interline carriers must be shown. If road in R2 Segment (Route Information Segment) is involved in the interline movement then include the R2B Segment (Junctions and Proportions Segment), R2C Segment (Division Basis Segment), and if needed R2D Segments (Miscellaneous Charge Segment) following R2 Segment.

Use one R2B Segment for each line-haul division. Therefore breakpoints, when involved, will not be confusing when calculating factors.

If the R2B03 (Amount) is present, and is not equal to zero, there must be an R2C Segment.

Miscellaneous Charges must be shown, when applicable, for each road in route in the R2D Segment. When prorated, the R2D Segment should be shown for each road sharing in the charge. If the L108 is present and the L104 is positive, then the appropriate R2D Segments are required. CISS will transmit a Serious Error Code 338 when the L108 contains a special code and the special charge does not appear in the R2D Segments.

The R2D Segment should follow the last R2C Segment for the road receiving the miscellaneous charge.

Results of rounding due to calculations for freight and miscellaneous charges will be added to last road in calculation.

Starting figures for each line of division is assumed to be the total freight and weight from the waybill, unless the primary factor (First R2C Segment) indicates differently. If changed, this weight or freight remains in effect until next break point, or new R2C detail for weight. In the case of detail, the primary factor is the first R2C following the R2C indicating detail.

Factors should be stated in terms of Net Ton, Percent, etc. Balance should be used only when explicit factors cannot be used.

Detail factors must follow the last R2C (or R2D) for the last Interline Settlement Carrier in the route. The number in the amount field of the R2C indicating detail is the detail name. The R2Cs following this R2C, are for that detail until either another R2C indicates a second detail, or there are no more R2Cs.

Previously supported division type codes of '>' (Greater Than) or '@' (Cent) are no longer supported in EDI. These factors can be represented as Minimum or Dollars per Hundred-weight, respectively.

The Junction in the R2B segment is the Off-going Junction.

Division Authority is shown in the PI Segment (Price Authority Identification Segment) within the 1000 loop.

5.23 Misroute Rule 101

Rule 101 Waybilling and Settlement of Railroad Billing Errors for traffic moving on confidential rates.

Railroad errors must be settled in ISS via the route named in the confidential rate document for the proper charges due from the customer as if no error occurred. The carrier discovering the error must code its 426 transaction as 'Misroute.'

This may require a carrier not handling the car to bill and collect freight charges.

Shipments shall be forwarded from the erroneous to the correct destination by the most direct route. Additional billing instructions to move the car to the final destination must show pertinent information, e.g., file number, inbound 417 reference, reforwarding authorization, etc.

Diversion and demurrage charges will not apply on Railroad Errors.

Once a shipment has been settled, any adjustments resulting from Railroad Errors must be made through Overcharge Rule 52.

5.24 Misroute Rule 100

Rule 100 Waybilling and Settlement of Railroad Billing Errors for traffic moving on non-confidential rates.

Railroad errors must be settled in ISS via the route of movement for the proper charges that would be due from the customer as if no error occurred. The settlement will be made on a mileage prorate based on short line miles subject to a one hundred (100) mile minimum for each line haul carrier. The carrier discovering the error must code its 426 transaction as 'Misroute'.

Shipment shall be forward from the erroneous to the correct destination by the most direct route.

Additional billing instructions to move the car to the final destination must show pertinent information, e.g., no-bill file, file number, inbound 417 reference, reforwarding authorization, etc. Diversion and demurrage charges will not apply on Railroad Errors.

5.25 Transfer Load

When the lading on an interline rail shipment is trans-loaded from one rail equipment to another in route, the road haul carriers will settle interline revenue on the original rail equipment. Settlement on the original rail equipment is considered industry best practice since the bill of lading supports the transportation movement for the original rail equipment.

In the event that there are two or more active unsettled URRWINS in ISS, carriers will cancel any URRWIN(s) tied to subsequent rail equipment and settle on the URRWIN tied to the original rail equipment.

When multiple Revenue Waybill (URRWINS) exist, one for the original equipment and another for the subsequent, a 'CA' Cancel will be issued on the subsequent URRWIN by roads in the route with usage of designated correction code(s) for e.g., 'TL' trans-load and/or 'CU' covered by another URRWIN to be referenced in the ZR13 (segment) followed by a Concurrence/Challenge/Origin 426 to the original rail equipment for settlement purposes. The cross-reference in the N8 and N8A segments are optional, but preferred. Please refer to Section 7 for specific EDI example.

5.26 Destination Weights

The origin road sends the origin revenue waybill as Destination Weights with estimated weight.

ZR01 = D
BNX01 = D
N703 = Estimated Weights
N704 = E

The destination road sends the opinion waybill with Actual Weight.

ZR01 = A
BNX01 = A, R or N
N703 = Actual Weight
N704 = N or G

6 Additional Guidelines for Revenue Waybills

6.1 Minimum Data Requirements for Revenue Waybill

A. Minimal Revenue Waybill data for a Revenue Waybill transmission includes the following segments and elements.

ST	**Transaction Set Header**
ST01	Transaction Set Identifier Code
ST02	Transaction Set Control Number
ZR	**Waybill Reference Identification**
ZR01	Waybill Response Code
ZR02	Equipment Initial
ZR03	Equipment Number
ZR04	Waybill Number
ZR05	Date
ZR07	Road Submitting 426 Transaction (SCAC)
ZR09	ISS Action/Dispute Code
DTM	**Date/Time Reference**
DTM01	Date/Time Qualifier
DTM02	Date
DTM03	Time
PER	**Administrative Communications Contact**
PER01	Contact Function Code
PER02	Name
PER03	Communication Number Qualifier
PER04	Communication Number
BNX	**Rail Shipment Information**
BNX01	Shipment Weight Code
BNX03	Billing Code
N7	**Equipment Details**
N701	Equipment Initial
N702	Equipment Number
N703	Weight
N704	Weight Qualifier
N8	**Waybill Reference**
N801	Waybill Number
N802	Date
F9	**Origin Station**
F901	FSAC
F902	City Name
F903	State Or Province Code
D9	**Destination Station**
D901	FSAC
D902	City Name
D903	State or Province Code
N1	**Party Identification–(At least two are required, one for Consignor and one for Consignee)**
N101	Entity Identifier Code
N102	Name
R2	**Route Information**
R201	SCAC
R202	Routing Sequence Code
R2B	**Junctions and Proportions**
R2B01	SCAC
R2B02	Rule 260 Junction Code
R2B03	Amount
R2C	**Division Basis**
R2C01	Division Type Code
R2C02	Rate/Value Qualifier
R2C03	Factor Amount

LX	Transaction Set Line Number
LX01	Assigned Number
L5	**Description, Marks And Numbers**
L501	Lading Line Item Number
L502	Lading Description
L503	Commodity Code (STCC)
L504	Commodity Code Qualifier (T)
L0	**Line Item -Quantity And Weight**
L001	Lading Line Item Number
L002	Billed/Rated–As Quantity
L003	Billed/Rated–As Qualifier
L004	Weight
L005	Weight Qualifier
L006	Volume
L007	Volume Unit Qualifier
L008	Lading Quantity
L009	Packaging Form Code
L1	**Rate And Charges**
L101	Lading Line Item Number
L102	Freight Rate
L103	Rate/Value Qualifier
L104	Amount Charged
P1	**Price Authority Identification**
PI01	Reference Identification Qualifier
PI02	Reference Identification
PI05	Tariff Agency Code
L3	**Total Weight and Charges**
L305	Amount Charged
L1A	**Billing Identification**
L1A01	Amount
L1A02	SCAC
SE	**Transaction Set Trailer**
SE01	Number of Included Segments
SE02	Transaction Set Control Number

6.2 Minimal Revenue Waybill Data for Short Response

Minimal Revenue Waybill data for a short response (Concurrence, Cancel, etc.) to the ISS System includes the following segments and elements.

ST	Transaction Set Header
ST01	Transaction Set Identifier Code (426)
ST02	Transaction Set Control Number
ZR	**Waybill Reference Identification**
ZR01	Waybill Response Code
ZR02	Equipment Initial
ZR03	Equipment Number
ZR04	Waybill Number
ZR05	Date
ZR07	Road Submitting 426 Transaction (SCAC)
ZR09	ISS Action/Dispute Code
DTM	**Date/Time Reference**
DTM01	Date/Time Qualifier
DTM02	Date
DTM03	Time
SE	**Transaction Set Trailer**
SE01	Number Of Included Segments
SE02	Transaction Set Control Number

6.3 Multi-Car Shipments

Waybills covering multi-car shipments are structured in either of the following methods depending on how the shipment is billed. The value in BX07 (Shipment Qualifier D/E 147) and in BNX03 (Billing Code D/E 11) will communicate the method being used. Following are examples of the two methods:

Note: Multi-Car Waybills are used only when all pieces of equipment have the same origin, destination and commodity.

METHOD 1

When communicating information on blanket waybills where one revenue waybill will be created which contains more than one piece of equipment, all moving as a unit, the following shall apply:

BX	General Shipment Information
BX07	Code Value 'M' Indicates Master Bill
BNX	**Rail Shipment Information**
BNX03	Code Value 'M' Indicates One Revenue Bill
N7	**Equipment Details**
	One N7 Segment for Each Piece of Equipment Included on the Waybill

The code value for BNX03 (Billing Code) would be 'M/A/U/Q' when this method is used since there is a single transportation waybill for all pieces of equipment.

EXAMPLE:

```
BX*00*R*PP**CSXT**M
BNX*A**S
N7*CTLX*1001*230000*G*******RR
N7*CTLX*1002*230001*G*******RR
N7*CTLX*1003*230000*G*******RR
N8*436822*20070124

BX*00*R*PP**CSXT**M
BNX*A**M
N7*CTLX*1001*230000*G*******RR
N7*CTLX*1002*230001*G*******RR
N7*CTLX*1003*230002*G*******RR
N8*436822*20070124
N8A*W2*436800*20070115*123456789***CSXT*2509*CTLX*1001
```

Note: The N8A on the above example reflects a Rule 11 cross-reference. The N8A01 value contains 'W2' for (Rule 11) cross-references.

METHOD 2

When communicating information on waybills where one revenue waybill carries charges for one or more transportation waybills, the following shall apply:

The code value for BNX03 (Billing Code) would be "S/T" when this method is used since there is a transportation waybill for each piece of equipment. Transmit the revenue bill (lead car) with all of the cars referenced using multiple N7 segments, the number of which corresponds directly to the total number of pieces of equipment.

There would also be an N8 segment for each piece of equipment except the first, since the lead car waybill reference would be on each of the N8 Segments of the trailing cars. For example, a five-car shipment would contain five N7 Segments and four N8 Segments as follows:

N8	Waybill Reference
N801	Waybill Number For Lead Car
N802	Waybill Date For Lead Car
N803	Code Value 'L'
N804	Equipment Initial For Trailing Car
N805	Equipment Number For Trailing Car
N806	Waybill Number For Trailing Car
N807	Waybill Date For Trailing Car

EXAMPLE:

```
BX*00*R*PP**CSXT**M
BNX*A**S
N7*CTLX*1001*106000*N*******RR
N7*CTLX*1002*100000*N*******RR
N7*CTLX*1003*103000*N*******RR
N7*CTLX*1004*112000*N*******RR
N7*CTLX*1005*101000*N*******RR
N8*522301*20070124*L*CTLX*1002*522302*20070124
N8*522301*20070124*L*CTLX*1003*522303*20070124
N8*522301*20070124*L*CTLX*1004*522304*20070124
N8*522301*20070124*L*CTLX*1005*522305*20070124
N8A*W2*436800*20070115*123456789***CSXT*2509*CTLX*1001
```

Note: The N8A on the above example reflects a Rule 11 cross-reference. The N8A01 value contains 'W2' for (Rule 11) cross-references.

6.4 Usage Rules for the Segments within the L5 Loop (1500)

The L501 (Lading Line Item Number) is used to tie the L Segments (Quantity/Weight/Rate Segments) for a specific line item commodity together. For example, single commodity shipments would have a 1 in all occurrences of L Segments. Mixed shipments would have separate sequential numbers for each commodity since each commodity could require a different rate.

A weight transmitted in the L0 Segment (Line Item - Quantity and Weight Segment) will only be used to calculate freight charges and will not reflect total weight of the shipment. This weight could be due to a minimum weight requirement, etc. Actual transportation shipment weight will be found in the N7 Segment (Equipment Details Segment).

If only a net weight (code 'N' in the L005) is being reported that is not related to the rate, it must be either the first L0 or last L0 in the rating loop. (If not part of L0-L1 pair, it must be at the beginning or end).

The L3 Segment (Total Weight and Charges Segment) must be used when there are any L1 Segments (Rate and Charges Segment). The L3 Segment will be used to transmit total charges.

When describing the lading, both the Lading Description (L502) and the Commodity Code (L503) are preferred. The L503 and L504 (Commodity Code Qualifier) are required on the first occurrence of the L5 Segment in each commodity group. A commodity group occurs each time the L503 changes. It is not necessary to repeat the Commodity Code (L503) on each line of the lading description. The intent is to accurately describe the commodity for movement purposes and proper assessment of freight charges.

When the Rate/Value Qualifier (L103) indicates that the charges are based upon weight, the Weight (L004) and the Weight Qualifier (L005) are required. When the Rate/Value Qualifier (L103) indicates that the charges are based upon quantity, the Billed/Rated-as Quantity (L002) and Billed/Rated-as Quantity Qualifier (L003) are required. When the Rate/Value Qualifier (L103) indicates that the charges are based upon volume, the Volume (L006) and the Volume Unit Qualifier (L007) are required. Multiple occurrences of the L0-L1 loop may be needed to describe quantities, weights, volumes and multiple rates for one commodity. The last L0/L1 pair may contain multiple L1s. The additional L1s will be used to transmit charges and/or allowances, which affect the total freight charges but are not associated with weights. The additional L1 segments will mean there are charges and/or allowances included in the total freight charges found in the L3 Segment (Total Weight and Charges Segment).

When transmitting allowances, L104 (Amount Charged) and L106 (Prepaid Amount) will contain the amount being deducted. The Special Charge or Allowance Code (L108) will contain the code, which describes the allowance, i.e., 'CAV' CONTRACT ALLOWANCE, and will follow the L1 Segment, which contains the rate and freight charges.

L1A Segment (Billing Identification Segment) will be used to identify the freight amount billed in the L1A01 (Amount) and the carrier issuing the freight bill in the L1A02 (SCAC).

A PI Segment (Price Authority Identification Segment) cannot exist without a related L0/L1 pair or a related stand-alone L1. At least one PI must be present.

EXAMPLES

SINGLE COMMODITY

```
LX*1
L5*1*APPLES*0122110*T
L5*1*RED DELICIOUS
L0*1***147000*N
L1*1*1.25*PH*183750**183750
PI*TS*1234567*TP**SFA***678888**22
L3*****183750**183750
L1A*183750*BN
```

MIXED SHIPMENT WITH TWO COMMODITIES

```
LX*1
L5*1*APPLES*0122110*T
L5*1*RED DELICIOUS
L0*1***147000*N
L1*1*1.25*PH*183750**183750
PI*TS*1234567*TP**SFA
LX*2
L5*2*ORANGES*0121410*T
L5*2*TREE RIPENED
L5*2*FROM ORLANDO
L0*2***25000*N
L1*2*1.25*PH*31250**31250
PI*TS*2222222*TP**SFA
L3*****215000**215000
L1A*215000*BNSF
```

COMMODITY WITH EXCESS WEIGHT

LX*1
L5*1*COAL*1122110
L0*1***190000*X (maximum weight for rate)
L1*1*.25*LB*47500
L0*1***85000*O (excess weight)
L1*1*.38*LB*32300
L0*1***275000*N (actual net weight)
PI*TS*1234567*TP**SFA***678888**22
L3*****79800
L1A*79800*BNSF

COMMODITY WITH A MINIMUM WEIGHT

LX*1
L5*1*COAL*1122110
L0*1***150000*M (minimum weight for rate)
L1*1*.25*LB*37500
L0*1***125000*N (actual net weight)
PI*TS*1234567*TP**SFA***678888**22
L3*****37500
L1A*37500*BNSF

SHIPMENT WITH ADDITIONAL CHARGES

LX*1
L5*1*COAL*1122110
L0*1***190000*X (maximum weight for rate)
L1*1*8.25*PT*78375**78375
L0*1***85000*O (excess weight)
L1*1*8.75*PT*37187**37187
L1*1***5000**5000**TRN (transit charge)
L0*1***275000*N (actual net weight)
PI*TS*1234567*TP**SFA***678888**22
L3****120562**120562 (total freight charges)
L1A*120562*BNSF

MISCELLANEOUS CHARGE WITH DIFFERENT TARIFF THAN BASE RATE

LX*1
L5*1*APPLES*0122110*T
L5*1*RED DELICIOUS
L0*1***147000*N
L1*1*1.25*PH*183750**183750
PI*TS*1234567*TP**SFA***678888**22
L0*1***147000*N
L1*1**25000***UND***UNLOADING
PI*TS*9876543***SFA***543322**11
L3*****184000**184000
L1A*184000*BNSF

6.5 Examples for Transmission of Miscellaneous Surcharges Within the EDI 426 Revenue Waybill Transaction Set for the Railroad Industry

Miscellaneous surcharges are charges that individual railroads may choose to apply to the 426 revenue waybill in addition to the freight charges. Miscellaneous surcharges may be determined and divided between the rail carriers participating in a move by several methods, including among them a percentage basis or a mileage basis, as determined by those railroads.

The purpose of these examples is to establish a standard EDI format that will be used between all rail carriers that participate in the Interline Settlement System, as well as provide guidance to new rail carriers that may be entering the Interline Settlement System for the first time. The examples included herein are not an attempt to dictate whether or not any individual railroad should adopt a miscellaneous surcharge for its single line business or in interline business with other railroads. Nor does it address the level of the freight rate or the miscellaneous surcharges if a miscellaneous surcharge is adopted by one or more railroads for interline movements. The examples are only provided to support an efficient means to transmit data between two or more railroads that are participating in an interline move within the EDI 426 Revenue Waybill Transaction Set.

EXAMPLES

1. Revenue Based Surcharge—Prorated Equal to Division of Freight for All Roads
2. Mileage Based Surcharge—Prorated Equal to Division of Freight for All Roads
3. Mileage Based Surcharge—Divisioned on Individual Road Miles
4. Mileage Based Surcharge Where One Carrier is in the Route More Than Once—Divisioned on Individual Road Miles:
   a. **Divisions Expressed in each Leg of the Route.**
   b. **Divisions Rolled into One Leg of the Route for Road with Multiple Legs in Route**
5. Mileage Based Surcharge Including Junction Settlement Carrier—Divisioned on Individual Road Miles. **Freight and mileage for the Junction Settlement road is rolled into INT1's freight and mileage.**

EXAMPLE 1

Total Freight Amount = $5000.00	L104
Surcharge Percentage = 12.5% of Total Freight	L102/L103
Total Surcharge Amount = $625.00	L104

R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*330000	Road 1 is to receive $3300.00 freight
R2C*P**.66	66% of total freight
R2D*ENS*41250	Surcharge of $412.50 to Road 1
R2*INT2*1	Route segment 1st road after Origin Carrier
R2B*INT2**170000	Road 2 is to receive $1700.00 freight
R2C*P**.34	34% of total freight
R2D*ENS*21250	Surcharge of $212.50 to Road 2

L1*1*5000*PC*500000**500000
L1*1*12.5000*PW*62500**62500**ENS

EXAMPLE 2

Total Freight Amount = $5000.00	L104
Surcharge Rate = 0.0350 Cents per mile	L102/L103
Revenue Route Miles = 1,000 miles	L117
Total Surcharge Amount = $35.00	L104

R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*330000	Road 1 is to receive $3300.00 freight
R2C*P**.66	66% of total freight
R2D*ENS*2310	Surcharge of $23.10 to Road 1
R2*INT2*1	Route segment 1st road after Origin Carrier
R2B*INT2**170000	Road 2 is to receive $1700.00 freight
R2C*P**.34	34% of total freight
R2D*ENS*1190	Surcharge of $11.90 to Road 2

L1*1*5000*PC*500000**500000
L1*1*.0350*PM*3500**3500**ENS*********1000*DM

EXAMPLE 3

Total Freight Amount = $5000.00	L104
Surcharge Rate = 0.0350 Cents per mile	L102/L103
Revenue Route Miles =	
INT1 Leg Miles = 600 miles	L117
INT2 Leg Miles = 400 miles	L117
Total Surcharge Amount = $35.00	L104

R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*330000	Road 1 is to receive $3300.00 freight
R2C*P**.66	66% of total freight
R2D*ENS*2100	Surcharge of $21.00 to Road 1
R2*INT2*1	Route segment 1st road after Origin Carrier
R2B*INT2**170000	Road 2 is to receive $1700.00 freight
R2C*P**.34	34% of total freight
R2D*ENS*1400	Surcharge of $14.00 to Road 2

L1*1*5000*PC*500000**500000
L1*1*.0350*PM*2100**2100**ENS****INT1*****600*DM
L1*1*.0350*PM*1400**1400**ENS****INT2*****400*DM

EXAMPLE 4.A

Total Freight Amount = $5000.00	L104
Surcharge Rate = .0350 Cents per mile	L102/L103
Revenue Route Miles =	
INT1 Leg 1 Miles = 100 miles	L117
INT2 Leg 2 Miles = 400 miles	L117
INT1 Leg 3 Miles = 500 miles	L117
Total Surcharge Amount = $35.00	L104

R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*110000	Road 1 is to receive $1100.00 freight
R2C*P**.22	22% of total freight
R2D*ENS*350	Surcharge of $3.50 to Road 1
R2*INT2*1*JCT2	Route segment 1st road after Origin Carrier
R2B*INT2**170000	Road 2 is to receive $1700.00 freight
R2C*P**.34	34% of total freight
R2D*ENS*1400	Surcharge of $14.00 to Road 2
R2*INT1*2	Route segment 2nd road after Origin Carrier
R2B*INT1**220000	Road 1 is to receive $2200.00 freight
R2C*P**.44	44% of total freight
R2D*ENS*1750	Surcharge of $17.50 to Road 1

L1*1*5000*PC*500000**500000
L1*1*.0350*PM*350**350**ENS****INT1*****100*DM
L1*1*.0350*PM*1400**1400**ENS****INT2*****400*DM
L1*1*.0350*PM*1750**1750**ENS****INT1*****500*DM

EXAMPLE 4.B

Total Freight Amount = $5000.00	L104
Surcharge Rate = 0.0350 Cents per mile	L102/L103
Revenue Route Miles =	
INT1 Leg 1 Miles = 100 miles	
INT1 Leg 3 Miles = 500 miles	
INT1 Total Miles = 600 miles	L117
INT2 Leg 2 Miles = 400 miles	L117
Total Surcharge Amount = $35.00	L104

R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*330000	Road 1 is to receive $1100.00 freight
R2C*P**.22	22% of total freight for Leg 1 of the route
R2C*P**.44	44% of total freight for Leg 3 of the route
R2D*ENS*2100	Surcharge of $21.00 to Road 1
R2*INT2*1*JCT2	Route segment 1st road after Origin Carrier
R2B*INT2**170000	Road 2 is to receive $1700.00 freight
R2C*P**.34	34% of total freight
R2D*ENS*1400	Surcharge of $14.00 to Road 2
R2*INT1*2	Route segment 2nd road after Origin Carrier

L1*1*5000*PC*500000**500000
L1*1*.0350*PM*2100**2100**ENS****INT1*****600*DM
L1*1*.0350*PM*1400**1400**ENS****INT2*****400*DM

EXAMPLE 5

Total Freight Amount = $5000.00	L104
Junction Settlement Freight =$200.00	L104
Surcharge Rate = 0.0350 Cents per mile	L102/L103
Revenue Route Miles =	
JS+INT1 Leg Miles = 600 miles	L117
INT2 Leg Miles = 400 miles	L117
Total Surcharge Amount = $35.00	L104

Note: **In this example the freight and mileage for the Junction Settlement road is rolled into INT1's freight and mileage**.

R2*JSC0*JO*JCT0

R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*330000	Road 1 is to receive $3300.00 freight including $200.00 JS freight
R2C*P**.66	66% of total freight
R2D*ENS*2100	Surcharge of $21.00 to Road 1 including JS Surcharge
R2*INT2*1	Route segment 1st road after Origin Carrier
R2B*INT2**170000	Road 2 is to receive $1700.00 freight
R2C*P**.34	34% of total freight

R2D*ENS*1400 Surcharge of $14.00 to Road 2

L1*1*5000*PC*500000**500000
L1*1*.0350*PM*2100**2100**ENS****INT1*****600*DM
L1*1*.0350*PM*1400**1400**ENS****INT2*****400*DM

6.6 Junction Settlement Carriers

A junction settlement carrier is defined in the AAR Railway Accounting Rules as:

> **Junction Settlement Railroad—**A railroad that does not participate in normal waybilling and interline settlement arrangements but is a party to the price negotiations. A junction settlement railroad receives its revenue division through an agreed arrangement with the connecting interline settlement carrier.

A line haul carrier appears in the route of a waybill. If a line haul carrier is an ISS participant, the route code of that carrier in the R202 will be A, S, R or numeric 1–9. A non-ISS participating line haul carrier the route code in the R202 will be JO or JD, showing his placement in the route as a Junction Settlement Carrier.

Junction settlement carriers are a part of the revenue route and should be transmitted in both the EDI 417 and 426 transaction sets. Junction settlement relationships are identified as Origin (R202 = JO) or Destination (R202 = JD).

When the junction settlement carrier is either the origin or destination line haul carrier the relationship is further defined in the F905, 06, and 07 Origin segment data elements or the D905, 06, and 07 Destination segment data elements.

The F901 origin and D901 destination FSACs must properly identify the revenue FSAC of the ISS line haul carrier in the R201 at their origin and destination.

The F905 and/or the D905 should properly identify the revenue FSAC of the Junction Settlement Carrier in the R201 where the R202 is either JO or JD.

Proper identification of junction settlement carries minimizes rating and ISS disputes.

Refer to the below excerpts and examples for handling junction settlement carriers in the EDI 417 and 426.

ORIGIN JUNCTION SETTLEMENT CARRIER

- The F901, 02, and 03should be the FSAC, city and state of the ***origin line haul carrier*** where R202 is equal to ‘A’, ‘S’ or ‘R.’ This must be a revenue capable station of the ISS participating ***origin line haul carrier***.

Required	F901	573	**Freight Station Accounting Code** Code (Freight Station Accounting) (AAR Managed Code for Locations).	O	ID	1/5
			If R202 is 'A', 'S' or 'R', this field must be the FSAC of the origin station in R201			
	F902	19	**City Name** Free-form text for city name.	M	AN	2/30
			Limited to the Rail 19 Character Name as defined in the AAR Centralized Station Master			
	F903	156	**State or Province Code** Code (Standard State/Province) as defined by appropriate government agency.	M	ID	2/2

- The ***junction settlement carrier*** FSAC, city and state should appear in the F905, 06 and 07.

F905	573	**Freight Station Accounting Code** Code (Freight Station Accounting) (AAR Managed Code for Locations).	O	ID	1/5
		This is the FSAC of the Origin Junction Settlement Carrier's Origin Station. The Origin Junction Settlement Carrier will be the R201 of the R202 'JO' preceding the originating interline carrier (R202 of A, S or R).			
F906	19	**City Name** Free-form text for city name.	O	AN	2/30
		This is the Origin Junction Settlement Carrier's Origin Station			
		Limited to the Rail 19 character station name as defined in the AAR Centralized Station Master			
F907	156	**State or Province Code** Code (Standard State/Province) as defined by appropriate government agency.	O	ID	2/2

DESTINATION JUNCTION SETTLEMENT CARRIER

- The D901, 02 and 03 should be the FSAC, city and state of the ***destination line haul carrier*** where the R202 is the highest numeric in the route. This must be a revenue capable station of the ISS participating ***destination line haul carrier***.

Required	D901	573	**Freight Station Accounting Code** Code (Freight Station Accounting) (AAR Managed Code for Locations).	O	ID	1/5
			The FSAC of the R201's Destination Station where R202 is the largest numeric value			
	D902	19	**City Name** Free-form text for city name.	M	AN	2/30
			Limited to the Rail 19 Character Name as defined in the AAR Centralized Station Master			
	D903	156	**State or Province Code** Code (Standard State/Province) as defined by appropriate government agency.	M	ID	2/2

- The ***junction settlement carrier*** FSAC, city and state should appear in the D905, 06 and 07.

D905	573	**Freight Station Accounting Code** Code (Freight Station Accounting) (AAR Managed Code for Locations). **This is the FSAC of the Destination Junction Settlement Carrier's Destination Station. The Destination Junction Settlement Carrier will be the R201 of the R202 'JD' following the destination interline carrier (R202 of greatest numeric value).**	O	ID	1/5
D906	19	**City Name** Free-form text for city name. **This is the Destination Junction Settlement Carrier's Destination Station** **Limited to the Rail 19 character city name as defined in the Centralized Station Master**	O	AN	2/30
D907	156	**State or Province Code** Code (Standard State/Province) as defined by appropriate government agency.	O	ID	2/2

R202 VALUES (ROUTE SEGMENT)

The route segment information allows carriers to note the role of the carrier in the route. Refer to the appropriate EDI transaction set for more information.

R202	133	Routing Sequence Code	M	ID	1/2

Code describing the relationship of a carrier to a specific shipment movement.

CODE	DEFINITION
1	1st Carrier after Origin Carrier
	Interline Settlement Carrier
2	2nd Carrier after Origin Carrier
	Interline Settlement Carrier
3	3rd Carrier after Origin Carrier
	Interline Settlement Carrier
4	4th Carrier after Origin Carrier
	Interline Settlement Carrier
5	5th Carrier after Origin Carrier
	Interline Settlement Carrier
6	6th Carrier after Origin Carrier
	Interline Settlement Carrier
7	7th Carrier after Origin Carrier
	Interline Settlement Carrier
8	8th Carrier after Origin Carrier
	Interline Settlement Carrier
9	9th Carrier after Origin Carrier
	Interline Settlement Carrier
A	Origin Carrier, Agent's Routing (Rail)
	Interline Settlement Carrier
D	DELY (Delivery Switch Carrier)
H	Haulage Rights Carrier and Junction
I	Origin Switch Carrier
JD	Junction Settlement Carrier Following (Destination carrier receiving revenues resulting from junction contract)
JO	Junction Settlement Carrier Predecessor (Origin carrier receiving revenues resulting from junction contract)
M	Haulage Movement Carrier and Junction
O	Origin Carrier (Air, Motor, or Ocean)
R	Origin Carrier, Rule 11 Shipment
	Interline Settlement Carrier
S	Origin Carrier, Shipper's Routing (Rail)
	Interline Settlement Carrier
V	Intermediate Switch Carrier

ORIGIN JUNCTION SETTLEMENT CARRIER EXAMPLES

ORIGIN 417

ST*417*000006914
BX*00*R*CC**NS*L*B*N
BNX*A**S
N9*BM*NONE**20060906
N7*CNA*419400*8022*N*62200******RR*****A
N8*105371*20060906
F9*53317*STATESVILLE*NC**00030*TAYLORSVILLE*NC
D9*20977*DENVER*CO
N1*SH*SHIPPER*C5*9999999990000
N3*STREET ADDRESS
N4*TAYLORSVILLE*NC*28681
N1*CN*CONSIGNEE*C5*9888888880000
N3*STREET ADDRESS
N4*DENVER*CO*55555
R2*ARC*JO*STSVL
R2*NS*S*MEMPH
R2*BNSF*1
LX*1
L5*1*UPHFURNITURE*2519990*T
L0*1*******1*CLD
PI*PR*0595300*TP**NS*NSQ
SE*22*000006914

ORIGIN 426

ST*426*000006914
ZR*A*CNA*419400*105371*910906**NS**OR
DTM*702*960908*0331*ET
BX*00*R*CC**NS*L*B*N
BNX*A**S
N9*BM*NA**20060906
N7*CNA*419400*8022*N*62200******RR*****A
N8*105371*20060106
F9*53317*STATESVILLE*NC**00030*TAYLORSVILLE*NC
D9*20977*DENVER*CO
N1*SH*SHIPPER*C5*9999999990000
N3*STREET ADDRESS
N4*TAYLORSVILLE*NC*28681
N1*CN*CONSIGNEE*C5*9888888880000
N3*STREET ADDRESS
N4*DENVER*CO*55555
R2*ARC*JO*STSVL
R2*NS*S*MEMPH
R2B*NS*MEMPH*800000
R2C*B
R2*BNSF*1
R2B*BNSF**100000
R2C*P**.50
LX*1
L5*1*UPHFURNITURE*2519990*T
L0*1*******1*CLD
L1*1*1800.000*PC*180000
L1*1***20000*********NS
PI*PR*0595300*TP**NS*NSQ
L3*****200000
L1A*200000*BN
SE*33*000006914

DESTINATION JUNCTION SETTLEMENT CARRIER EXAMPLES

DESTINATION 417

ST*417*000006914
BX*00*R*CC**NS*L*B*N
BNX*A**S
N9*BM*NONE**20060906
N7*CNA*419400*8022*N*62200******RR*****A
N8*105371*20060906
F9*53317*STATESVILLE*NC
D9*20977*DENVER*CO**00011*JSDESTINATION*CO
N1*SH*SHIPPER*C5*9999999990000
N3*STREET ADDRESS
N4*TAYLORSVILLE*NC*28681
N1*CN*CONSIGNEE*C5*9888888880000
N3*STREET ADDRESS
N4*JSDESTINATION*CO*55555
R2*NS*S*MEMPH
R2*BNSF*1*DENVR
R2*JDRR*JD
LX*1
L5*1*UPHFURNITURE*2519990*T
L0*1*******1*CLD
PI*PR*0595300*TP**NS*NSQ
SE*22*000006914

DESTINATION 426

ST*426*000006914
ZR*A*CNA*419400*105371*910906**NS**OR
DTM*702*960908*0331*ET
BX*00*R*CC**NS*L*B*N
BNX*A**S
N9*BM*NA**20060906
N7*CNA*419400*8022*N*62200******RR*****A
N8*105371*20060106
F9*53317*STATESVILLE*NC
D9*20977*DENVER*CO**00011*JSDESTINATION*CO
N1*SH*SHIPPER*C5*9999999990000
N3*STREET ADDRESS
N4*TAYLORSVILLE*NC*28681
N1*CN*CONSIGNEE*C5*9888888880000
N3*STREET ADDRESS
N4*JSDESTINATION*CO*55555
R2*NS*S*MEMPH
R2B*NS*MEMPH*800000
R2C*B
R2*BNSF*1*DENVR
R2B*BNSF**100000
R2C*P**.50
R2*JDRR*JD
LX*1
L5*1*UPHFURNITURE*2519990*T
L0*1*******1*CLD
L1*1*1800.000*PC*180000
L1*1***20000*********NS
PI*PR*0595300*TP**NS*NSQ
L3*****200000
L1A*200000*BN
SE*33*000006914

7 Examples

7.1 426 Origin Revenue Waybill

For procedures on issuing an Origin Revenue Waybill, refer to 426 Message Guidelines, Section 5.3.

```
ST*426*750000001
ZR*A*CSXT*160172*811449*20070906**CSXT**OR
N9*ZH*CSXT160172                                  /* Carrier Reference
DTM*702*20070907*1058*ET                          /* Carrier Timestamp
PER*RS*A HASPEL*TE*X2155963295
BX*00*R*CC**CSXT*L**N
BNX*A**S
N7*CSXT*160172*34596*N*78300******RR
N8*811449*20070906
F9*41044*APPLIANCE PARK*KY
D9*10423*SELKIRK*NY
N1*SH*SHIPPER
...
...
...
SE*30*750000001
```

7.2 426 Rule 11 Notification Parent Waybill

For Rule 11 procedures, refer to 426 Message Guidelines, Section 5.4.

If there are three roads in the route and it is Rule 11 with road 1 billing its own freight; and roads 2 and 3 sharing a rate, roads 2 and 3 can submit their portion of the move to ISS Central for processing.

Origin is Medford, MA and destination is Laredo, TX. Route is ST-ROTTJ (Rotterdam Junction)-NS-CHGO (Chicago)-UP.

RULE 11 NOTIFICATION PARENT WAYBILL

INBOUND TO ISS FROM ORIGIN LINEHAUL ROAD

```
ST*426*321000002
ZR*R*CSXT*654321*123456*20070306**ST**OR
N9*ZH*3456
DTM*702*20070306*1600*ET
PER*RS*A HASPEL*TE*2155963295
BX*00*R*11**ST
BNX*A**S
N7*CSXT*645321*80000*N*******RR
N8*123456*20070306
F9*419*MEDFORD*MA
D9*9230*LAREDO*TX
N1*SH*SHIPPER
N4*MEDFORD*MA
N1*CN*CONSIGNEE
N4*LAREDO*TX
N1*11*PAYOR
N3*ROOM 915*15 N 32ND ST
N4*PHILADELPHIA*PA*19104
BL*RC*00419*0006**MEDFORD*MA***ROTTJ***ST
```

BL*RC*07000*9230**ROTTJ****LAREDO*TX**NS*UP
R2*ST*R*ROTTJ
R2*NS*1*CHGO
R2*UP*2
LX*1
L5*1*SCRAP I S*4021125*T
SE*26*321000002

COPY OUTBOUND FROM ISS

ST*426*444000002
ZR*R*CSXT*654321*123456*20070306*PROD*ST*20070306*OR**123456789*001
N9*ZH*3456
DTM*702*20070306*1600*ET
DTM*701*20070405*00000000*ET
PER*RS*A HASPEL*TE*2155963295
BX*00*R*11**ST
BNX*A**S
N7*CSXT*645321*80000*N*******RR
N8*123456*20070306
F9*419*MEDFORD*MA
D9*9230*LAREDO*TX
N1*SH*SHIPPER
N4*MEDFORD*MA
N1*CN*CONSIGNEE
N4*LAREDO*TX
N1*11*PAYOR
N3*ROOM 915*15 N 32ND ST
N4*PHILADELPHIA*PA*19104
BL*RC*00419*0006**MEDFORD*MA***ROTTJ***ST
BL*RC*07000*9230**ROTTJ****LAREDO*TX**NS*UP
R2*ST*R*ROTTJ
R2*NS*1*CHGO
R2*UP*2
LX*1
L5*1*SCRAP I S*4021125*T
SE*27*444000002

CHILD RULE 11 REVENUE WAYBILL

426 Origin Revenue Waybill containing freight charges, and the N8A segment with cross-reference to the 426 Rule 11 Notification Parent Waybill, would be sent by the second road in the route to the destination carrier as they share a joint rate in this example.

The Rule 11 Child Revenue Waybill should show the original rail origin and/or ultimate rail destination using N1 segment and its companion N3 and N4 segments. N101 should be equal to ‘SF’ (Ship From) and/or ‘UC’ (Ultimate Consignee).

Example: N1 and N4 segments are used. N101 = SF for True Origin. Three roads are in the full route, with the intermediate and destination road parties to a joint rate. True Origin is Medford, MA. The origin of the rate for the Child Rule 11 Revenue Waybill is Rule 260 ROTTJ (Rotterdam Junction), the destination of the rate is Laredo, TX.

Full route is NS – CHGO – UP. Inbound data transmitted to Central ISS by NS.

INBOUND TO ISS FROM JOINT RATE ORIGIN LINEHAUL CARRIER

ST*426*222000002
ZR*A*CSXT*654321*123456*20070306**NS**OR
DTM*702*20070308*1830*ET
PER*RS*A RATECLERK*TE*4045963295
BX*00*R*PP**ST
BNX*A**S
N7*CSXT*645321*72000*N*******RR
N8*123456*20070306
N8A*W2*123456*20070306*123456789*MEDFORD*MA*ST*419
F9*10486*ROTTERDAM JCT*NY
D9*9230*LAREDO*TX
N1*SH*SHIPPER
N4*MEDFORD*MA
N1*CN*CONSIGNEE
N4*LAREDO*TX
N1*SF*SHIPPER
N4*MEDFORD*MA
R2*NS*S*CHGO
R2B*NS*CHGO*28800
R2C*P**.40
R2*UP*1
R2B*UP**43200
R2C*P**.60
LX*1
L5*1*SCRAP I S*4021125*T
L0*1***72000*N
L1*1*100*PH*72000**72000
L3*****72000**72000
L1A*72000*NS
SE*30*222000002

OUTBOUND FROM ISS

ST*426*444000002
ZR*A*CSXT*654321*123456*20070306*PROD*NS*20070308*OR**234567890*001
DTM*702*20070308*1830*ET
DTM*701*20070407*00000000*ET
BX*00*R*PP**ST
BNX*A**S
N7*CSXT*645321*72000*N*******RR
N8*123456*20070306
N8A*W2*123456*20070306*123456789*MEDFORD*MA*ST*419
F9*10486*ROTTERDAM JCT*NY
D9*9230*LAREDO*TX
N1*SH*SHIPPER
N4*MEDFORD*MA
N1*CN*CONSIGNEE
N4*LAREDO*TX
N1*SF*SHIPPER
N4*MEDFORD*MA
R2*NS*S*CHGO
R2B*NS*CHGO*28800
R2C*P**.40
R2*UP*1
R2B*UP**43200
R2C*P**.60
LX*1
L5*1*SCRAP I S*4021125*T
L0*1***72000*N
L1*1*100*PH*72000**72000
L3*****72000**72000
L1A*72000*NS
SE*30*222000002

7.3 426 Challenge of a Waybill

For procedures on issuing a Challenge to a Revenue Waybill, refer to 426 Message Guidelines, Section 5.5.

```
ST*426*3210001
ZR*A*CSXT*123456*654321*20071213**NS**CH
N9*ZH*6543
DTM*702*20071213*1500*ET
PER*RS*A HASPEL*TE*2155963295
BX*00*R*PP**NS
BNX*A**S
N7*CSXT*123456*100000*N*******RR
N8*654321*20071213
F9*41044*APPLIANCE PARK*KY
D9*71204*HARRISBURG*PA
N1*SH*SHIPPER
N4*APPLIANCE PARK*KY
N1*CN*CONSIGNEE
N4*HARRISBURG*PA
PI*19*SWL2000
R2*CSXT*S*POTYD
R2B*CSXT*POTYD*50000
R2C*P**.50
R2*NS*1
R2B*NS**50000
R2C*P**.50
LX*1
L5*1*DISH WASHING MACHINES*3639310*T
L0*1***10000*N
L1*1*1.00*PH*100000**100000
L3*****100000**100000
L1A*100000*CSXT
SE*29*321000001
```

THIS OPINION CHANGES THE *COMMODITY*

```
ST*426*750000001
ZR*A*CSXT*160172*811449*20070906**CSXT**OP**000123456**CO
N9*ZH*CSXT160172                                  /* Carrier Reference
DTM*702*20070907*1058*ET                          /* Carrier Time Stamp
NTE*ZZZ*Invalid commodity                         /* Optional to Qualify ZR13
PER*RS*CLERK SMITH*TE*9043591000
BX*05*R*CC**CSXT*L**N
BNX*A**S
...
...
...
L5*1*PAPER,NEC,NOT PRINTED*2621990*T
...
...
...
SE*33*750000001
```

7.4 426 Revenue Waybill Opinion

For procedures on issuing an Opinion to a Revenue Waybill, refer to 426 Message Guidelines, Section 5.6.

```
ST*426*954410001
ZR*A*STEX*13582*295993*20070626**CSXT**OP**842681428**CO
N9*ZH*802052980295993010626 595441P
DTM*702*20070725*1120*ET
PER*RS*TOM ROBERTS*TE*9042795065
BX*05*R*CC*22223*UP*L**N
BNX*A**S
N9*BM*22223**20070626
N7*STEX*13582*195700*N*63700******RR****6207*M********T016
N8*295993*20070626
F9*52980*TEXAS CITY*TX
D9*15*CHARITY CHURCH*SC
N1*SH*BP AMOCO CHEMICALS
N3*2800 FM 519 E
N4*TEXAS CITY*TX*77590
PER*CN**TE*4099481601
N1*CN*BP AMOCO CHEMICALS
N3*HWY 98 WANDO - STATE JCT SC
N4*CHARITY CHURCH*SC*29464
N1*PF*BP AMOCO CHEMICALS
N3*NA
N4*NAPERVILLE*IL*605638460
PER*CN **TE*6309616596
PI*19*QUOTE 12345
R2*UP*S*NEWOR
R2B*UP*NEWOR*$$$$$$
R2C*R*PH*.$$$$
R2*CSXT*1*STJCT
R2B*CSXT*STJCT*$$$$$$
R2C*R*PH*$.$$$$
R2*ECBR*2
R2B*ECBR**$$$$$
R2C*R*PH*.$$$$
H3*LC
LX*1
L5*1*0000001 TC, ACETIC ACID, GLACIAL 8 3 PG II*4931303*T****T*2818610
L5*1*UN2789, RQ (ACETIC ACID) EMERGENCY CONTACT:
L5*1*18004249300 HAZARDOUS MATERIAL ICC-QUOTE-12345
L0*1***195700*N***1*UNT
L1*1*$.$$$$*PH*$$$$$$
PI*PR*12345***ZZZZ*QUOTE
L3*****$$$$$$
L1A*$$$$$*ECBR
SE*44*954410001
```

7.5 426 Concurrence to Settlement Date

For procedures on submitting a Concurrence to a Settlement Date, refer to 426 Message Guidelines, Section 5.7.

```
ST*426*670690001*
ZR*S*CRLE*19425*240481*20070205*PASS*UP*20070522*CT**0042015860*000**
N9*ZH*039119483***
DTM*700*20070817***
DTM*702*20070720*19261800*CT*
PER*RS*Patricia A. Caldwell*TE*3142169735*
SE*0000000007*670690001*
```

7.6 426 Revenue Waybill Concurrence without Opinion

For procedures on submitting a Concurrence without an Opinion, refer to 426 Message Guidelines, Section 5.8.

```
ST*426*123000001
ZR*S*CSXT*9876*123456*20071104**CSXT**CO**000054321
N9*ZI*001
DTM*702*20071204*1055*ET
SE*5*123000001
```

7.7 426 Revenue Waybill Concurrence with Opinion

For procedures on submitting a Concurrence with an Opinion, refer to 426 Message Guidelines, Section 5.9.

- Norfolk Southern concurs to the first version of this waybill but also enhances waybill information, which did not change the rate/divisions.

```
ST*426*750000001
ZR*A*CSXT*160172*811449*20070906**NS**CP**000123456**CO
N9*ZH*CSXT160172                                    /* Carrier Reference
N9*ZI*001                                           /* Carrier Version Reference
DTM*702*20070907*1058*ET                            /* Carrier Time Stamp
NTE*ZZZ*Further description of article
PER*RS*CLERK JONES*TE*4123591000
BX*04*R*CC**CSXT*L**N
BNX*A**S
N9*BM*B123456**20070906
N7*CSXT*160172*34596*N*78300******RR
N8*811449*20070906
F9*41044*APPLIANCE PARK*KY
D9*10423*SELKIRK*NY
N1*SH*SHIPPER
N4*APPLIANCE PARK*KY
N1*CN*CONSIGNEE
N4*SELKIRK*NY
N1*PF*FREIGHT PAYOR
N3*ADDRESS
N4*CLEVELAND*OH
R2*CSXT*S*CINTI
R2*NS*1
LX*1
L5*1*DISH WASHING MACHINES*3639310*T
...
...
SE*33*750000001
```

7.8 426 Settlement Date Opinion

For procedures on issuing a Settlement Date Opinion, refer to 426 Message Guidelines, Section 5.10.

- This is an example of a request by CSXT to change the Settlement Date to 4/30/2007.

```
ST*426*750000001
ZR*S*CSXT*160172*811449*20070306**CSXT**DT**000123456**MD
DTM*700*20070430
DTM*702*20070315*1058*ET
PER*RS*CLERK JONES*TE*4123591000
SE*06*750000001
```

7.9 426 Revenue Waybill Cancel

For procedures on submitting a Cancel to a Revenue Waybill, refer to 426 Message Guidelines, Section 5.11.

The *Origin Road* (CSXT) issues a cancelation:

```
ST*426*12341001
ZR*S*CSXT*160172*811449*20070906**CSXT**CA**000234567**CA
N9*ZH*CSXT160172                                    /* Carrier Reference
DTM*702*20070907*1058*ET                            /* Carrier Time Stamp
NTE*ZZZ*reason for cancel
PER*RS*CLERK BROWN*TE*9043591000
SE*7*12341001
```

The *Origin Road* (CSXT) issues a cancelation because the waybill is covered by another *URRWIN*:

```
ST*426*12341001
ZR*S*CSXT*160172*811449*20070906**CSXT**CA**000234567**CU
N9*ZH*CSXT160172                                    /* Carrier Reference
N9*ZJ*000578998                                     /* Reference URRWIN Number
DTM*702*20070907*1058*ET                            /* Carrier Time Stamp
NTE*ZZZ*reason for cancel
PER*RS*CLERK BROWN*TE*9043591000
SE*8*12341001
```

7.10 426 Delete Me From Route

For procedures on issuing a Delete Me From Route, refer to 426 Message Guidelines, Section 5.12.

- Norfolk Southern (NS) issues a request to be removed from the route because it is a *Switch Road*.

```
ST*426*12341001
ZR*S*CSXT*160172*811449*20070906**NS**DR**000234567**SC
N9*ZH*CSXT160172                                    /* Carrier Reference
DTM*702*20070907*1058*ET                            /* Carrier Time Stamp
PER*RS*CLERK GREEN*TE*6125551212
SE*6*12341001
```

7.11 426 Revenue Waybill Acknowledgment

For procedures on issuing a Revenue Waybill Acknowledgment, refer to 426 Message Guidelines, Section 5.13.

- Acknowledgment of a 426 Origin Revenue Waybill to Issuing Road (CSXT):

```
ST*426*120000001
ZR*K*CSXT*160172*811449*20070906*PROD*CSXT*20070910*OR*SA*000123456*001
N9*ZH*CSXT160172                                    /* Carrier Reference Number
DTM*702*20070910*1010*ET                            /* Carrier Timestamp
DTM*701*20071010                                    /* Settlement Date
SE*6*120000001
```

- Acknowledgment of 426 Concurrence without Opinion to Issuing Road (BNSF) on above Origin Waybill:

```
ST*426*120000002
ZR*K*CSXT*160172*811449*20070906*PROD*BNSF*20070910*CO*ST*000123456*001
N9*ZI*001
DTM*702*20070915*1010*ET                    /* Carrier Timestamp
DTM*701*20071110                            /* Settlement Date
SE*6*120000002
```

- CSXT issues an Opinion, which deleted BNSF from route. CSXT would receive:

```
ST*426*120000002
ZR*K*CSXT*160172*811449*20070906*PROD*CSXT*20070910*OP*SF*000123456*002*RD
DTM*702*20070915*1010*ET                    /* Carrier Timestamp
DTM*701*20071110                            /* Settlement Date
SE*5*120000002
```

and BN would receive:

```
ST*426*120000003
ZR*K*CSXT*160172*811449*20070906*PROD*CSXT*20070910*OP*DO*000123456*002*RD
DTM*702*20070915*1010*ET                    /* Carrier Timestamp
DTM*701*20071110                            /* Settlement Date
SE*5*120000003
```

7.12 426 Revenue Waybill Concurrence Tracer

For procedures on issuing a Revenue Waybill Concurrence Tracer, refer to 426 Message Guidelines, Section 5.14.

- Concurrence Tracer - Full Waybill. Origin Waybill was issued by **CSXT** with the route **CSXT/UP/BNSF**. **BNSF** has not responded to the waybill.

```
ST*426*120000001
ZR*S*CSXT*160172*811449*20070906*PROD**20070910*TR**000123456
DTM*701*20071110                            /* Settlement Date
SE*4*120000001
```

- Concurrence Tracer - Rule 11 Notification Parent Waybill. Rule 11 Notification Parent Waybill was issued by **CSXT** with the route **CSXT/UP/BNSF**. **BNSF** has not responded to the waybill.

```
ST*426*120000001
ZR*S*CSXT*160172*811449*20070906*PROD**20070910*T1**000123456
DTM*701*20071110                            /* Settlement Date
SE*4*120000001
```

7.13 426 Settlement Acknowledgment

For procedures on issuing a Settlement Acknowledgment, refer to 426 Message Guidelines, Section 5.15.

- Settlement Message to any road that Concurred to the settlement. Full Concurrence was made on the first version of the waybill.

```
ST*426*120000001
ZR*S*CSXT*160172*811449*20070906*PROD**20070910*ST*ST*000123456*001
DTM*701*20071010                                        /* Settlement Date
SE*4*120000001
```

- Settlement Message to a road that was deleted from the route of the final settlement. Full Concurrence was made on Version #**2**.

```
ST*426*120000001
ZR*S*CSXT*160172*811449*20070906*PROD**20070910*ST*DO*000123456*002
DTM*701*20071010                                        /* Settlement Date
SE*4*120000001
```

- Settlement Message to any road in the route. The waybill is *null settled* due to a route dispute and the Version of the waybill is #**1**.

```
ST*426*120000001
ZR*S*CSXT*160172*811449*20070906*PROD**20070910*SN*RT*000123456*001
DTM*701*20071010                                        /* Settlement Date
SE*4*120000001
```

- Settlement Message to any road in the route. The waybill is *forced settled* on a composite Version of the waybill (Version #**4**) due to differences in revenue.

```
ST*426*120000001
ZR*A*CSXT*160172*811449*20070906*PROD**20070910*SC**000123456*004
N9*ZH*CSXT160172                                        /* Carrier Reference Number
DTM*701*20071010                                        /* Settlement Date
BX*04*R*CC**CSXT*L**N
BNX*A**S
...
...
...
SE*32*120000001
```

7.14 Additional 426 Revenue Waybill Examples

7.14.1 Transit Waybill

Transit Waybills require T1, T2 and T3 segments.

- Transit Shipments: This is an example of two origins. Road 2 gets 49% from Kansas and 55% from Texas. Road 1 gets the balance.

Origin:	Kansas
Weight:	40,000
Thru $4.00 PH	paid $3.00 PH
Origin:	Texas
Weight:	50,000
Thru $4.50 PH	paid $3.75 Ph
Balance:	
40,000 @ $1.00	$400.00
50,000 @ $0.75	$375.00
Freight Out:	$775.00

PI*19*WTL 1017 SUPP.4	T1, T2, and T3 Segments are required
R2*RDI*SJCT	Route segment 1—Origin Interline Carrier
R2B*RDI*JCT*-1828.50	Balance of freight is negative
R2C*B	
R2*RD2*1	
R2B*RD2**2021.50	Road 2 proportion from detail following
R2C*1	Detail 1
R2C*P**1	100% of detail 1
R2C*2	Detail 2
R2C*P**1	100% of detail 2
R2C*D*1	
R2C*R*WM*40000	Detail 1
R2C*R*PH*4.00	
R2C*P**.49	
R2C*D*2	
R2C*R*WM*50000	Detail 2
R2C*R*PH*4.50	
R2C*P*.55	
LX*001	
L5*001*DESCRIPTION*STCC*T	
L0*001***40000*N	
L1*001*1.0000*PH*40000**40000	
L0*001***50000*N	
L1*001*.7500*PH*37500**37500	
P1*TS*1234*TP**WWIB	
T1*0019123456*90823*ORRD*ORIGIN STATION*KA	Used to Create Division
T2*001*TRANSIT COMMODITY*40000*N*4.0000*PH*3.0000*PH	Detail 1
T3*001*ORRD*S	
T1*002*223344*940710*ORRD*ORIGIN STATION *TX	Used to Create Division
T2*002*TRANSIT COMMODITY*50000*N*4.5000*PH*3.7500*PH	Detail 2
T3*002*ORRD*S	
L1A*77500*RD1	
L3*****77500**77500	

7.14.2 Combination Rates

ACTUAL WEIGHT

L0*1***10000*N
L1*1*.50*PH*5000***KCITY
PI*TS*1234567*TP**SFA***678888**22
L0*1***10000*C
L1*1*1.00*PH*10000
PI*TS*1234567*TP**SFA***678888**22

ACTUAL ALONG WITH MAXIMUM AND EXCESS WEIGHTS

L0*1***10000*N
L1*1*.50*PH*5000***KCITY
L0*1***10000*C
L0*1***6000*X
L1*1*1.00*PH*6000
L0*1***4000*O
L1*1*.20*PH*800
PI*TS*1234567*TP**SFA***678888**22

ACTUAL AND MINIMUM WEIGHTS

L0*1***9000*N
L0*1***10000*M
L1*1*.50*PH*5000***KCITY
L0*1***9000*C
L1*1*1.00*PH*9000
PI*TS*1234567*TP**SFA***678888**22

MULTIPLE MINIMUM WEIGHTS

L0*1***9000*N
L0*1***9500*M
L1*1*1.00*PH*9500***KCITY
L0*1***9000*C
L0*1***10000*M
L1*1*1.20*PH*12000
PI*TS*1234567*TP**SFA***678888**22

MINIMUM WEIGHTS AND SPECIAL CHARGES

L0*1***9000*N
L0*1***9500*M
L1*1*1.00*PH*9500**9500*KCITYRL0*1***9000*C
L0*1***9000*C
L0*1***10000*M
L1*1*1.20*PH*12000**12000
L1*1*200.00*PC*-20000**-20000**MSC
L1*1*170.00*PC**17000*17000**TRN
PI*TS*1234567*TP**SFA***678888**22

TEMPORARY ARTICULATED LOADS FOR IDLERS

ST*426*1460005
ZR*A*JTTX*913631*123024*20070709**BNSF**ORRDTM*702*20070712*0331*ET
BX*00*R*PP**BNSF*L*M
BNX*A**A
N9*BM*54760**20070708
N7*JTTX*913631*123637*N*******RR*TTX
N7*NP*062718*0*E*******ID*BNSF
N8*123024*20070709
F9*98494*ARMOREL*AR
D9*02210*SALINA*KS
N1*SH*NUCOR YAMATO STEEL CO
N1*CN*P K M STEEL SERVICE
N3*128 E AVE A
N1*PF*NUCOR YAMATO STEEL CO
N3*PO BOX 1228
N4*BLYTHEVILLE*AR*72316
PI*19*BN 6407.16
R2*BNSF*S*KCITY***R
R2B*BNSF*KCITY*61818
R2C*P**.50
R2*UP*1
R2B*UP**61819
R2C*P**.50
H3*HW
LX*1
L5*1*BEAMS,IORS,NEC*33122528*T
L0*1***123637*N***1*CLD
L1*1*1.00*PH*123637**123637*C
PI*TS*1234567*TP**SFA***678888**22
L1A*123637*BNSF
L3*****123637**123637
SE*33*1460005

7.14.3 EDI 426 Division Segment

Examples in this section include:

2 R2B SEGMENTS FOR ONE ROAD (BREAKPOINT)

This is an example that defines 2 R2B segments for one road due to a breakpoint.

- Road 1 is to receive 17.5% of 62% of the freight. They are also to receive 38% of the freight.

Freight	1042.53
Proportion: Road 1	509.27
Proportion: Road 2	533.26

PI*19*UPLQ 6407.16	
R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*39616	Road 1 is to receive $396.16 for this portion
R2C*P**.38	38 % of freight
R2B*INT1*JCT1*11311	Road 1 is to receive $113.11 for this portion
R2C*P**.62	62 % of freight
R2C*P**.175	17.5 % of intermediate answer
R2*INT2*1	Route segment 1st Carrier after Origin Carrier
R2B*INT2**53326	Road 2 is to receive $533.26 for this portion
R2C*P**.62	62 % of freight
R2C*P**.825	82.5 % of intermediate answer

DIVISION ON NORMAL, MINIMUM, MAXIMUM WEIGHTS

This is an example where the normal division is 18.5 per hundredweight with a maximum of .18 per hundredweight. Maximum applies on at least 24000 lbs. Minimum for this shipment is $38.94 per car. To determine whether normal, maximum or minimum will be allowed, all three amounts must be calculated.

27375 lbs. @ .185 cwt. = $50.64

Since the weight on this car exceeds 24000 lbs., the maximum calculation is 27375 lbs. @ .18per cwt = $49.28

1 car @ $38.94 = $38.94

Since maximum is less than normal and more than minimum, the maximum amount 49.28 will be allowed.

Weight:	27375 lbs
Cars:	1
Proportion (Road 1)	$49.28

PI*19*NWC 2125 SPTQ 90	
R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*4928	
R2C*R*PH*.185	Normal Division
R2C*H*WM*24000	If greater than 24000 lbs use next factor
R2C*R*PH*.18	
R2C*M*FC*38.94	Minimum of 38.94 per car

DIVISION ON FREIGHT LESS DETAIL CALCULATIONS

This is an example where a road receives the Freight minus the calculation of 10537 lbs. @ .05 per cwt less the same weight @ .03 per cwt then 74% of 65% of the previous total, less $230 per car, plus the calculation of 10537 lbs. @ .05 per cwt plus the same weight @ .03 per cwt.

To help with the calculation you may set up division strings called DETAIL. Then you can refer to the detail by number when doing your regular calculations. Such as:

```
DETAIL 1 100% of freight less detail 2
DETAIL 2 10537 lbs @ .05 plus 10537 lbs @ .03
```

Part of this factor string is dependent on the results from detail 1 and detail 2 and can therefore not be calculated until the results of these are known.

- Detail 2 is 10537 lbs. @ .05 per cwt, plus the same weight @ .03 per cwt or $8.43.
- Detail 1 therefore is 100% of the freight less Detail 2 (8.43) or $5959.04.

The calculation of the actual factor string is then 74% of 65% of 5959.04 (2866.29) less $230.00 per car plus the $8.43 from Detail 2.

Freight:	5967.42
Cars:	1
Proportion (Road 1)	2644.70
Proportion (Road 2)	3322.72

PI*19*WTL 1017 SUPP.4	
R2*INT1*S*JCT1	Route segment for Origin Interline Carrier
R2B*INT1*JCT1*264470	
R2C*1	Calculation from Detail 1
R2C*P**.65	Times 65%
R2C*P**.74	Times 74%
R2C*R*MI	Minus next Factor
R2C*R*PC*230	$230. Per car
R2C*2	Because it is not first factor add this in
R2*INT2*1	Route segment 1st carrier after origin
R2B*INT2**332272	Last road in route
R2C*B	Balance after other calculations are completed
R2C*D**1	This is Detail 1 until next D or no more R2C's
R2C*P**1	100% of Freight
R2C*2	Minus next Factor
R2C*D**2	This is Detail 2 until next D or nor more R2C's
R2C*R*WM*10537	Use this weight
R2C*R*PH*.05	Times .05 cwt
R2C*R*PH*.03	Times .03 cwt

MISCELLANEOUS CHARGE DUE TO ONE ROAD

This is an example of a miscellaneous charge due to one road.

Freight:	907.02
Miscellaneous charge of arbitrary to Road 1:	125.00
Proportion (Road 1)	208.61
Proportion (Road 2)	698.41

PI*19*WTL 1017 SUPP.4	
R2*INT1*S*JCT1	Route segment for Origin Interline Carrier
R2B*INT1*JCT1*20861	Road 1 is to receive $208.61
R2C*P**.23	23% of freight
R2D*ARB*12500	Arbitrary Charge of $125.00 to road 1
R2*INT2*1	Route segment 1st carrier after origin
R2B*INT2**69841	Road 2 is to receive $698.41
R2C*P**.77	77% of freight
L1*1*907.02*PC*90702**90702	
L1*1***12500**12500**ARB****INT1	

MISCELLANEOUS CHARGE PRORATED TO ALL ROADS

This is an example of a miscellaneous charge that is prorated to all roads.

Freight:	1200.00
Miscellaneous charge of surcharge prorated	120.00
Proportion (Road 1)	276.00
Surcharge	27.60
Proportion (Road 2)	924.00
Surcharge	92.40

PI*19*WTL 1017 SUPP.4	
R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*20861	Road 1 is to receive $208.61
R2C*P**.23	23% of freight
R2D*SUR*2760	Surcharge portion of $27.60 to road 1
R2*INT2*1	Route segment 1st carrier after origin
R2B*INT2**92400	Road 2 is to receive $924.00
R2C*P**.77	77% of freight
R2D*SUR*9240	Surcharge portion of $92.40 to road 2
L1*1*1200.00*PC*120000**120000	
L1*1***12000**12000**SUR	

TWO MISCELLANEOUS CHARGES PRORATED TO ALL ROADS

This is an example of two miscellaneous charges that are prorated to all roads.

Freight:	1200.00
Miscellaneous charge of surcharge (prorated to all roads)	120.00
Miscellaneous charge of Marriage Rule (prorated to all roads)	100.00
Proportion (Road 1)	276.00
Surcharge	27.60
Marriage	23.00
Proportion (Road 2)	924.00
Surcharge	92.40
Marriage	77.00

PI*19*WTL 1017 SUPP.4	
R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*27600	Road 1 is to receive $276.00
R2C*P**.23	23% of freight
R2D*SUR*2760	Surcharge portion of $27.60 to road 1
R2D*MAR*2300	Marriage rule portion of $23.00 to road 1
R2*INT2*1	Route segment 1st carrier after origin
R2B*INT2**92400	Road 2 is to receive $924.00
R2C*P**.77	77% of freight
R2D*SUR*9240	Surcharge portion of $92.40 to road 2
R2D*MAR*7700	Marriage Rule portion of $77.00 to road 2
L1*1*1200.00*PC*120000**120000	
L1*1***12000**12000**SUR	

PER CAR CHARGES AND FREIGHT PROPORTIONS

This is an example where Road 1 is to receive 50% of the total of the Freight and $745.28 per car. Road 2 is to receive the other 50% of the total Freight plus $745.28 per car, and then withstand the full amount of the $745.28 per car from their proportion.

Freight:	3638.72
Cars:	1
Proportion: (Road 1)	2192.00
Proportion: (Road 2)	1446.72

PI*19*WTL 1017 SUPP.4	
R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*219200	Road 1 is to receive $2192.00
R2C*P**1	100% of freight
R2C*R*PC*745.28	Plus $745.28 times the number of cars
R2C*P**.50	Times 50%
R2*INT2*1	Route segment 1st carrier after origin
R2B*INT2**144672	Road 2 is to receive $1446.72
R2C*P**1	100% of freight
R2C*R*PC*745.28	Plus $745.28 times the number of cars
R2C*P**.50	Times 50%
R2C*R*MI	Minus next factor
R2C*R*PC*745.28	745.28 per car

TWO-ROAD MOVE WITH NO SWITCH CARRIERS

This is an example of a two-road move with no switch carriers.

Freight:	4000.00
Cars:	1
Proportion: (Road 1)	1600.00
Proportion: (Road 2)	2400.00

PI*19*WTL 1017 SUPP.4	
R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*160000	Road 1 is to receive $1600.00
R2C*P**.40	40% of freight
R2*INT2*1	Route segment Origin Interline Carrier
R2B*INT2**240000	Road 2 is to receive $2400.00
R2C*P**.60	60% of freight

TWO-ROAD MOVE WITH SWITCH CARRIER AT ORIGIN

This is an example of a two road move with a switch carrier at origin.

Freight:	4000.00
Cars:	1
Proportion: (Road 1)	1600.00
Proportion: (Road 2)	2400.00

PI*19*WTL 1017 SUPP.4	
R2*INTA*I*JCTA	Route segment Switch Carrier
R2*INT1*S*JCT1	Route segment Origin Interline Carrier
R2B*INT1*JCT1*160000	Road 1 is to receive $1600.00
R2C*P**.40	40% of freight
R2*INT2*1	Route segment Origin Interline Carrier
R2B*INT2**240000	Road 2 is to receive $2400.00
R2C*P**.60	60% of freight

PERCENTAGE OF TOTAL FREIGHT (ROAD 1 SEGMENTS MERGED)

This is an example where Road 1 is to receive 60% of the total freight (40% for route segment 1 and 20% for route segment 3). Road 2 is to receive 40% of the total freight.

Freight:	1200.00
Proportion: (Road 1)	720.00
Proportion: (Road 2)	480.00

PI*19*WTL 1017 SUPP.4	
R2*INT1*S*JCT1	Route segment 1 – Origin Interline Carrier
R2B*INT1*JCT1*72000	Road 1 is to receive $720.00
R2C*P**.40	40% of freight
R2*INT2*1*JCT2	Route segment 2 – First Carrier after Origin Carrier
R2B*INT2*JCT2*48000	Road 2 is to receive $480.00
R2C*P**.40	40% of freight
R2*INT1*2	Route segment 3 – Second Carrier after Origin Carrier
R2B*INT1	Road 1 Total Proportion shown in route segment 1
R2C*P**.20	20% of freight

PERCENTAGE OF TOTAL FREIGHT (ROAD 1 SEGMENTS SEPARATE)

This is an example where Road 1 is to receive 40% of the total freight for route segment 1 and 20% of the total freight for route segment 3. Road 2 is to receive 40% of the total freight.

Freight:	1200.00
Proportion: (Road 1)	720.00
Proportion: (Road 2)	480.00

PI*19*WTL 1017 SUPP.4	
R2*INT1*S*JCT1	Route segment 1 – Origin Interline Carrier
R2B*INT1*JCT1*48000	Road 1 is to receive $480.00
R2C*P**.40	40% of freight
R2*INT2*1*JCT2	Route segment 2 – First Carrier after Origin Carrier
R2B*INT2*JCT2*48000	Road 2 is to receive $480.00
R2C*P**.40	40% of freight
R2*INT1*2	Route segment 3 – Second Carrier after Origin Carrier
R2B*INT1**24000	Road 1 is to receive $240.00
R2C*P**.20	20% of freight

SHARED BALANCE

This is an example where two roads share a balance figure in the Divisions.

Freight:	600.00
Proportion: Road 1 ($200 per car)	200.00
Proportion: Road 2 (25% of balance)	100.00
Proportion: Road 3 (75% of balance)	300.00

```
R2*INT1*S*JCT1
R2B*INT1*JCT1*20000
R2C*R*PC*20000
R2*INT2*1*JCT2
R2B*INT2*JCT2*10000
R2C
R2C*P**.25
R2*INT3*2
R2B*INT3**30000
R2C*B
R2C*P**.75
```

TRANSIT SHIPMENT WITH TWO ORIGINS

Transit shipments: This is an example of two origins. Road 2 gets 49% from Kansas and 55% from Texas. Road 1 gets the balance.

Origin:	Kansas
Weight:	40,000
Thru $4.00 PH	paid $3.00 PH
Origin:	Texas
Weight:	50,000
Thru: $4.50 PH	paid $3.75 PH
Balance:	
40,000 @ $1.00	$400.00
50,000 @ $0.75	$375.00
Freight Out:	$775.00

PI*19*WTL 1017 SUPP.4	T1, T2, and T3 Segments are required
R2*RD1*S*JCT	Route segment 1 – Origin Interline Carrier
R2B*RD1*JCT*-182850	Balance of freight is negative
R2C*B	
R2*RD2*1	
R2B*RD2**202150	Road 2 proportion from detail following
R2C*1	Detail 1
R2C*P**1	100% of detail 1
R2C*2	Detail 2
R2C*P**1	100% of detail 2
R2C*D*1	
R2C*R*WM*40000	Detail 1
R2C*R*PH*4.00	
R2C*P**.49	
R2C*D*2	
R2C*R*WM*50000	Detail 2
R2C*R*PH*4.50	
R2C*P**.55	
LX*001	
L5*001*DESCRIPTION*STCC*T	
L0*001*40000*N	
L1*001*1.0000*PH*40000**40000	
L0*001***50000*N	
L1*001*.7500*PH*37500**37500	
P1*TS*1234*TP*WWIB	
T1*0019123456*90823*ORRD*ORIGIN STATION*KA	Used to create division
T2*001*TRANSIT COMMODITY*40000*N*4.0000*PH*3.0000*PH	Detail 1
T3*001*ORRD*S	
T1*002*223344*940710*ORRD*ORIGIN STATION*TX	Used to create division
T2*002*TRANSITY COMMODITY*50000*N*4.5000*	Detail 2
PH*3.7500*PH	
T3*002*ORRD*S	
L1A*77500*RD1	
L3*****77500**77500	

7.14.4 Diversion

This is an example of a three-road route. The 2nd road diverts, with diversion charge and additional freight prepaid at point of diversion. Intermediate road submits a 426 Revenue Waybill Opinion.

ST*426*000006914
ZR*A*CAN*419400*105371*20070206**BNSF**OP**123456789*D1
N9*ZH*CNA419400
DTM*702*20071010*1000*CT
PER*DM*SCHULTZ*TE*6122982983
BX*04*R*PP**NS*L*B*N
BNX*S**S
N9*BM*N/A**20070206
N9*DV*940413556 (see Note 1)
N9*OW*CAR SERVICE ORDER NUMBER
N7*CNA*419400*8022*N*******RR
N8*105371*20070206
N8A*W5***20070206**KANSAS CITY*MO*BNSF*25300 (see Note 2)
F9*53317*STATESVILLE*NC*STATESVILLE*NC
D9*02210*SALINA*KS
N1*SH*SHIPPER
N4*TAYLORSVILLE*NC*28681
N1*CN*CONSIGNEE
PI*PR*0595300***NS*NSQ
R2*NS*S*MEMPH
R2B*NS*MEMPH*105000
R2C*P**.50
R2*BSNF*1*KCITY
R2B*BNSF*KCITY*54600
R2C*P**.50
R2C*P**.52
R2D*DIV*8000
R2*UP*2
R2B*UP**50400
R2C*P**.50
R2C*P**.48
H3*SPLC
LX*1
L5*1*UPH FURNITURE*2519990*T
L0*1***8022*N***1*CLD
L1*1*2100.0000*PC*210000**210000
L1*1***8000**8000*DIV*****BNSF
P1*PR*0595300*TP**NS*NSQ
L3*****21800**21800
L1A*200000*NS
L1A*18000*BNSF
SE*42*000006914

Note 1:
This is the Diversion Authorization Number if Car Service Order applies.

Note 2:
Diversion Information:

N8A01	CODE FOR DIVERSION
N8A03	DATE OF DIVERSION
N8A05	CITY WHERE DIVERTED
N8A06	STATE OF N8A05
N8A07	SCAC OF DIVERTING CARRIER
N8A08	FSAC OF N8A05/06

7.14.5 Misroute Rule 101

Waybilling and settlement of railroad billing error for traffic moving on confidential rates (refer to Railroad Accounting Rules for detail description).

ST*426*000006914
ZR*R*CNA*419400*105371*20070206**UP**OP**123456789*MR
N9*ZH*CNA419400
DTM*702*20071010*1000*CT
NTE*ZZZ*RAILROAD BILLING ERROR CAR ORIGINALLY DESTND LINCOLN NE
NTE*ZZZ*SHOULD HAVE BEEN UP TO SALINA KS SAME CONSIGNEE
NTE*MOVED LINCOLN NE TO SALINA KS UP W/B 459999 OF 20070815
PER*DM*JOE*TE*2025551212
BX*04*R*PP**NS*L*B*N
BNX*S**S
N9*BM*N/Z**20070206
N7*CNA*419400*8022*N********RR
N8*105371*20070206
N8A*W6*459999*20070815**LINCOLN NE*UP*00504 (see Note 3)
F9*53317*STATESVILLE*NC
D9*02210*SALINA*KS
N1*SH*SHIPPER
N4*TAYLORSVILLE*NC*28681
N1*CN*CONSIGNEE
N1*11*SHIPPER
N4*TAYLORSVILLE*NC*28681
BL*RC*53317*76504**STATESVILLE*NC***KCITY***NS*BNSF
BL*RC*02030*02210**KCITY****SALINA*KS**UP
R2*NS*R*MEMP
R2*BNSF*1*KCITY
R2*UP*2
H3*SLC
LX*1
L5*1*UPH FURNITURE*2519990*T
L0*1***8022*N***1*CLD
SE*31*000006914

Note 3:
MR corrected by movement waybill.

7.14.6 Misroute Rule 100

Waybilling and settlement of railroad billing error for traffic moving on non-confidential rates (refer to Railroad Accounting Rules for detail description).

ST*426*000006914
ZR*R*CNA*419400*105371*20070206**UP**OP**123456789*MR
N9*ZH*CNA419400
DTM*702*20071010*1000*CT
NTE*ZZZ*RAILROAD BILLING ERROR CAR ORIGINALLY DESTND LINCOLN NE
NTE*ZZZ*SHOULD HAVE BEEN UP TO SALINA KS SAME CONSIGNEE
PER*DM*JOE*TE*2225551212
BX*04*R*PP**NS*L*B*N
BNX*S**S
N9*BM*N/A**20070206
N9*DV*123456 (see Note 4)
N7*CNA*419400*8022*N********RR
N8*105371*20070206
N8A*W5*920808***KANSAS CITY*MO*UP (see Note 5)
F9*53317*STATESVILLE*NC
D9*02210*SALINA*KS
N1*SH*SHIPPER
N4*TAYLORSVILLE*NC*28681
N1*CN*CONSIGNEE
PI*PR*0595300***NS*NSQ
R2*NS*S*MEMPH
R2B*NS*MEMPH*105000
R2C*P**.50
R2*BNSF*1*KCITY
R2B*BNSF*KCITY*54600
R2C*P**.50
R2C*P**.52
R2*UP*2R
R2B*UP**50400
R2C*P**.50
R2C*P**.48
H3*SLC
LX*1
L5*1*UPH FURNITURE*2519990*T
L0*1***8022*N***1*CLD
L1*1*2100.0000*PC*210000**210000
P1*PR*0595300*TP**NS*NSQ
L3*****210000**210000
L1A*210000*NS
SE*39*000006914

Note 4: Diversion Authority Number
Note 5: Diversion to correct misroute

7.14.7 Transfer Load

Example: Original car BNSF 700848, car transloaded to CNA 419400 on January 2, 2008 in Kansas City, KS.

BNSF SENDS IN CH (CHALLENGE) WITH NEW EQUIPMENT IN ZR/N7

ST*426*1235001
ZR*A*CNA*419400*105371*20071223**BNSF**CH**900234568
N9*ZH*CNA 419400
DTM*702*20080104*1000*CT
PER*RS*CLERK SCHULTZ*TE*6122982983
BX*04*R*PP**NS*L*B*N
BNX*S**S
N9*BM*N/A**20071223
N7*CNA*419400*8022*N*******RR
M7*53851*53852
N8*105371*20071223*
N8A*W7***700234567*****BNSF*700848
F9*53317*STATESVILLE*NC
D9*2210*SALINA*KS
N1*SH*SHIPPER
N4*TAYLORSVILLE*NC*28681
N1*CN*CONSIGNEE
PI*19*NSQ 0595300
R2*NS*S*MEMPH
…
L3*****210000**210000
SE*8*12341001

NS SENDS IN CA (CANCEL) USING ZR13 CODE OF "TL" TO THE SUBSEQUENT RAIL EQUIPMENT

ST*426*12341001
ZR*S*CNA*419400*20071223**NS**CA**900234568*TL
N9*ZH*CNA 419400
DTM*702*20080104*1600*CT
NTE*ZZZ*THIS IS A TRANSLOADED SHIPMENT.
NTE*ZZZ*AS PER FREIGHT MANDATORY RULE 18, SETTLEMENT
NTE*ZZZ*SHOULD BE ON ORIGINAL EQUIPMENT BNSF 700848
NTE*ZZZ*URRWIN 700234567
PER*RS*CLERK BROWN*TE*5551234567
SE*8*12341001

ALTERNATIVELY, NS CAN SEND IN A CA (CANCEL) USING ZR13 CODE OF "CU" TO THE SUBSEQUENT RAIL EQUIPMENT

ST*426*12341001
ZR*S*CNA*419400*20071223**NS**CA**900234568*CU*
N9*ZH*CNA 419400
N9*ZJ*700234567
DTM*702*20080104*1600*CT
NTE*ZZZ*THIS IS A TRANSLOADED SHIPMENT.
NTE*ZZZ*AS PER FREIGHT MANDATORY RULE 18, SETTLEMENT
NTE*ZZZ*SHOULD BE ON ORIGINAL EQUIPMENT BNSF 700848
PER*RS*CLERK BROWN*TE*5551234567
SE*8*12341001

8 ISS (864/996) Reports

There are two types of ISS output reports or messages, those Requested and those Automatically Generated by CISS. The following sections explain both types of reports. Note that each individual road controls the volume and type of Requested reports.

8.1 864 Report Records

Initiator: **ISS**

Purpose: **To transmit reports to rail carriers.**

Definition: **A message that allows definition of reports.**

ASSUMPTIONS

The Interline Settlement System (ISS) sends reports on a regular basis as well as when pre–determined reports have been requested from a railroad.

Reports may be transmitted in either a report or a data format, based on the definition of the report.

MINIMUM SEGMENT REQUIREMENTS

The minimum segments are:

ST	Transaction Set Header
BMG	Beginning Segment for Text Message
MIT	Message Identification
MSG	Message Text
SE	Transaction Set Trailer

ADDITIONAL GUIDELINES

- The RAILINC (or ISA) Message Header will identify that this report is an ISS report. For example; ISA*04*SW864
- BMG01 must be one of the following:

  00 Normal (automatically generated) reports by CISS

  11 Special requested reports

- BMG02

  1. *Error Reports* format key fields from the 426 message:

Field format for BMG02:

+Car Initial	**(ZR02)**	4–bytes, left–justified, padded with blanks
+Car Number	**(ZR03)**	10–bytes, right–justified, padded with leading zeros
+Waybill Number	**(ZR04)**	6–bytes, formatted same as Car Number
+Waybill Date	**(ZR05)**	8–bytes, CCYYMMDD
+Carrier Reference Number		30–bytes, formatted (N902) when N901=ZD) same as Car Initial

The first 26 positions of the BMG02 are mandatory.

The *Carrier Reference Number* is present if transmitted on the 426 message.

2. *Special Requested reports* format the Carrier Reference Number from the BGF03 field of the 996 message. The number will be left–justified in the first 30 bytes.

   - 5–digit *Sequence Number* starting with 00001.
   - 4–digit *Section Number* within the same Sequence Number. If the maximum line limit (example: 500 or lines) has been exceeded on the current message, then the Section Number is incremented by 1. The Section Number on the first page of the report is 0001.
   - 3–character field which contains the value END on the last page of the 864 report message to indicate end of the report.

3. *Funds Transfer, Daily Settlement and Railroad Clearing House Report* formats are shown below.

   The BMG02 field format:

   - 3–character Report Number - 001, 002, 101, 102, 191 or 192.
   - 5–digit Sequence Number starting with 00001.
   - 4–digit Section Number within the same Sequence Number. If the 900 message line limit has been exceeded on the current message, then the section number is incremented by one in the BMG02 field of the next 864 message. The section number on the first 864 message is 0001.
   - 3–character field which contains the value END on the last page of the 864 report Funds Transfer message to indicate the end of the report.
   - The Daily Settlement Reports carry the date on which the waybills have settled (i.e., the previous day).

   A typical BMG02 field for a 002 report will look like this:

   00200001000119940425

   The Sequence Number and the Section Number are generated by ISS in the following manner:

   For each report under each SCAC the report is sent to, the Sequence Number and Section Number would start with 1. In the above example, both the Sequence Number and Section Number are 0001. If the message spans more than 900 detail lines, then the Section Number gets incremented by 1 under the same Sequence Number.

ISS generates separate messages for U.S. Dollar (USD), Canadian Dollar (CAD), and Mexican Pesos (MXN) fund types. Whenever there are multiple fund types involved between two roads, ISS separates the report to accommodate this change in fund type. As a result of this, ISS generates the next Sequence Number for this message for the specific report for that SCAC. For example, a Daily Settlement message for SCAC ABC may contain both USD and CAD fund types. The report is already sorted by Fund Type. So all the entries corresponding to CAD would be written on the report first with the corresponding Sequence Number (00200001000119940425) available at that time. Then, the next part of the message containing USD fund types would show up under the next sequence number (00200002000119940425) as a new report under the same SCAC.

Note: This enables the roads to look for any missing messages and also have better control over transmission of funds transfer and settlement reports by ISS.

- **MIT01** formats the report number, which identifies the type of report. The Report Number must be one of the following 3-position values:

  001 Funds Transfer Notification
  002 Daily Settlement Report
  003 Error Report (Serious/Warning)
  004 Bilateral Agreement
  005 Settlement Statistics
  006 Transmit Control
  007 Error Analysis
  008 Active Waybill Status
  009 ISS Transmission Totals
  010 Transition Partner Summary
  091 Test Funds Transfer Notification
  092 Test Daily Settlement Report
  101 Funds Transfer Notification Retransmission
  102 Daily Settlement Report Retransmission
  191 Test Funds Transfer Notification Retransmission
  192 Test Daily Settlement Report Retransmission
  800 Railroad Clearing House Transfers Due
  801 Railroad Clearing House Transfers Deferred
  802 Railroad Clearing House Total Transfers Due
  900 Railroad Clearing House Transfers Due - Recast
  901 Railroad Clearing House Transfers Deferred - Recast
  902 Railroad Clearing House Total Transfers Due - Recast

- **MIT02** contains the report name.
- **MIT03** contains the maximum number of characters per line of the report.
- **MIT04** contains the maximum number of lines per page of the report (e.g., the number of lines which must print before a page break will occur) within the report.
- In this manual, the imbedded blank spaces of the 864 reports are portrayed as italicized small case b's.
- Message segment layouts and further definition for the special requested 864 reports can be found in Section 8.3 of this module. For the normal (automatically generated) reports, detail definitions follow in this section.

8.2 Automatically Generated Reports by CISS

8.2.1 864 ISS Funds Transfer Notification and Daily Settlement Report

Purpose: To provide detail of Funds Transfer between rail carriers. To notify a carrier that there are/are not Funds Transfer to occur in two working days (Type 001 - Funds Transfer Notification). To notify a carrier that there are/are not Funds Transfer to occur at some future date due to settlements from the previous day (Type 002 - Daily Settlement Report).

Notes:

- Report Type (MIT01)=001 (2–day recap, Funds Transfer Notification), OR 002 (Daily Settlement Report)
- Funds Transfer Message Segment = **51**–Bytes Fixed–Length
- Funds Transfer Line Types Defined by First **2** Characters of **MSG01**
- Usage Guidelines:

  No Funds Transfer Report has more than **900** message lines. If more than **900** message lines are needed, then additional Funds Transfer Report(s) are generated.

  The body of the report consists of zero or more detail segments (**F2** for Type **001**, **FT** for Type **002**) detailing Funds Transfer if any, followed by **CT** (*Control*) segments summarizing the net payable or receivable by road. If there are more than **900** message lines total, only one set of **CT** segments appear at the end of the set of Funds Transfer Reports (may span two 864 transaction sets). In other words, the **CT** lines apply to the entire reporting for that type for the day, and can be used to detect missing reports.

  If there are no Funds Transfer for the Report Type for the day, the report consists of a single **CT** segment with zero value, showing the recipient road's SCAC in both the *From SCAC* and *To SCAC* fields.

  Every carrier receives at least one report of each type every day, even if there is no Funds Transfer activity to report.

8.2.1.1 Record Definition For Funds Transfer Message Lines

Field	Byte	Format	Definition	
SEGMENT ID	**1–3**	PIC X(3)	**MSG**	864 Message Segment Indicator
END OF FIELD	**4–4**	PIC X(1)	*	Field Delimiter
LINE TYPE	**5–6**	PIC X(2)	**FT** Funds Transfer, issued at time of settlement, where applicable **F2** Funds Transfer recap, issued **2** days before actual Funds Transfer **CT** Control Line; **CT** lines show net transfers by road by date, followed by total cash flow by Funds Transfer Date, exclusive of transfers to self	
URRWIN #	**7–15**	PIC 9(9)	*URRWIN* (zeros on **CT** lines)	
VERSION #	**16–18**	PIC 9(3)	Identifies settled version that resulted in Funds Transfer record (zeros on **CT** lines)	
FROM SCAC	**19–22**	PIC X(4)	The road sending the transferred funds	
TO SCAC	**23–26**	PIC X(4)	The road receiving the transferred funds	
F/T DATE	**27–34**	PIC X(8)	The date that Funds Transfer will occur, format **CCYYMMDD**. If no Funds Transfer to report for Type **002**, date on **CT** line is date no settlements occurred.	
DATE TYPE	**35–35**	PIC X(1)	**B** Bilateral Agreement Funds Transfer Date **I** Industry Default Funds Transfer Date *b* (Blank) for **CT** Control rows	
AMOUNT TYPE	**36–36**	PIC X(1)	**D** Division Revenue **M** Miscellaneous Charge *b* (Blank) for **CT** Control rows	
FUNDS TYPE	**37–39**	PIC X(3)	The currency in which Funds Transfer will occur. **USD** US Dollars **CAD** Canadian Dollars **MXN** Mexican Pesos	
AMOUNT SIGN	**40–40**	PIC X(1)	*b* Blank for positive amounts (to be received). **-** For negative amounts (to be paid out) Negative values may appear only on bottom line **CT(s)** to show net cash flow to or from road receiving Report (e.g., **BN** in last **2 CT** lines of *Example 3, B*.)	
AMOUNT	**41–51**	PIC 9(9)V99	The amount of money to be transferred	

8.2.1.2 864 ISS Funds Transfer Notification and Daily Settlement Report

Funds Transfer Notification Report for Burlington Northern and Santa Fe (BNSF). This shows all Funds Transfer which will occur on **03/03/2007**. This report would be issued two (**2**) working days in advance (i.e., at around **2:00 AM** on **03/01/2007**).

```
ST*864*1234567
BMG*00*100587760001
MIT*001*FUNDS TRANSFER NOTIFICATION REPORT*132*58
MSG*F2987654321002BNSFCSXT20070303IDUSDb00000021517
MSG*F2987654321002BNSFUPbb20070303IDUSDb00000014700
MSG*F2879765333001CSXTBNSF20070303IDUSDb00000002240
MSG*F2872543128001NSbbBNSF20070303IDUSDb00000018714
...
...
MSG*CT000000000000BNSFNSbb20070303bbUSDb00001446638
MSG*CT000000000000UPbbBNSF20070303bbUSDb0000033122
MSG*CT000000000000BNSFCSXT20070303bbUSDb00000101000
MSG*CT000000000000BNSFBNSF20070303bbUSD-00001216416
SE*194*1234567
```

See Note

Note: **CT** Control Lines show *Net Transfers* By Road/By Date, followed by Total Cash Flow by Funds Transfer Date, exclusive of transfers to self. In the above example, BNSF's net of all funds paid and received will be a negative cash flow of **$12,164.16**.

Daily Settlement Report to Burlington Northern and Santa Fe (**BNSF**). This report for a given road contains all Funds Transfer that will occur as a result of settlements made yesterday. No Funds Transfer can occur earlier than two (**2**) working days after settlement. This example shows settlements for the day of **2/24/2007**. It would be issued at approximately **2:00 A.M.** on **2/25/2007**. Most Funds Transfer would normally occur on the next Industry Transfer Date, **3/3/2007**, as shown. The last Funds Transfer detail segment in this example reflects a Bilateral Agreement between **BNSF** and **UP** to conduct Funds Transfer on a different date, **3/15/2007**. Note that the prior Funds Transfer segment for the same *URRWIN* shows a Funds Transfer that will occur on the Default Date, since the two roads involved did ***not*** have a Bilateral Agreement. Settlement, of course, occurs on the same day (i.e., **2/24/2007**), but Funds Transfer do not necessarily need to occur at the same time for all parties.

```
ST*864*1234567
BMG*00*356002780001
MIT*002*DAILY SETTLEMENT REPORT*132*58
MSG*FT123456789001BNSFBNSF20070303IDUSDb00000030000
MSG*FT123456789001BNSFCSXT20070303IDUSDb00000050000
MSG*FT987654321002BNSFBNSF20070303IDUSDb00000047000
MSG*FT987654321002BNSFUPbb20070315BDUSDb00000031000
MSG*CT000000000000BNSFCSXT20070303bbUSDb00000050000
MSG*CT000000000000BNSFUPbb20070315bbUSDb00000031000
MSG*CT000000000000BNSFBNSF20070315bbUSD-00000031000
MSG*CT000000000000BNSFBNSF20070303bbUSD-00000050000
SE*12*1234567
```

See Note 1

See Note 2

Note 1: Total rates and charges of **$800** divided between **BNSF** and **CSXT**.

Note 2: Control lines show ***NET*** transfers by road by date, followed by total cash flow by funds transfer date, exclusive of transfers to self.

Funds Transfer Notification Report for Union Pacific (**UP**). This shows that ***NO*** Funds Transfer will occur on **03/24/2007**. This report is issued every day for a possible Funds Transfer to occur two (**2**)

working days from the present date. In this example, this report would be issued around **2:00 AM** on **03/22/2007**.

ST*864*1234567
BMG*00*521340090001
MIT*001*FUNDS TRANSFER NOTIFICATION REPORT*132*58
MSG*CT000000000000UP*bb*UP*bb*20000324*bbb*USD*b*000000000 | See Note
SE*5*1234567

Note: Zero Funds Transfer reported.

Daily Settlement Report to CSX Transportation (**CSXT**). This report is issued every day. In this example, there were ***NO*** settlements that resulted in Funds Transfer for the day reported (i.e., **03/27/2007**, a Sunday). This report would be issued at approximately **2:00 AM** on **3/28/2007**.

Note that the ***DATE*** for this special case of no Funds Transfer to report is the date on which no settlements occurred—there may in fact have been Funds Transfer detailed on this date in reports issued on previous days.

ST*864*1234567
BMG*00*7583201600120070328
MIT*002*DAILY SETTLEMENT REPORT*132*58
MSG*CT000000000000CSXTCSXT20000327*bb*USD*b*00000000000
SE*5*1234567

Note: Special case of date.

8.2.2 864 Reject/Warning Report

Purpose: To alert sending roads of potentially incorrect 426 messages (warning) or messages containing severe enough errors so that the message cannot be successfully processed (reject).

Notes:

- Format of **BMG 02** field of the 864 Reject/Warning Report Message.

Field	Byte
Car Initial	**001–004**
Car Number	**005–014**
Waybill Number	**015–020**
Waybill Date	**021–028**
Carrier Ref Num	**029–058**

- Format of **MSG 01** field of the 864 Reject/Warning Report Message.

Field	Byte	Value
Error Type	**001–001**	**S** = Serious error **W** = Warning error
Error Code	**002–005**	
URRWIN Num	**006–014**	
Version Num	**015–017**	
Send SCAC	**018–021**	From **ZR07** of input message
Action Code	**022–023**	from **ZR09** of input message
Error Value	**024–068**	
Ref Value 1	**069–098**	
Ref Value 2	**099–128**	

- **MSG02** field of the 864 Reject/Warning Report Message contains **2** characters, indicating line spacing:

SS	Single Space
DS	Double Space (will not appear for Error/Warning Report)
NP	New Page

8.2.2.1 Examples of 864 Reject Warning Report

EXAMPLE OF WARNING REPORT FOR CSXT

GS*TX*ISSC*CSXT*20070929*0948*443*X*005030RAIL
ST*864*000000437
BMG*00*UTLX000005791381948320070909303014500819483920922 001570
MIT*003*ERROR NOTICE*132*58
MSG*W0060100000881001CSXTORCATLETTSBURG*bbbbbbbbbbbbbbbbbb*KY*SS
MSG*W0083100000881001CSXTOR4915259*SS
SE*6*000000437
GE*1*443

EXAMPLE OF REJECT REPORT FOR CSXT

GS*TX*ISSC*CSXT*20070929*0948*443*X*005030RAIL
ST*864*000000437
BMG*00*UTLX000005791381948320070922712084500819483920922001570
MIT*3*ERROR NOTICE*132*58
MSG*S0055100000881001CSXTORJACKV*SS
MSG*W0083100000881001CSXTOR4915259*SS
SE*6*000000437
GE*1*443

Example of **426** message that has both serious and warning errors, and the 864 Error Report which is returned.

426 MESSAGE WITH SERIOUS AND WARNING ERRORS

GS*RW*ISSN*NS*20070211*1142*53*X*005030RAIL
ST*426*000000030
ZR*A*GTW*504350*369400*20071027*TSTN*NS*20070211*CH*SS*800003408*001
N9*ZD*03861351379211208
DTM*701*930313

***
***
***
L3*****253600
L1A*253600*NS
SE*45*000000030
GE*1*53

864 RESPONSE FOR 426 MESSAGE WHICH HAS REJECTED

GS*TX*ISSN*NS*20000211*1146*4278*X*005030RAIL
ST*864*000004611
BMG*00*GTW*b*000050435036940020071027038613513792112 08
MIT*003*ERROR NOTICE*132*58
MSG*S0027*bbbbbbbbbbb*000NS*bb*CH
MSG*S0027*bbbbbbbbbbb*000NS*bb*CH700003407*SS
MSG*W0022*bbbbbbbbbbb*000NS*bb*CHCN*bb*0000504360*SS
MSG*W0031*bbbbbbbbbbb*000NS*bb*CH
SE*8*000004611
GE*1*4278

8.2.3 864 Railroad Clearing House Reports

Purpose: To provide detail of Funds Transfers ***to*** or ***from*** the Railroad Clearing House.

Notes:

- Report Type (MIT01) = **800** (Transfers Due for the Current Period, **801** (Transfers Deferred from the Current Period), **802** (Total Transfers Due), **900** (Transfers Due for the Current Period for a Recast), **901** (Transfers Deferred from the Current Period for a Recast) or **902** (Total Transfers Due for a Recast)

- Railroad Clearing House Message Segment = **132** Bytes Variable–Length

- Usage Guidelines:

  No Railroad Clearing House Report has more than **400** message lines (this is to keep the message smaller than **64k**). If more than **400** message lines are needed, then additional Railroad Clearing House Reports are generated.

Every carrier that is a participant in the Railroad Clearing House for a given application receives all **3** reports (**800**, **801**, **802** or **900**, **901**, **902**) when that application is processed.

8.2.3.1 Record Definition for Railroad Clearing House Message Lines

TRANSFERS DUE FOR CURRENT PERIOD (800 OR 900)

Field	Byte	Format	Definition
SEGMENT ID	1–3	PIC X(3)	"MSG"
END OF FIELD	4–4	PIC X(1)	"*"
FROM SCAC	5–8	PIC X(4)	From SCAC
TO SCAC	10–13	PIC X(4)	To SCAC
SOURCE	15–18	PIC X(4)	Application ID **PEN** Penalty **FLT** Float **LP** Late Payment **blank** Total
INITIAL DATE	22–31	PIC X(10)	Date funds were initially due (CCYY–MM–DD)
AMOUNT	33–47	PIC $$$$,$$$,$$9.99	Amount From SCAC owes To SCAC for an Application
LP	49–49	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
NET AMOUNT	50–64	PIC $$$$,$$$,$$9.99	Net Amount for a SCAC Pair or Late Payment Amount
RP	65–65	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	67–67	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
FLOAT AMOUNT	68–77	PIC $$$,$$9.99	Amount of Float
RP	78–78	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	80–80	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
INT AMOUNT	81–90	PIC $$$,$$9.99	Amount of Interest
RP	91–91	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	93–93	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
PENALTY AMOUNT	94–103	PIC $$$,$$9.99	Amount of Late Funding Penalty
RP	104–104	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	106–106	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
PENALTY AMOUNT	107–116	PIC $$$,$$9.99	Amount of Late Notify Penalty
RP	117–117	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	120–120	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
TOTAL AMOUNT	121–135	PIC $$$,$$$,$$9.99	Total Amount for Line
RP	136–136	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC

TRANSFERS DEFERRED FROM CURRENT PERIOD (801 OR 901)

Field	Byte	Format	Definition
SEGMENT ID	1–3	PIC X(3)	"MSG"
END OF FIELD	4–4	PIC X(1)	"*"
FROM SCAC	5–8	PIC X(4)	From SCAC
TO SCAC	11–14	PIC X(4)	To SCAC
SOURCE	17–20	PIC X(4)	Application ID PEN Penalty FLT Float LP Late Payment blank Total
NEW DATE	25–34	PIC X(10)	Date funds are now due (CCYY–MM–DD)
LP	37–37	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
NET AMOUNT	38–52	PIC $$$$,$$$,$$9.99	Amount for a Late Payment
RP	53–53	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	56–56	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
FLOAT AMOUNT	57–66	PIC $$$,$$9.99	Amount of Float
RP	67–67	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	70–70	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
INT AMOUNT	71–80	PIC $$$,$$9.99	Amount of Interest
RP	81–81	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	84–84	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
PENALTY AMOUNT	85–94	PIC $$$,$$9.99	Amount of Late Funding Penalty
RP	95–95	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	98–98	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
PENALTY AMOUNT	99–108	PIC $$$,$$9.99	Amount of Late Notify Penalty
RP	109–109	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	112–112	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
TOTAL AMOUNT	113–127	PIC $$$,$$$,$$9.99	Total Amount for Line
RP	128–128	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC

TOTAL TRANSFERS DUE FOR CURRENT PERIOD (802 OR 902)

Field	Byte	Format	Definition
SEGMENT ID	1–3	PIC X(3)	"MSG"
END OF FIELD	4–4	PIC X(1)	"*"
FROM SCAC	5–8	PIC X(4)	From SCAC
TO SCAC	11–14	PIC X(4)	"RCHB"
DUE DATE	17–26	PIC X(10)	Date funds are due (CCYY–MM–DD)
LP	29–29	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
NET AMOUNT	30–44	PIC $$$$,$$$,$$9.99	Sum of Net Amounts from prior 2 reports
RP	45–45	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	48–48	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
FLOAT AMOUNT	49–58	PIC $$$,$$9.99	Sum of Float Amounts from prior 2 reports
RP	59–59	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	61–61	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
INT AMOUNT	62–71	PIC $$$,$$9.99	Sum of Interest Amounts from prior 2 reports
RP	72–72	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	75–75	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
PENALTY AMOUNT	76–85	PIC $$$,$$9.99	Sum of Late Funding—Penalty Amounts from prior 2 reports
RP	86–86	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	89–89	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
PENALTY AMOUNT	90–99	PIC $$$,$$9.99	Sum of Late Notify Penalty Amounts from prior 2 reports
RP	100–100	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC
LP	103–103	PIC X(1)	"(" Owed by From SCAC " " Owed to From SCAC
TOTAL AMOUNT	104–118	PIC $$$,$$$,$$9.99	Total Amount for Line
RP	119–119	PIC X(1)	")" Owed by From SCAC " " Owed to From SCAC

8.2.3.1 Examples of 864 RRCH Reports

TOTAL TRANSFERS DUE FOR CURRENT PERIOD (800 OR 900)

```
----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8----+----9----+----0----+----1----+----2----+----3----+
ISA*04*SW864     *00*          *02*ISSD           *02*BBSI           *000327*1131*U*00302*000893010*0*P*:
GS*TX*ISSD*AA*20070327*1131*893010*X*05030RAIL
ST*864*930100001
BMG*00*800000010001199503O2ENDISSDUSD
MIT*800*RAILROAD CLEARING HOUSE*132*58
MSG*RAILROAD CLEARING HOUSE REPORT FOR AA   FROM ISSD IN U. S. DOLLARS                                  CURRENT DATE: 2007-03-27*NP
MSG*TRANSFER DATE: 2007-03-02                                                                          CURRENT TIME: 11.31.14*SS
MSG*                                                                                                          PAGE:          1*SS
MSG*                                          TRANSFERS DUE FOR CURRENT PERIOD*DS
MSG*FROM TO   SOURCE INITIAL    AMOUNT          NET              FLOAT        LATE         LATE         LATE         TOTAL*SS
MSG*SCAC SCAC        DATE                       AMOUNT           ADJUSTMENT   INTEREST     FUNDING      NOTIFY*SS
MSG*                                                                                      PENALTY      PENALTY*SS
MSG*AA    BB  ISSD   2007-03-02     $250,000.00*DS
MSG*BB    AA  ISSD   2007-03-02     $750,000.00*SS
MSG*AA    BB  ISSD   2007-03-02                    $500,000.00                                                    $500,000.00*SS
MSG*AA    CC  ISSD   2007-03-02     $500,000.00*DS
MSG*CC    AA  ISSD   2007-03-02   $1,500,000.00*SS
MSG*AA    CC  ISSD   2007-03-02                  $1,000,000.00                                                  $1,500,000.00*SS
MSG*AA    DD  ISSD   2007-03-02     $775,000.00*DS
MSG*DD    AA  ISSD   2007-03-02     $500,000.00*SS
MSG*AA    DD  ISSD   2007-03-02                   ($275,000.00)                                                  ($275,000.00)*SS
MSG*AA    RCHB                                  $1,225,000.00       $0.00       $0.00       $0.00       $0.00    $1,225,000.00*DS
SE*12*930100001
```

TOTAL TRANSFERS DUE FOR CURRENT PERIOD (801 OR 901)

```
----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8----+----9----+----0----+----1----+----2----+----3----+
ISA*04*SW864     *00*          *02*ISSD           *02*BBSI           *000327*1131*U*00302*000893011*0*P*:
GS*TX*ISSD*AA*20070327*1131*893011*X*05030RAIL
ST*864*930110001
BMG*00*801000010001199503O2ENDISSDUSD
MIT*801*RAILROAD CLEARING HOUSE*132*58
MSG*RAILROAD CLEARING HOUSE REPORT FOR AA   FROM ISSD IN U. S. DOLLARS                                  CURRENT DATE: 2007-03-27*NP
MSG*TRANSFER DATE: 2007-03-02                                                                          CURRENT TIME: 11.31.14*SS
MSG*                                                                                                          PAGE:          2*SS
MSG*                                       TRANSFERS DEFERRED FROM CURRENT PERIOD*DS
MSG*FROM  TO    SOURCE  NEW          NET              FLOAT         LATE          LATE          LATE          TOTAL*SS
MSG*SCAC  SCAC          DATE         AMOUNT           ADJUSTMENT    INTEREST      FUNDING       NOTIFY*SS
MSG*                                                                             PENALTY       PENALTY*SS
MSG*AA    RCHB                                $0.00         $0.00         $0.00         $0.00         $0.00          $0.00*DS
SE*12*930110001
```

TOTAL TRANSFERS DUE FOR CURRENT PERIOD (802 OR 902)

```
----+----1----+----2----+----3----+----4----+----5----+----6----+----7----+----8----+----9----+----0----+----1----+----2----+----3----+
ISA*04*SW864     *00*          *02*ISSD           *02*BBSI           *000327*1131*U*00302*000893012*0*P*:
GS*TX*ISSD*AA*20070327*1131*893012*X*05030RAIL
ST*864*930120001
BMG*00*802000010001200000302ENDISSDUSD
MIT*802*RAILROAD CLEARING HOUSE*132*5s
MSG*RAILROAD CLEARING HOUSE REPORT FOR AA   FROM ISSD IN U. S. DOLLARS                                CURRENT DATE: 2007-03-27*NP
MSG*TRANSFER DATE: 2007-03-02                                                                        CURRENT TIME: 11.31.14*SS
MSG*                                                                                                        PAGE:          3*SS
MSG*                                    TOTAL TRANSFERS DUE*DS
MSG*FROM  TO    DUE          NET               FLOAT         LATE          LATE          LATE          TOTALS*SS
MSG*SCAC  SCAC  DATE         AMOUNT            ADJUSTMENT    INTRERST      FUNDING       NOTIFY*SS
MSG*                                                                       PENALTY       PENALTY*SS
MSG*AA    RCHB  2007-03-02     $1,225,000.00         $0.00        $0.00         $0.00         $0.00      $1,225,000.00*DS
SE*12*930120001
```

8.3 864/996 Special Requested Reports

8.3.1 Page and Line Guidelines

Each of the requested reports has a specific maximum number of characters per line and lines per page assigned. With the exception of the Settlement Statistics Report, all current reports have 132 characters per line and are assigned 61 lines per page. The Settlement Statistics Report has 80 characters per line and 58 lines assigned per page. New reports in the future will not be limited by these current amounts.

8.3.2 996 Report Requests

Initiator: Rail Carriers - Any railroad participating in ISS or its authorized agent.

Purpose: To request a predefined report from ISS.

Definition: A message that allows roads to request reports from ISS.

ASSUMPTIONS

These reports are available from an established list maintained by Railinc.

Funds transfer and error reports are not requested with this message. They are automatically generated by ISS.

MINIMUM SEGMENT REQUIREMENTS

The minimum segments are:

ST Transaction Set Header

BGF Beginning Segment for File Transfer Information

K3 File Information

SE Transaction Set Trailer

ADDITIONAL GUIDELINES

- **BGF01** is never used.
- **BGF02** must be **FI**.
- **BGF03** contains the carrier's internal reference number for the request.
- A Report Request requires at least two **K3** segments.
- The first **K3** segment has **01** in the first **2** characters followed by the SCAC of the road being reported on. For industry–wide reports, use **9999** instead of a SCAC number.

- The second **K3** segment starts with **02** in the first **2** characters followed by the **3**–digit report number. The **3**-digit report number must be one of the following:

  004 Listing of Bilateral Agreements

  005 Settlement Statistics, Trend Analysis (SCAC or Industry–Wide)

  006 Listing of Transmit Control Instructions

  007 Error Analysis (By SCAC or Industry–Wide)

  008 Active Waybill Status (For SCAC or Industry–Wide)

  009 ISS Transmission Totals

  010 Transition Partner Summary

- The third **K3** segment is optional and its usage is determined by the specific parameter requirements of the requested report.

  – If the **K3** segment is present, it contains **03** in the first **2** characters.

  – For additional date range selection criteria, characters **3–10** contain the *From Date*, and characters **11–18** contain the *To Date*, in the format **CCYYMMDD**.

  – Specific **K3** parameter requirements of each type of requested 864 Report are identified in the examples below.

8.3.2.1 Initiation of Requested Reports

In order to request one of the formatted 864 reports, a road will send a 996 Report Request message, defining the selection criteria for the report.

8.3.2.2 Examples of 996 Report Requests

REQUEST FOR REPORT 004, BILATERAL AGREEMENTS

This report requires an Effective Date of data. Segment **K3** starts with **03**, followed by the *From Date*, followed by the *To Date*. The dates are in a Year (**4**–digits), Month (**2**–digits), Day (**2**–digits) format.

This is an example of a Request for Report 004, listing Bilateral Agreements that were in effect on **3/1/00** for road **UP**.

BGF**FI*678	File Identifier to be used for Report is 678
K3*01UP	The report is for UP data.
K3*02004	Requesting Report 004.
K3*032000030120000301	Effective Date of data

REQUEST FOR REPORT 005, SETTLEMENT STATISTICS

The Settlement Statistics report contains a summary of Settled Waybills for a given month, not individual days. This report requires an Effective Date of data. Segment **K3** starts with **03**, followed by the *From Date*, followed by the *To Date*. The dates are in a Year (**4**–digits), Month (**2**–digits), Day (**2**–digits) format. Only the year and month parameters are used to select the data.

This is an example of a Request for Report 005, Settlement Statistics, from **June 2007** through **August 2007**, for road **CSXT**.

BGF**FI*678	File Identifier to be used for Report is 678
K3*01CSXT	The report is for CSXT statistics.
K3*02005	Requesting Report 005.
K3*032007060120070831	Effective From and To Dates of data

REQUEST FOR REPORT 006, TRANSMIT CONTROL REPORT

No additional selection criteria are required for this report. The third **K3** segment is not present in the requesting message.

This is an example of road **CSXT** requesting the special request Transmit Control report *A.* and receiving the report *B.*

996 MESSAGE

GS*FT*CSXT*ISSP*000808*1348*12346*X*004040
ST*996*123460001
BGF**FI*U2058
K3*01CSXT
K3*02006
SE*5*123460001
GE*1*12346

864 RESPONSE FOR 996 REQUEST: (NOTE: *B* EQUALS BLANK CHARACTER)

GS*TX*ISSP*CSXT*000808*1500*12346*X*004040
ST*864*123460001
BMG*11*U2058
MIT*006*TRANSMIT CONTROL*132*61
MSG**bbbbbbb*LISTING OF TRANSMIT CONTROL INSTRUCTIONS FOR...
MSG**bb*TRANSACTION MESSAGE DISTRIB SCAC ...
MSG**bbbbb*TYPE*bbbbbb*TYPE*bbbbb*TYPEbbROLE ...
...
...
...
SE*50*123460001
GE*1*12346

REQUEST FOR REPORT 007, ERROR ANALYSIS REPORT

This report requires an Effective Date of data. Segment **K3** starts with **03**, followed by the *From Date*, followed by the *To Date*. The dates are in a Year (**4**–digits), Month (**2**–digits), Day (**2**–digits) format.

This is an example of a Request for Report 007, Error Analysis, for the month of **June, 2007**, for road **CSXT**.

BGFFI*678**	File Identifier to be used for Report is **678**
K3*01CSXT	The report is for **CSXT** statistics.
K3*02007	Requesting Report **007**.
K3*032007060120071231	Effective *From* and *To Dates* of data

REQUEST FOR REPORT 008, ACTIVE WAYBILL STATUS

This report does not have additional selection criteria, and therefore does not use the third **K3** segment.

This is an example of a Request for Report 008, Active Waybill Status, industry wide. This report does not have additional selection criteria.

BGFFI*478**	File Identifier to be used for Report is **478**
K3*019999	The Report is for the entire industry.
K3*02008	Requesting Report **008**.

REQUEST FOR REPORT 009, ISS TRANSMISSION TOTALS

This report requires an Effective and Expiration Date - these dates are entered in the third **K3** segment.

This is an example of a request for Report 009 for **NS** from 05/01/2007 through 05/31/2007.

BGFFI*00678**	File Identifier to be used for Report is **678**
K**3*019999**	This report is for NS data received from the entire industry.
K3*02009	Requesting Report **009**.
K3*032007050120070531	Effective Date of data

8.3.3 864 Requested Reports

The requested reports currently in the system are described below, with field definitions and figures showing the report layouts. The reports are:

- Bilateral Agreements Report (004)
- Settlement Statistics Report (005)
- Transmit Control Report (006)
- Error Analysis Report (007)
- Active Waybill Status Report (008)
- ISS Transmission Totals Report (009)
- Transition Partner Table Reports (010)

The requested reports in the system are described in the following sections followed by a figure showing the report layout.

8.3.3.1 Bilateral Agreements Report (004)

PURPOSE

The Bilateral Agreements report gives a list of all the Bilateral Agreements for settlements and Funds Transfer that were in effect for the requesting road within the specified time–frame. The report shows the carrier(s) in the agreement, type of agreement, time–frame for the agreement, the roads in the route, billing type, STCC, Rate Authority, Origin and Destination City and State where applicable.

MESSAGE SEGMENT LAYOUT FOR BILATERAL AGREEMENTS REPORT (004)

```
01    HEADER-0
      05    FILLER                      PIC X(20)  VALUE  SPACES.
      05    FILLER                      PIC X(65)
            VALUE  'AGREEMENT NUMBER'.
01    UNDER-0.
      05    FILLER                      PIC X(20)  VALUE  SPACES.
      05    FILLER                      PIC X(65)
            VALUE  '_________________'.
01    HEADER-1A.
      05    FILLER                      PIC X(20)  VALUE  SPACES.
      05    FILLER                      PIC X(65)  VALUE  'TYPE'.
01    HEADER-1.
      05    FILLER                      PIC X(08)  VALUE SPACES.
      05    FILLER                      PIC X(12)  VALUE 'ROADS'.
      05    FILLER                      PIC X(10)  VALUE 'AGREE'.
      05    FILLER                      PIC X(15)  VALUE 'CYCLE TYPE'.
      05    FILLER                      PIC X(09)  VALUE 'DAY #'.
      05    FILLER                      PIC X(13)  VALUE 'EFF DATE'.
      05    FILLER                      PIC X(13)  VALUE 'EXP DATE'.
01    UNDER-1.
      05    FILLER                      PIC X(08)  VALUE SPACES.
      05    FILLER                      PIC X(12)  VALUE '_____'.
      05    FILLER                      PIC X(10)  VALUE '_____'.
      05    FILLER                      PIC X(15)  VALUE '__________'.
      05    FILLER                      PIC X(09)  VALUE '_____'.
      05    FILLER                      PIC X(13)  VALUE '________'.
      05    FILLER                      PIC X(13)  VALUE '________'.
      01    WS-LINE-1.
      05    FILLER                      PIC X(08)  VALUE SPACES.
      05    WS-ROADS1                   PIC X(04).
      05    WS-COMMA2                   PIC X(02)  VALUE ','.
      05    WS-ROADS2                   PIC X(04).
      05    FILLER                      PIC X(02)  VALUE SPACES.
      05    WS-AGREE                    PIC X(06).
      05    FILLER                      PIC X(04)  VALUE SPACES.
      05    WS-CYCLE                    PIC X(10).
      05    FILLER                      PIC X(05)  VALUE SPACES.
      05    WS-DAYS                     PIC 9(02).
      05    FILLER                      PIC X(07)  VALUE SPACES.
      05    WS-MON-EFF                  PIC X(02).
      05    WS-SLASH-1                  PIC X(01)  VALUE '/'.
      05    WS-DAY-EFF                  PIC X(02).
      05    WS-SLASH-2                  PIC X(01)  VALUE '/'.
      05    WS-YEAR-EFF                 PIC X(02).
      05    FILLER                      PIC X(05)  VALUE SPACES.
      05    WS-MON-EXP                  PIC X(02).
      05    WS-SLASH-3                  PIC X(01)  VALUE '/'.
      05    WS-DAY-EXP                  PIC X(02).
      05    WS-SLASH-4                  PIC X(01)  VALUE '/'.
      05    WS-YEAR-EXP                 PIC X(02).
      05    FILLER                      PIC X(05)  VALUE SPACES.
```

```
01    HEADER-2.
      05    FILLER                    PIC X(20)  VALUE  SPACES.
      05    FILLER                    PIC X(65)  VALUE  'ROUTE'.
      01    UNDER-2.
      05    FILLER                    PIC X(20)  VALUE  SPACES.
      05    FILLER                    PIC X(55)  VALUE  ALL '_'.
      05    FILLER                    PIC X(05)  VALUE  SPACES.
01    WS-LINE-2.
      05    FILLER                    PIC X(20)  VALUE  SPACES.
      05    WS-ROUTE                  PIC X(55).
      05    FILLER                    PIC X(05)  VALUE  SPACES.
01    HEADER-3.
      05    FILLER                    PIC X(20)  VALUE SPACES.
      05    FILLER                    PIC X(15)  VALUE 'STCC LOW'.
      05    FILLER                    PIC X(15)  VALUE 'STCC HIGH'.
      05    FILLER                    PIC X(05)  VALUE SPACES.
      05    FILLER                    PIC X(25)  VALUE 'RATE AUTHORITY'.
01    UNDER-3.
      05    FILLER                    PIC X(20)  VALUE SPACES.
      05    FILLER                    PIC X(15)  VALUE '________'.
      05    FILLER                    PIC X(20)  VALUE '_________'.
      05    FILLER                    PIC X(25)  VALUE '_____________'.
01    WS-LINE-3.
      05    FILLER                    PIC X(20)  VALUE SPACES.
      05    WS-STCC-LOW               PIC X(07).
      05    FILLER                    PIC X(08)  VALUE SPACES.
      05    WS-STCC-HIGH              PIC X(07).
      05    FILLER                    PIC X(09)  VALUE SPACES.
      05    WS-RATE-AUTHY             PIC X(22).
      05    FILLER                    PIC X(03)  VALUE SPACES.
01    HEADER-4.
      05    FILLER                    PIC X(20)  VALUE SPACES.
      05    FILLER                    PIC X(35)  VALUE 'ORIGIN'.
      05    FILLER                    PIC X(25)  VALUE 'DESTINATION'.
01    UNDER-4.
      05    FILLER                    PIC X(20)  VALUE SPACES.
      05    FILLER                    PIC X(35)  VALUE '_______________'.
      05    FILLER                    PIC X(25)  VALUE '_______________'.
01    WS-LINE-4.
      05    FILLER                    PIC X(20)  VALUE SPACES.
      05    WS-ORIGIN                 PIC X(19).
      05    WS-ORI-COMMA              PIC X(02)  VALUE SPACES.
      05    WS-ORI-STATE              PIC X(02).
      05    FILLER                    PIC X(12)  VALUE SPACES.
      05    WS-DESTINATION            PIC X(19).
      05    WS-DEST-COMMA             PIC X(02)  VALUE SPACES.
      05    WS-DEST-STATE             PIC X(02).
      05    FILLER                    PIC X(02)  VALUE SPACES.
01    WS-TITLE-LINE.
      05    FILLER                    PIC X(20)  VALUE SPACES.
      05    FILLER                    PIC X(41)
            VALUE  'LISTING OF BILATERAL AGREEMENTS FOR SCAC '.
      05    WS-TITLE-SCAC             PIC X(04).
01    WS-SUB-TITLE-LINE.
      05    FILLER                    PIC X(10)  VALUE SPACES.
      05    FILLER                    PIC X(13)
            VALUE  'IN EFFECT IN '.
      05    WS-REGION                 PIC X(04).
      05    FILLER                    PIC X(22)
            VALUE  ' FOR THE PERIOD FROM '.
      05    WS-FROM-DB2-DATE          PIC X(10).
      05    FILLER                    PIC X(04)
            VALUE  ' TO '.
      05    WS-TO-DB2-DATE            PIC X(10).
```

REPORT FORMAT

LISTING OF BILATERAL AGREEMENTS FOR SCAC ABC

```
                TYPE
ROADS           AGREE       CYCLE TYPE          DAY #       EFF DATE    EXP DATE
XXXX, XXXX      XXXX        XXXXXX              99          99/99/9999  99/99/9999

                ROUTE
                XXXX, XXXX, XXXX, XXXX, XXXX

                STCC LOW            STCC HIGH                   RATE AUTHORITY
                9999999             99999999                    XXXXXXXXXXXXXXXXXXXXX

                ORIGIN                                          DESTINATION
                XXXXXXX, XX                                     XXXXXXXXXXXX, XX

                AGREEMENT NUMBER
                999999999999999999

                TYPE
ROADS           AGREE       CYCLE TYPE          DAY #       EFF DATE    EXP DATE
XXXX, XXXX      XXXX        XXXXXX              99          99/99/9999  99/99/9999

                ROUTE
                XXXX, XXXX, XXXX, XXXX, XXXX

                STCC LOW            STCC HIGH                   RATE AUTHORITY
                9999999             99999999                    XXXXXXXXXXXXXXXXXXXXX

                ORIGIN                                          DESTINATION
                XXXXXXX, XX                                     XXXXXXXXXXXX, XX

                AGREEMENT NUMBER
                999999999999999999

                TYPE
ROADS           AGREE       CYCLE TYPE          DAY #       EFF DATE    EXP DATE
XXXX, XXXX      XXXX        XXXXXX              99          99/99/9999  99/99/9999

                ROUTE
                XXXX, XXXX, XXXX, XXXX, XXXX

                STCC LOW            STCC HIGH                   RATE AUTHORITY
                9999999             99999999                    XXXXXXXXXXXXXXXXXXXXX

                ORIGIN                                          DESTINATION
                XXXXXXX, XX                                     XXXXXXXXXXXX, XX

                AGREEMENT NUMBER
                999999999999999999
```

8.3.3.2 Settlement Statistics Report (005)

PURPOSE

The purpose of the Settlement Statistics report is to give the requesting SCAC a summary of the status of settled waybills in ISS for a given month. A separate section contains year–to–date statistics. The report is broken down by types of settlements and by ranges of days. The report also displays statistics for the same period one year ago. Money figures are broken down by freight and miscellaneous charges. A separate column is also shown for charges included in waybills that were *null settled*. The report is broken into sections where the requesting SCAC is the origin, destination or intermediate carrier. A similar report, which must be specifically requested, contains the same statistics for the entire industry.

MESSAGE SEGMENT LAYOUT FOR SETTLEMENT STATISTICS REPORT (005)

```
01    HEADER-1.
      05    FILLER                      PIC X        VALUE SPACES.
      05    H-DATE                      PIC X(8).
      05    FILLER                      PIC X(17)    VALUE SPACES.
      05    FILLER                      PIC X(44)    VALUE
            'INTERLINE SETTLEMENT SYSTEM'.
      05    FILLER                      PIC X(5)     VALUE 'PAGE'.
      05    H-PAGE                      PIC ZZZ9.
01    HEADER-2.
      05    FILLER                      PIC X(34)    VALUE SPACES.
      05    FILLER                      PIC X(12)    VALUE
            'INDUSTRYWIDE'.
      05    FILLER                      PIC X(34)    VALUE SPACES.
01    HEADER-3.
      05    FILLER                      PIC X(33)    VALUE SPACES.
      05    FILLER                      PIC X(10)    VALUE
            'FOR SCAC:'.
      05    H-REPORT-ROAD               PIC X(4)     VALUE SPACES.
      05    FILLER                      PIC X(33)    VALUE SPACES.
01    HEADER-4.
      05    FILLER                      PIC X(26)    VALUE SPACES.
      05    FILLER                      PIC X(17)    VALUE
            'FOR THE MONTH OF '.
      05    H-MONTH                     PIC X(13)    VALUE SPACES.
      05    FILLER                      PIC X(23)    VALUE SPACES.
01    HEADER-5.
      05    FILLER                      PIC X        VALUE SPACES.
      05    H5-INFO                     PIC X(35)    VALUE SPACES.
      05    FILLER                      PIC X(35)    VALUE
            'STATUS AT TIME OF SETTLEMENT'.
      05    FILLER                      PIC X(09)    VALUE SPACES.
01    HEADER-6.
      05    FILLER                      PIC X        VALUE SPACES.
      05    H-ORIGIN                    PIC X(07)    VALUE SPACES.
      05    H-DEST                      PIC X(05)    VALUE SPACES.
      05    H-INTER                     PIC X(48)    VALUE SPACES.
      05    FILLER                      PIC X(19)    VALUE SPACES.
      01    HEADER-7.
      05    FILLER                      PIC X(34)    VALUE SPACES.
      05    FILLER                      PIC X(12)    VALUE
            'YEAR-TO-DATE'.
      05    FILLER                      PIC X(34)    VALUE SPACES.
01    H-FIRST-1.
      05    FILLER                      PIC X(56)   VALUE SPACES.
      05    FILLER                      PIC X(33)   VALUE 'NULL'.
```

```
01    H-FIRST-2.
      05    FILLER                      PIC X(11)   VALUE SPACES.
      05    FILLER                      PIC X(04)   VALUE 'DAYS'.
      05    FILLER                      PIC X(01)   VALUE SPACES.
      05    FILLER                      PIC X(04)
                  VALUE 'FROM'.
      05    FILLER                      PIC X(06) VALUE SPACES.
      05    FILLER                      PIC X(07)
                  VALUE 'FREIGHT'.
      05    FILLER                      PIC X(06) VALUE SPACES.
      05    FILLER                      PIC X(08)
                  VALUE 'MISC CHG'.
      05    FILLER                      PIC X(08) VALUE SPACES.
      05    FILLER                      PIC X(06)
                  VALUE 'SETTLE'.
      05    FILLER                      PIC X(03) VALUE SPACES.
      05    FILLER                      PIC X(07)
                  VALUE 'RULE 11'.
      05    FILLER                      PIC X(07) VALUE SPACES.
      05    FILLER                      PIC X(04)
                  VALUE 'FULL'.
01    H-FIRST-3.
      05    FILLER                      PIC X(09) VALUE SPACES.
      05    FILLER                      PIC X(06)
                  VALUE 'URRWIN'.
      05    FILLER                      PIC X(01) VALUE SPACES.
      05    FILLER                      PIC X(09)
                  VALUE 'DATE'.
      05    FILLER                      PIC X(02) VALUE SPACES.
      05    FILLER                      PIC X(06)
                  VALUE 'AMOUNT'.
      05    FILLER                      PIC X(08) VALUE SPACES.
      05    FILLER                      PIC X(06)
                  VALUE 'AMOUNT'.
      05    FILLER                      PIC X(08) VALUE SPACES.
      05    FILLER                      PIC X(06)
                  VALUE 'AMOUNT'.
      05    FILLER                      PIC X(04) VALUE SPACES.
      05    FILLER                      PIC X(06)
                  VALUE 'NOTIFY'.
      05    FILLER                      PIC X(04) VALUE SPACES.
      05    FILLER                      PIC X(11)
                  VALUE 'CONCURRENCE'.
01    H-NEXT-1.
      05    FILLER                      PIC X(01) VALUE SPACES.
      05    FILLER                      PIC X(50) VALUE SPACES.
      05    FILLER                      PIC X(40) VALUE
            '                 (NULL)     (NULL)'.
01    H-NEXT-2.
      05    FILLER                      PIC X(11) VALUE SPACES.
      05    FILLER                      PIC X(04)
                  VALUE 'DAYS'.
      05    FILLER                      PIC X(01) VALUE SPACES.
      05    FILLER                      PIC X(04)
                  VALUE 'FROM'.
      05    FILLER                      PIC X(06) VALUE SPACES.
      05    FILLER                      PIC X(06)
                  VALUE 'SILENT'.
      05    FILLER                      PIC X(14) VALUE SPACES.
      05    FILLER                      PIC X(09)
                  VALUE 'FORCED'.
      05    FILLER                      PIC X(03) VALUE SPACES.
      05    FILLER                      PIC X(06)
                  VALUE '(NULL)'.
```

```
      05    FILLER                      PIC X(04) VALUE SPACES.
      05    FILLER                      PIC X(05)
                  VALUE 'ROUTE'.
      05    FILLER                      PIC X(06) VALUE SPACES.
      05    FILLER                      PIC X(07)
                  VALUE 'RULE 11'.
01    H-NEXT-3.
      05    FILLER                      PIC X(09) VALUE SPACES.
      05    FILLER                      PIC X(06)
                  VALUE 'URRWIN'.
      05    FILLER                      PIC X(01) VALUE SPACES.
      05    FILLER                      PIC X(04)
                  VALUE 'DATE'.
      05    FILLER                      PIC X(04) VALUE SPACES.
      05    FILLERPIC X(11)
                  VALUE 'CONCURRENCE'.
      05    FILLER                      PIC X(02) VALUE SPACES.
      05    FILLER                      PIC X(06)
                  VALUE 'FORCED'.
      05    FILLER                      PIC X(02) VALUE SPACES.
      05    FILLER                      PIC X(09)
                  VALUE 'COMPOSITE'.
      05    FILLER                      PIC X(04) VALUE SPACES.
      05    FILLER                      PIC X(06)
                  VALUE 'CANCEL'.
      05    FILLER                      PIC X(04) VALUE SPACES.
      05    FILLER                      PIC X(07)
                  VALUE 'DISPUTE'.
      05    FILLER                      PIC X(04) VALUE SPACES.
      05    FILLER                      PIC X(07)
                  VALUE 'DISPUTE'.
      05    FILLER                      PIC X(04) VALUE SPACES.
      05    FILLER                      PIC X(05)
                  VALUE 'TOTAL'.
01    LINE-OUT.
      05    FILLER                      PIC X(01)      VALUE SPACES.
      05    LITERAL-1-OUT               PIC X(12)      VALUE SPACES.
      05    LITERAL-2-OUT               PIC X(6)       VALUE SPACES.
      05    FILLER                      PIC X(3)       VALUE SPACES.
      05    FREIGHT-AMT-OUT             PIC $$$,$$$,$$9.
      05    FILLER                      PIC X(3)       VALUE SPACES.
      05    MISC-CHG-OUT                PIC $$$,$$$,$$9.
      05    FILLER                      PIC X(3)       VALUE SPACES.
      05    NULL-SETTLE-OUT             PIC $$$,$$$,$$9.
      05    FILLER                      PIC X(1)       VALUE SPACES.
      05    URRWIN-CNT-1-OUT            PIC Z,ZZZ,ZZ9.
      05    FILLER                      PIC X(1)       VALUE SPACES.
      05    URRWIN-CNT-2-OUT            PIC Z,ZZZ,ZZ9.
01    LINE-OUT2.
      05    FILLER                      PIC X(1)       VALUE SPACES.
      05    LITERAL-3-OUT               PIC X(12)      VALUE SPACES.
      05    LITERAL-4-OUT               PIC X(09)      VALUE SPACES.
      05    URRWIN-CNT-3-OUT            PIC Z,ZZZ,ZZ9.
      05    FILLER                      PIC X(1)       VALUE SPACES.
      05    URRWIN-CNT-4-OUT            PIC Z,ZZZ,ZZ9.
      05    FILLER                      PIC X(2)       VALUE SPACES.
      05    URRWIN-CNT-5-OUT            PIC Z,ZZZ,ZZ9.
      05    FILLER                      PIC X(1)       VALUE SPACES.
      05    URRWIN-CNT-6-OUT            PIC Z,ZZZ,ZZ9.
      05    FILLER                      PIC X(1)       VALUE SPACES.
      05    URRWIN-CNT-7-OUT            PIC Z,ZZZ,ZZ9.
      05    FILLER                      PIC X(2)       VALUE SPACES.
      05    URRWIN-CNT-8-OUT            PIC Z,ZZZ,ZZ9.
      05    FILLER                      PIC X(2)       VALUE SPACES.
      05    TOTAL-CNT-OUT               PIC Z,ZZZ,ZZ9.
```

```
01    PERCENT-LINE-OUT.
      05    FILLER                    PIC X(13) VALUE
                                      ' CHANGE %    '.
      05    LITERAL-3                 PIC X(5)       VALUE SPACES.
      05    FILLER                    PIC X(8)       VALUE SPACES.
      05    P-FREIGHT-AMT-OUT         PIC -ZZ9.99.
      05    FILLER                    PIC X(7)       VALUE SPACES.
      05    P-MISC-CHG-OUT            PIC -ZZ9.99.
      05    FILLER                    PIC X(7)       VALUE SPACES.
      05    P-NULL-SETTLE-OUT         PIC -ZZ9.99.
      05    FILLER                    PIC X(3)       VALUE SPACES.
      05    P-URRWIN-CNT-1-OUT        PIC -ZZ9.99.
      05    FILLER                    PIC X(3)       VALUE SPACES.
      05    P-URRWIN-CNT-2-OUT        PIC -ZZ9.99.
      05    FILLER                    PIC X(3)       VALUE SPACES.
01    PERCENT-LINE-OUT2.
      05    FILLER                    PIC X(13) VALUE
                                      ' CHANGE %    '.
      05    LITERAL-4                 PIC X(5)       VALUE SPACES.
      05    FILLER                    PIC X(6)       VALUE SPACES.
      05    P-URRWIN-CNT-3-OUT        PIC -ZZ9.99.
      05    FILLER                    PIC X(3)       VALUE SPACES.
      05    P-URRWIN-CNT-4-OUT        PIC -ZZ9.99.
      05    FILLER                    PIC X(4)       VALUE SPACES.
      05    P-URRWIN-CNT-5-OUT        PIC -ZZ9.99.
      05    FILLER                    PIC X(3)       VALUE SPACES.
      05    P-URRWIN-CNT-6-OUT        PIC -ZZ9.99.
      05    FILLER                    PIC X(3)       VALUE SPACES.
      05    P-URRWIN-CNT-7-OUT        PIC -ZZ9.99.
      05    FILLER                    PIC X(4)       VALUE SPACES.
      05    P-URRWIN-CNT-8-OUT        PIC -ZZ9.99.
      05    FILLER                    PIC X(4)       VALUE SPACES.
      05    P-TOTAL-CNT-OUT           PIC -ZZ9.99.
```

REPORT FORMAT

MM/DD/CCYY **SETTLEMENT STATISTICS REPORT**
INTERLINE SETTLEMENT SYSTEM **PAGE 1**
FOR SCAC XXXX
FOR THE MONTH OF XXXXXXXX

ORIG DEST INTERMEDIATE LIST **STATUS AT TIME OF SETTLEMENT**
ABC XYZ DEF . . .

	DAYS FROM URRWIN DATE	FREIGHT AMOUNT	MISC CHG AMOUNT	NULL SETTLE AMOUNT	RULE 11 NOTIFY	FULL CONCURRENCE
CURRENT MO	0–30	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
PRIOR YR MO	0–30	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
CHANGE %	0–30	(%)	(%)	(%)	(%)	(%)
CURRENT MO	31–40	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
PRIOR YR MO	31–40	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
CHANGE %	31–40	(%)	(%)	(%)	(%)	(%)
CURRENT MO	41–50	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.
CURRENT MO	51–60	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.
CURRENT MO	61–90	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.
CURRENT MO	> 90	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.
TOTAL		X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX

MM/DD/CCYY **SETTLEMENT STATISTICS REPORT**
INTERLINE SETTLEMENT SYSTEM **PAGE 2**
FOR SCAC XXXX
FOR THE MONTH OF XXXXXXXX

ORIG DEST INTERMEDIATE LIST **STATUS AT TIME OF SETTLEMENT**
ABC XYZ DEF . . .

	DAYS FROM URRWIN DATE	SILENT CONCURRENCE	FORCED	FORCED COMPOSITE	(NULL) CANCEL	(NULL) ROUTE DISPUTE	(NULL) RULE 11 DISPUTE	TOTAL
CURRENT MO	0–30	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
PRIOR YR MO	0–30	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
CHANGE %	0–30	(%)	(%)	(%)	(%)	(%)	(%)	(%)
CURRENT MO	31–40	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
PRIOR YR MO	31–40	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
CHANGE %	31–40	(%)	(%)	(%)	(%)	(%)	(%)	(%)
CURRENT MO	41–50	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.	.	.
CURRENT MO	51–60	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.	.	.
CURRENT MO	61–90	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.	.	.
CURRENT MO	> 90	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.	.	.
TOTAL		X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX

MM/DD/CCYY **SETTLEMENT STATISTICS REPORT**
INTERLINE SETTLEMENT SYSTEM
YEAR–TO–DATE **PAGE 3**

ORIG DEST INTERMEDIATE LIST **SETTLEMENT STATISTICS**
ABC XYZ DEF . . .

	DAYS FROM URRWIN DATE	FREIGHT AMOUNT	MISC CHG AMOUNT	NULL SETTLE AMOUNT	RULE 11 NOTIFY	FULL CONCURRENCE
CURRENT MO	0–30	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
PRIOR YR MO	0–30	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
CHANGE %	0–30	(%)	(%)	(%)	(%)	(%)
CURRENT MO	31–40	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
PRIOR YR MO	31–40	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
CHANGE %	31–40	(%)	(%)	(%)	(%)	(%)
CURRENT MO	41–50	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.
CURRENT MO	51–60	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.
CURRENT MO	61–90	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.
CURRENT MO	> 90	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.
	TOTAL	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX

MM/DD/CCYY **SETTLEMENT STATISTICS REPORT**
INTERLINE SETTLEMENT SYSTEM
YEAR–TO–DATE **PAGE 4**

ORIG DEST INTERMEDIATE LIST **SETTLEMENT STATISTICS**
ABC XYZ DEF . . .

	DAYS FROM URRWIN DATE	SILENT CONCURRENCE	FORCED	FORCED COMPOSITE	(NULL) CANCEL	(NULL) ROUTE DISPUTE	(NULL) RULE 11 DISPUTE	TOTAL
CURRENT MO	0–30	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
PRIOR YR MO	0–30	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
CHANGE %	0–30	(%)	(%)	(%)	(%)	(%)	(%)	(%)
CURRENT MO	31–40	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
PRIOR YR MO	31–40	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
CHANGE %	31–40	(%)	(%)	(%)	(%)	(%)	(%)	(%)
CURRENT MO	41–50	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.	.	.
CURRENT MO	51–60	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.	.	.
CURRENT MO	61–90	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.	.	.
CURRENT MO	> 90	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX	XXX,XXX
.		.	.	.	.	.	.	.
	TOTAL	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX	X,XXX,XXX

8.3.3.3 Transmit Control Report (006)

PURPOSE

The Transmit Control report gives a list of all the types of messages and reports that the road specifically does or does not want. Roads in ISS are automatically turned on for all variations of 426 data, so most of the time these entries indicate that the road does not want a specific type of message, such as a Trace message. A road can turn off a message from a specific carrier, called the sending SCAC, and still receive that message from all the other carriers. A carrier can also turn off a specific message type from all origin, intermediate or destination carriers by setting the SCAC role indicator.

MESSAGE SEGMENT LAYOUT FOR TRANSMIT CONTROL REPORT

Listing of Transmit Control Instructions for SCAC

- RPT–HEADER

Field	Byte	Format	Definition
Filler	1–42	PIC X(42)	Spaces
Header	43–87	PIC X(45)	Report Header Name “Listing of Transmit Control Instructions For.”
SCAC	88–91	PIC X(04)	SCAC Requesting SCAC
Filler	92–132	PIC X(41)	Spaces

- RPT–LINE1.

Field	Byte	Format	Definition
Filler	1–18	PIC x(18)	Spaces
Heading	19–29	PIC X(11)	Literal ‘Transaction’
Filler	30–35	PIC X(6)	Spaces
Heading	36–42	PIC X(7)	Literal ‘Message’
Filler	43–48	PIC X(6)	Space
Heading	49–55	PIC X(7)	Literal ‘Distrib’
Filler	56–61	PIC X(6)	Spaces
Heading	62–65	PIC X(4)	Literal ‘SCAC’
Filler	66–71	PICX (6)	Spaces
Heading	72–78	PIC X(7)	Literal ‘Sending’
Filler	79–84	PICX (6)	Spaces
Heading	85–93	PICX (9)	Literal ‘Effective’
Filler	94–99	PICX (6)	Spaces
Heading	100–109	PIC X(10)	Literal ‘Expiration’
Filler	110–132	PIC X(23)	Spaces

- RPT–LINE2.

Field	Byte	Format	Definition
Filler	1–18	PIC X(18)	Spaces
Heading	19–29	PIC X(11)	Literal ‘Type’
Filler	30–35	PIC X(6)	Spaces
Heading	36–42	PIC X(7)	Literal ‘Type’
Filler	43–48	PIC X(6)	Spaces
Heading	49–55	PIC X(7)	Literal ‘Type’
Filler	56–61	PIC X(6)	Spaces
Heading	62–65	PIC X(4)	Literal ‘Role’
Filler	66–71	PIC X(6)	Spaces
Heading	72–78	PIC X(6)	Literal ‘SCAC’
Filler	79–84	PIC X(6)	Spaces
Heading	85–93	PIC X(9)	Literal ‘Date’
Filler	94–99	PIC X(7)	Spaces
Heading	100–109	PIC X(10)	Literal ‘Date’
Filler	110–132	PIC X(23)	Spaces

- RPT–LINE3.

Field	Byte	Format	Definition
Filler	1–18	PIC X(18)	Spaces
Heading	19–29	PIC X(11)	Literal ‘_____’
Filler	30–35	PIC X(6)	Spaces
Heading	36–42	PIC X(7)	Literal ‘_____’
Filler	43–48	PIC X(6)	Spaces
Heading	49–55	PIC X(7)	Literal ‘_____’
Filler	56–61	PIC X(6)	Spaces
Heading	62–65	PIC X(4)	Literal ‘____’
Filler	66–71	PIC X(6)	Spaces
Heading	72–78	PIC X(7)	Literal ‘_____’
Filler	79–84	PIC X(6)	Spaces
Heading	85–93	PIC X(9)	Literal ‘_____’
Filler	94–99	PIC X(6)	Spaces
Heading	100–109	PIC X(10)	Literal ‘_____’
Filler	110–132	PIC X(23)	Spaces

- DETAIL–LINE.

Field	Byte	Format	Definition
Filler	1–21	PIC X(21)	Spaces
Tran–Type	22–24	PIC X(3)	The EDI Transaction Set
Filler	25–37	PIC X(13)	Spaces
Message–Type	38–39	PIC X(2)	The message or report type
Filler	40–50	PIC X(11)	Spaces
Distribution–Type	51–51	PIC X(1)	Type of waybill that is to be sent
Filler	52–61	PIC X(9)	Spaces
SCAC–Role	62–62	PIC X(1)	The role that the road plays in the route of the waybill
Filler	63–71	PIC X(9)	Spaces
Send–SCAC	72–75	PIC X(4)	The road that initiated the message
Filler	76–86	PIC X(11)	Spaces
Effect–Date	77–94	PIC X(8)	Effective date 99/99/9999 The start date for this row
Filler	95–101	PIC X(7)	Space
Expirat–Date	102–109	PIC X(8)	Expiration date 99/99/9999 The end date for this row
Filler	110–132	PIC X(23)	Spaces

REPORT FORMAT

Listing of Transmit Control Instructions for ABC

TRANSACTION TYPE	MESSAGE TYPE	DISTRIB TYPE	SCAC ROLE	SENDING SCAC	EFFECTIVE TRANSMIT	EFFECTIVE DATE	EXPIRATION DATE
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999
999	XX	X	X	XXXX	X	99/99/9999	99/99/9999

8.3.3.4 Error Analysis Report (007)

PURPOSE

The Error Analysis report gives the requesting SCAC a summary of the errors submitted by their system to ISS during the prior month. A separate section gives year–to–date totals. The report is broken down by error number and type of record. Also included on the report is the error message, whether the error is a reject or warning, and a total count of errors. A similar report contains the same statistics for the entire industry.

MESSAGE SEGMENT LAYOUT FOR ERROR ANALYSIS REPORT (007)

```
01    RPT-HEADER.
      05    FILLER                      PIC X(05)    VALUE SPACES.
      05    R1-DATE                     PIC X(08)    VALUE SPACES.
      05    FILLER                      PIC X(13)    VALUE SPACES.
      05    R1-MSG                      PIC X(27)    VALUE
            '   ERROR ANALYSIS BY SCAC  '.
      05    FILLER                      PIC X(17)    VALUE SPACES.
      05    FILLER                      PIC X(05)    VALUE 'PAGE'.
      05    R1-PAGE                     PIC ZZZ9.
      05    FILLER                      PIC X(03)    VALUE SPACES.
01    RPT-HEADER2.
      05    FILLER                      PIC X(27)    VALUE SPACES.
      05    R2-MSG                      PIC X(17)    VALUE
            'FOR THE MONTH OF '.
      05    R-MONTH                     PIC X(9)     VALUE SPACES.
      05    FILLER                      PIC X(28)    VALUE SPACES.
01    RPT-SCAC-LINE.
      05    FILLER                      PIC X(05)    VALUE SPACES.
      05    FILLER                      PIC X(06)    VALUE 'SCAC: '.
      05    R-SCAC                      PIC X(68)    VALUE SPACES.
01    RPT-LINE1.
      05    FILLER                      PIC X(59)    VALUE
            ' ERROR  ERROR                                  TYPE'.
      05    FILLER                      PIC X(21)    VALUE
            'OF REJECT   NUMBER OF'.
01    RPT-LINE2.
      05    FILLER                      PIC X(54)    VALUE
            ' NUMBER MESSAGE'.
      05    FILLER                      PIC X(26)    VALUE
            'RECORD WARNING   ERRORS'.
01    RPT-DETAIL.
      05    FILLER                      PIC X(03)    VALUE SPACES.
      05    RPT-ERROR-NUMBER            PIC X(05).
      05    RPT-ERROR-MESSAGE           PIC X(48).
      05    RPT-ERROR-TYPE              PIC X(05).
      05    RPT-REJ-WARNING             PIC X(09).
      05    RPT-NUM-ERRORS              PIC ZZZ,ZZ9.
      05    FILLER                      PIC X(03)    VALUE SPACES.
01    RPT-SUBTOTAL.
      05    FILLER                      PIC X        VALUE SPACE.
      05    FILLER                      PIC X(17)    VALUE
            ' SUBTOTAL        '.
      05    FILLER                      PIC X(52)    VALUE SPACES.
      05    RPT-CODE-SUBTOTAL           PIC ZZZ,ZZ9.
      05    FILLER                      PIC X(4)     VALUE SPACES.
01    RPT-GRAND-TOTAL.
      05    FILLER                      PIC X        VALUE SPACE.
      05    FILLER                      PIC X(18)    VALUE
            ' SCAC TOTAL  ====>'.
      05    FILLER                      PIC X(51)    VALUE SPACES.
      05    RPT-SCAC-GRAND-TOTAL        PIC ZZZ,ZZ9.
      05    FILLER                      PIC X(6)     VALUE SPACES.
```

REPORT FORMAT

MM/DD/CCYY ERROR ANALYSIS BY SCAC PAGE NN
FOR THE MONTH OF XXXXXXXXX

SCAC: ABC

ERROR NUMBER	ERROR MESSAGE	TYPE OF RECORD	REJECT/ WARNING	NUMBER OF ERRORS
N1	"ERROR MESSAGE"	"OR"	REJECT	XXX,XXX
		"OP"	WARNING	XXX,XXX
		.	.	.
		.	.	.
		.	.	.
SUBTOTAL				XXX,XXX
N2	"ERROR MESSAGE"	"OR"	REJECT	XXX,XXX
		"OP"	WARNING	XXX,XXX
		.	.	.
		.	.	.
		.	.	.
SUBTOTAL				XXX,XXX
.				
.				
.				
SCAC TOTAL				XXX,XXX

YEAR–TO–DATE

SCAC: ABC

ERROR NUMBER	ERROR MESSAGE	TYPE OF RECORD	REJECT/ WARNING	NUMBER OF ERRORS
N1	"ERROR MESSAGE"	"OR"	REJECT	XXX,XXX
		"OP"	WARNING	XXX,XXX
		.	.	.
		.	.	.
		.	.	.
SUBTOTAL				XXX,XXX
N2	"ERROR MESSAGE"	"OR"	REJECT	XXX,XXX
		"OP"	WARNING	XXX,XXX
		.		.
		.		.
		.		.
SUBTOTAL				XXX,XXX
.				
.				
.				
SCAC TOTAL				XXX,XXX

MM/DD/CCYY ERROR ANALYSIS INDUSTRYWIDE PAGE NN
FOR THE MONTH OF XXXXXXXXX

SCAC: ABC

ERROR NUMBER	ERROR MESSAGE	TYPE OF RECORD	REJECT/ WARNING	NUMBER OF ERRORS
N1	"ERROR MESSAGE"	"OR"	REJECT	XXX,XXX
		"OP"	WARNING	XXX,XXX
		.	.	.
		.	.	.
		.	.	.
SUBTOTAL				XXX,XXX
N2	"ERROR MESSAGE"	"OR"	REJECT	XXX,XXX
		"OP"	WARNING	XXX,XXX
		.	.	.
		.	.	.
		.	.	.
SUBTOTAL				XXX,XXX
.				
.				
.				
SCAC TOTAL				XXX,XXX

YEAR–TO–DATE

SCAC: ABC

ERROR NUMBER	ERROR MESSAGE	TYPE OF RECORD	REJECT/ WARNING	NUMBER OF ERRORS
N1	"ERROR MESSAGE"	"OR"	REJECT	XXX,XXX
		"OP"	WARNING	XXX,XXX
		.	.	.
		.	.	.
		.	.	.
SUBTOTAL				XXX,XXX
N2	"ERROR MESSAGE"	"OR"	REJECT	XXX,XXX
		"OP"	WARNING	XXX,XXX
		.		.
		.		.
		.		.
SUBTOTAL				XXX,XXX
.				
.				
.				
SCAC TOTAL				XXX,XXX

8.3.3.5 Active Waybill Status Report (008)

PURPOSE

The Active Waybill Status report gives the requesting SCAC a summary of the number of waybills that are active (i.e., *unsettled*) in ISS. Information included in the report is the number of days in the system and whether or not the bills are in *dispute*, *concurred* or *unsettled*. These totals are broken down by SCACs. The report also has sections for the requesting road being the origin, intermediate or destination road. An industry report can also be requested showing the number of waybills currently in dispute, concurred, or unsettled status.

The columns of this report are accumulated as follows:

- Number of Waybills in Dispute - URRWINs with Settle Type Codes of **CD, CS, SN, SF**, or **SC**
- Number of Waybills Concurred - URRWINs with Settle Type Codes of **CC** or **ST**
- Number of Waybills Unconcurred - URRWINs with Settle Type Code of **SA**

MESSAGE SEGMENT LAYOUT FOR ACTIVE WAYBILL STATUS REPORT (008)

```
01    RPT-HEADER.
      05    FILLER                    PIC X(01)       VALUE SPACES.
      05    RPT-DATE.
            10    RPT-MM              PIC 9(02).
            10    FILLER              PIC X(01) VALUE '/'.
            10    RPT-DD              PIC 9(02).
            10    FILLER              PIC X(01) VALUE '/'.
            10    RPT-YY              PIC 9(02).
      05    FILLER                    PIC X(34) VALUE SPACES.
      05    RPT-TYPE.
            10    FILLER              PIC X(31) VALUE
                  'ACTIVE WAYBILL STATUS FOR SCAC '.
            10    H-SCAC              PIC X(04).
      05    FILLER                    PIC X(35) VALUE SPACES.
      05    FILLER                    PIC X(05) VALUE 'PAGE '.
      05    PAGE-NUM                  PIC 9(02) VALUE 0.
01    RPT-LINE0.
      05    FILLER                    PIC X(01)       VALUE SPACES.
      05    H2-SCAC                   PIC X(04) VALUE SPACES.
      05    FILLER                    PIC X(01) VALUE SPACES.
      05    H-TEXT                    PIC X(27) VALUE SPACES.
      05    FILLER                    PIC X(88) VALUE SPACES.
01    RPT-LINE1.
      05    FILLER                    PIC X(10) VALUE SPACES.
      05    FILLER                    PIC X(14) VALUE 'NUMBER OF DAYS'.
      05    FILLER                    PIC X(14) VALUE SPACES.
      05    FILLER                    PIC X(18) VALUE 'NUMBER OF WAYBILLS'.
      05    FILLER                    PIC X(14) VALUE SPACES.
      05    FILLER                    PIC X(18) VALUE 'NUMBER OF WAYBILLS'.
      05    FILLER                    PIC X(14) VALUE SPACES.
      05    FILLER                    PIC X(18) VALUE 'NUMBER OF WAYBILLS'.
      05    FILLER                    PIC X(08) VALUE SPACES.
01    RPT-LINE2.
      05    FILLER                    PIC X(01)       VALUE SPACES.
      05    L2-SCAC                   PIC X(04) VALUE 'SCAC'.
      05    FILLER                    PIC X(06) VALUE SPACES.
      05    FILLER                    PIC X(14) VALUE 'IN SYSTEM     '.
      05    FILLER                    PIC X(14) VALUE SPACES.
      05    FILLER                    PIC X(18) VALUE 'IN DISPUTE        '.
```

```
      05    FILLER                    PIC X(14) VALUE SPACES.
      05    FILLER                    PIC X(18) VALUE 'CONCURRED         '.
      05    FILLER                    PIC X(14) VALUE SPACES.
      05    FILLER                    PIC X(18) VALUE 'UNCONCURRED       '.
      05    FILLER                    PIC X(08) VALUE SPACES.
01    RPT-LINE3.
      05    FILLER                    PIC X(01)       VALUE SPACES.
      05    L2-UN-LINE                PIC X(04) VALUE '----'.
      05    FILLER                    PIC X(05) VALUE SPACES.
      05    FILLER                    PIC X(14) VALUE '--------------'.
      05    FILLER                    PIC X(14) VALUE SPACES.
      05    FILLER                    PIC X(18) VALUE '------------------'.
      05    FILLER                    PIC X(14) VALUE SPACES.
      05    FILLER                    PIC X(18) VALUE '------------------'.
      05    FILLER                    PIC X(14) VALUE SPACES.
      05    FILLER                    PIC X(18) VALUE '------------------'.
      05    FILLER                    PIC X(08) VALUE SPACES.
01    RPT-ROW.
      05    FILLER                    PIC X(01)       VALUE SPACES.
      05    RPT-SCAC1                 PIC X(05).
      05    FILLER                    PIC X(05) VALUE SPACES.
      05    DAYS-TEXT                 PIC X(14) VALUE SPACES.
      05    FILLER                    PIC X(19) VALUE SPACES.
      05    RPT-DISP-WB               PIC ZZZ,ZZ9.
      05    FILLER                    PIC X(25) VALUE SPACES.
      05    RPT-CONC-WB               PIC ZZZ,ZZ9.
      05    FILLER                    PIC X(25) VALUE SPACES.
      05    RPT-UNCONC-WB             PIC ZZZ,ZZ9.
      05    FILLER                    PIC X(06) VALUE SPACES.
```

REPORT FORMAT

MM/DD/CCYY **ACTIVE WAYBILL STATUS FOR SCAC ABC** **PAGE NN**

ABC ORIGIN

SCAC	NUMBER OF DAYS IN SYSTEM	NUMBER OF WAYBILLS IN DISPUTE	NUMBER OF WAYBILLS CONCURRED	NUMBER OF WAYBILLS UNCONCURRED
	--------	--------	---------	----------
DEFG	0–15	XX,XXX	XX,XXX	XX,XXX
	16–30	XX,XXX	XX,XXX	XX,XXX
	31–45	XX,XXX	XX,XXX	XX,XXX
	46–60	XX,XXX	XX,XXX	XX,XXX
	OVER 60	XX,XXX	XX,XXX	XX,XXX
HIJK	0–15	XX,XXX	XX,XXX	XX,XXX
	16–30	XX,XXX	XX,XXX	XX,XXX
	31–45	XX,XXX	XX,XXX	XX,XXX
	46–60	XX,XXX	XX,XXX	XX,XXX
	OVER 60	XX,XXX	XX,XXX	XX,XXX
. . .				
TOTAL	0–15	XXX,XXX	XXX,XXX	XXX,XXX
	16–30	XXX,XXX	XXX,XXX	XXX,XXX
	31–45	XXX,XXX	XXX,XXX	XXX,XXX
	46–60	XXX,XXX	XXX,XXX	XXX,XXX
	OVER 60	XXX,XXX	XXX,XXX	XXX,XXX

ABC INTERMEDIATE				
DEFG	**0–15**	**XX,XXX**	**XX,XXX**	**XX,XXX**
	16–30	**XX,XXX**	**XX,XXX**	**XX,XXX**
	31–45	**XX,XXX**	**XX,XXX**	**XX,XXX**
	46–60	**XX,XXX**	**XX,XXX**	**XX,XXX**
	OVER 60	**XX,XXX**	**XX,XXX**	**XX,XXX**
HIJK	**0–15**	**XX,XXX**	**XX,XXX**	**XX,XXX**
	16–30	**XX,XXX**	**XX,XXX**	**XX,XXX**
	31–45	**XX,XXX**	**XX,XXX**	**XX,XXX**
	46–60	**XX,XXX**	**XX,XXX**	**XX,XXX**
	OVER 60	**XX,XXX**	**XX,XXX**	**XX,XXX**
. . .				
TOTAL	**0–15**	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	16–30	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	31–45	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	46–60	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	OVER 60	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
ABC DESTINATION				
DEFG	**0–15**	**XX,XXX**	**XX,XXX**	**XX,XXX**
	16–30	**XX,XXX**	**XX,XXX**	**XX,XXX**
	31–45	**XX,XXX**	**XX,XXX**	**XX,XXX**
	46–60	**XX,XXX**	**XX,XXX**	**XX,XXX**
	OVER 60	**XX,XXX**	**XX,XXX**	**XX,XXX**
HIJK	**0–15**	**XX,XXX**	**XX,XXX**	**XX,XXX**
	16–30	**XX,XXX**	**XX,XXX**	**XX,XXX**
	31–45	**XX,XXX**	**XX,XXX**	**XX,XXX**
	46–60	**XX,XXX**	**XX,XXX**	**XX,XXX**
	OVER 60	**XX,XXX**	**XX,XXX**	**XX,XXX**
. . .				
TOTAL	**0–15**	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	16–30	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	31–45	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	46–60	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	OVER 60	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
GRAND TOTAL				
	0–15	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	16–30	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	31–45	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	46–60	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
	OVER 60	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**

Note: The grand total shown is not just a summary of the counts. If a movement includes three SCACs, the total should reflect 1 movement; the detail would reflect the movement under 2 SCACs.

MM/DD/CCYY **ACTIVE WAYBILL STATUS FOR INDUSTRY** **PAGE NN**

NUMBER OF DAYS IN SYSTEM	NUMBER OF WAYBILLS IN DISPUTE	NUMBER OF WAYBILLS CONCURRED	NUMBER OF WAYBILLS UNCONCURRED
-------	**--------**	**--------**	**----------**
0–15	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
16–30	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
31–45	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
46–60	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
OVER 60	**XXX,XXX**	**XXX,XXX**	**XXX,XXX**
TOTAL	**X,XXX,XXX**	**X,XXX,XXX**	**X,XXX,XXX**

8.3.3.6 ISS Transmission Totals Report (009)

PURPOSE

The ISS Transmission Totals Report gives the requesting SCAC a summary of the total number of messages received by date. The first part of the report contains the total number of messages received from the requesting SCAC and the number of test, production, pass and rejected messages. The second part of the report contains the number of messages accepted by CISS for the requesting SCAC participant URRWINs. This report is broken down by *sending road*, *message type* and *number of production*, *test* and *pass messages* accepted by CISS.

MESSAGE SEGMENT LAYOUT FOR ISS TRANSMISSION TOTALS REPORT (009)

```
01    RPT-HEADER.
      05    FILLER                      PIC X(05)    VALUE SPACES.
      05    R1-DATE                     PIC X(08)    VALUE SPACES.
      05    FILLER                      PIC X(18)    VALUE SPACES.
      05    FILLER                      PIC X(28)    VALUE
            'INTERLINE SETTLEMENT SYSTEM'.
      05    FILLER                      PIC X(22)    VALUE SPACES.
      05    FILLER                      PIC X(05)    VALUE 'PAGE'.
      05    R1-PAGE                     PIC ZZZ9.
01    RPT-HEADER1.
      05    FILLER                      PIC X(05)    VALUE SPACES.
      05    RPT-TIME.
            10    RPT-HH                PIC 99.
            10    FILLER                PIC X        VALUE ':'.
            10    RPT-MT                PIC 99.
            10    FILLER                PIC X        VALUE ':'.
            10    RPT-SS                PIC 99.
      05    FILLER                      PIC X(23)    VALUE SPACES.
      05    FILLER                      PIC X(24)    VALUE
            'ISS TRANSMISSION TOTALS'.
01    RPT-HEADER2.
      05    FILLER                      PIC X(28)    VALUE SPACES.
      05    R2-MSG                      PIC X(25)    VALUE
            ' MESSAGES RECEIVED FROM'.
      05    R2-REQ-SCAC                 PIC X(4)     VALUE SPACES.
      05    FILLER                      PIC X(4)     VALUE ' IN '.
      05    R2-REGION                   PIC X(4)     VALUE SPACES.
01    RPT-HEADER3.
      05    FILLER                      PIC X(18)    VALUE SPACES.
      05    R3-MSG                      PIC X(22)    VALUE
            ' MESSAGES ACCEPTED BY '.
      05    R3-REGION                   PIC X(4)     VALUE SPACES.
      05    FILLER                      PIC X(05)    VALUE
            ' FOR '.
      05    R3-REQ-SCAC                 PIC X(5)     VALUE SPACES.
      05    FILLER                      PIC X(19)    VALUE
            'PARTICIPANT URRWINS'.
01    RPT-LINE0.
      05    FILLER                      PIC X(05)    VALUE SPACES.
      05    FILLER                      PIC X(50)    VALUE
            '                           TOTAL'.
      05    FILLER                      PIC X(39)    VALUE
            '                     TOTAL      TOTAL '.
01    RPT-LINE1.
      05    FILLER                      PIC X(05)    VALUE SPACES.
      05    FILLER                      PIC X(50)    VALUE
            '  DATE     MESSAGE TYPE   RECEIVED       PROD'.
      05    FILLER                      PIC X(39)    VALUE
            '   TEST       PASS   ACCEPTED   REJECT'.
```

```
01     RPT-DETAIL1.
       05    FILLER                     PIC X(05)    VALUE SPACES.
       05    R-DTL1-DATE                PIC X(10).
       05    FILLER                     PIC X(08)    VALUE SPACES.
       05    R-DTL1-MTYPE               PIC X(02).
       05    FILLER                     PIC X(03)    VALUE SPACES.
       05    R-DTL1-RCVD                PIC Z,ZZZ,ZZ9.
       05    FILLER                     PIC X(04)    VALUE SPACES.
       05    R-DTL1-ACCEPT-P            PIC Z,ZZZ,ZZ9.
       05    FILLER                     PIC X(02)    VALUE SPACES.
       05    R-DTL1-ACCEPT-T            PIC Z,ZZZ,ZZ9.
       05    FILLER                     PIC X(02)    VALUE SPACES.
       05    R-DTL1-ACCEPT-S            PIC Z,ZZZ,ZZ9.
       05    R-DTL1-ACCEPT              PIC Z,ZZZ,ZZ9.
       05    R-DTL1-ACCEPT-R            PIC Z,ZZZ,ZZ9.
01     RPT-DETAIL2.
       05    FILLER                     PIC X(05)    VALUE SPACES.
       05    R-DTL2-DATE                PIC X(10).
       05    FILLER                     PIC X(07)    VALUE SPACES.
       05    R-DTL2-SEND                PIC X(04).
       05    FILLER                     PIC X(07)    VALUE SPACES.
       05    R-DTL2-MTYPE               PIC X(02).
       05    FILLER                     PIC X(05)    VALUE SPACES.
       05    R-DTL2-TOTAL-P             PIC Z,ZZZ,ZZ9.
       05    R-DTL2-TOTAL-T             PIC Z,ZZZ,ZZ9.
       05    R-DTL2-TOTAL-S             PIC Z,ZZZ,ZZ9.
       05    R-DTL2-TOTAL               PIC Z,ZZZ,ZZ9.
01     RPT-LINE2.
       05    FILLER                     PIC X(05)    VALUE SPACES.
       05    FILLER                     PIC X(46)    VALUE
             '  DATE     SENDING ROAD  MESSAGE TYPE   PROD '.
       05    FILLER                     PIC X(39)    VALUE
             '    TEST      PASS    TOTAL'.
```

REPORT FORMAT

```
MM/DD/CCYY                    INTERLINE SETTLEMENT SYSTEM                      PAGE 9999
HH:MM:SS                        ISS TRANSMISSION TOTALS
                           MESSAGES RECEIVED FROM XXXX IN ISSP

                            TOTAL                                        TOTAL        TOTAL
DATE         MESSAGE TYPE  RECEIVED       PROD      TEST      PASS      ACCEPTED      REJECT
CCYY-MM-DD         XX     9,999,999 9,999,999 9,999,999 9,999,999  9,999,999   9,999,999
                   XX     9,999,999 9,999,999 9,999,999 9,999,999  9,999,999   9,999,999
                   XX     9,999,999 9,999,999 9,999,999 9,999,999  9,999,999   9,999,999

MM/DD/CCYY                    INTERLINE SETTLEMENT SYSTEM                      PAGE 9999
HH:MM:SS                        ISS TRANSMISSION TOTALS
                   MESSAGES ACCEPTED BY ISSP FOR XXXX PARTICIPANT URRWINS

DATE         SENDING ROAD MESSAGE TYPE         PROD       TEST       PASS      TOTAL
CCYY-MM-DD        XXXX        XX          9,999,999  9,999,999  9,999,999  9,999,999
                  XXXX        XX          9,999,999  9,999,999  9,999,999  9,999,999
                  XXXX        XX          9,999,999  9,999,999  9,999,999  9,999,999
                  XXXX        XX          9,999,999  9,999,999  9,999,999  9,999,999
```

8.3.3.7 Transition Partner Table Reports (010)

PURPOSE

The purpose of the Transition Partner Table reports is to give the requesting SCAC a current listing of production or test road pairs. The Full report is an exact copy of the Transition Partner Table from the region the road has requested. The Partial report is a list of transactions used to update the Transition Partner Table for the date range specified on the report request.

MESSAGE SEGMENT LAYOUT FOR TRANSITION PARTNER TABLE REPORTS (010)

```
01    HEADERS.
      03    FULL-REPORT-HEADER.
            05    FILLER                PIC X(47) VALUE
                  'TRANSITION PARTNER SUMMARY-CURRENT LISTING in'.
            05    RDF-SYSTEM            PIC X(04) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACES.
            05    RDF-SCOPE             PIC X(14) VALUE SPACES.
            05    FILLER                PIC X(14) VALUE SPACES.
      03    PARTIAL-REPORT-HEADER.
            05    FILLER                PIC X(41) VALUE
                  'TRANSITION PARTNER SUMMARY-UPDATES FROM'.
            05    RDP-FROM-DATE         PIC X(10) VALUE SPACES.
            05    FILLER                PIC X(04) VALUE SPACES.
            05    RDP-SYSTEM            PIC X(04) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACES.
            05    RDP-SCOPE             PIC X(14) VALUE SPACES.
            05    FILLER                PIC X(06) VALUE SPACES.
      03    SCOPE-DESCRIPT.
            05    RSD-SCOPE             PIC X(14) VALUE
                  'FOR SCAC       '.
            05    RSD-SCOPE-2.
                  07    FILLER          PIC X(09).
                  07    RSD-SCAC        PIC X(04).
                  07    FILLER          PIC X(01).
01    DETAIL-LINE-FULL-REPORT.
      03    RPT-LINE.
            05    RL-SCAC-1             PIC X(04) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACE.
            05    RL-SCAC-2             PIC X(04) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACE.
            05    RL-SCAC-STATUS        PIC X(01) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACE.
            05    RL-EFFECTIVE-DATE     PIC X(08) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACE.
            05    RL-EXPIRATION-DATE    PIC X(08) VALUE SPACES.
            05    FILLER                PIC X(103) VALUE SPACES.
01    DETAIL-LINE-PARTIAL-REPORT.
      03    RPT-LINE.
            05    RL-SCAC-1             PIC X(04) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACE.
            05    RL-SCAC-2             PIC X(04) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACE.
            05    RL-SCAC-STATUS        PIC X(01) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACE.
            05    RL-EFFECTIVE-DATE     PIC X(08) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACE.
            05    RL-EXPIRATION-DATE    PIC X(08) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACE.
            05    RL-UPDATE-DATE        PIC X(08) VALUE SPACES.
            05    FILLER                PIC X(01) VALUE SPACE.
            05    RL-UPDATE-TYPE        PIC X(01) VALUE SPACES.
            05    FILLER                PIC X(92) VALUE SPACES.
      03    RPT-NO-DATA.
            05    FILLER                PIC X(132) VALUE
                  'ZZZZ ZZZZ NO DATA TO REPORT'.
```

REPORT FORMAT

The Full and Partial Transition Partner reports give roads the ability to update their own internal Transition Partner Tables with the most current CISS data. These reports were specifically designed to allow roads to process the information without making any changes to the data, therefore no headers are contained in the MSG segments. The headers are transmitted in the MIT segment and the actual data is transmitted in the MSG segments.

FULL TRANSITION PARTNER REPORT

- Transition Partner Summary - Current Listing In ISSP (Industry-wide)

GHRI	**JHO**	P	19931101	99991231
GHRI	**KXV**	P	19920301	99991231
GHRI	**TUVW**	P	19940115	99991231
GHRI	**TVW**	P	19931101	99991231
GHRI	**TXYR**	P	19950901	99991231
GHRI	**UX**	P	19941001	99991231
GHRI	**VM**	P	19931101	99991231
GHRI	**WW**	P	19950215	99991231
GIRC	**DMC**	P	19940501	99991231
GIRC	**HHW**	P	19940628	99991231

* This data is sorted by SCAC1 and SCAC2.

PARTIAL TRANSITION PARTNER REPORT

- Transition Partner Summary - Updates From MM/DD/CCYY In ISSP For SCAC AAAA

AAAA	**AB**	P	19941115	99991231	**19941101**	U
AAAA	**AB**	P	19941115	19951231	**19950901**	U
AAAA	**MNOP**	P	19950101	19991231	**19941117**	A
AAAA	**MNOP**	P	19950101	19951231	**19951201**	U
AAAA	**MNOP**	P	19950101	19951231	**19960601**	D

* This data is sorted by SCAC1, SCAC2 and Update Timestamp.

9 Reference

This is a list of manuals that are referenced in this manual or may be necessary for you to have to become an ISS participant.

- **Railway Accounting Rules** ***(including ISS Rules)***

- **ISS Railroad Clearing House (RCH) Settlement Regulations**
  (included in Railway Accounting Rules)

  – Source: **Railinc**
  Business Services Division
  11000 Weston Parkway, Suite 200
  Cary NC 27513
  (800) 544-7245
  csc@railinc.com

- **TRAIN II® User Manual**

  – Source: **Railinc**
  Customer Success Center
  11000 Weston Parkway, Suite 200
  Cary NC 27513
  (800) 544-7245
  csc@railinc.com

- **Rail Carrier Industry Guide to Electronic Data Interchange**

  – Source: **Railinc**
  Business Services Division
  11000 Weston Parkway, Suite 200
  Cary NC 27513
  (800) 544-7245
  csc@railinc.com

- **ISS User's Manual Getting Started Document**

  – Source: **Railinc**
  Customer Success Center
  11000 Weston Parkway, Suite 200
  Cary NC 27513
  (800) 544-7245
  csc@railinc.com

10 Glossary of Terms

Refer to Railway Accounting Rules.

11 Acronym List

Refer to Railway Accounting Rules.

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