

JUNCTIONS AND INTERCHANGES

A **JUNCTION** is a geographical location. A **JUNCTION** is described using geographical terms including the state or province in which it occurs, the 6- or 9-digit Standard Point Location Code (SPLC) where it is located, and the name by which this location is known. In addition, each **JUNCTION** is assigned a unique 3- or 5-character **JUNCTION** abbreviation. In the transportation industry, a **JUNCTION** is a location at which an **INTERCHANGE** of equipment and/or freight may take place.

JUNCTIONS are created and maintained for the railroad industry by Railinc Business Services Division, as specified by Railroad Accounting Rule 260. **Rule 260 JUNCTIONS** are currently published in the Official Railroad Station List (OPSL) tariff, available in both printed and electronic formats.

When a rail carrier needs to **INTERCHANGE** equipment and/or freight at a location, that location must first be defined as a **JUNCTION** point. To establish a new **JUNCTION**, rail carriers contact the Railinc Customer Success Center and furnish the requested information. There is no form to complete and **JUNCTIONS** can usually be created in less than one day. The process includes:

- Determine the correct SPLC for the location as described by the requesting rail carrier. This may involve consulting SPLC tariffs and directories published by the maintainers of that information: The National Motor Freight Traffic Association (NMFTA) for US and Mexican points and the Canadian Transportation Agency(CTA) of Canada for Canadian points. If no SPLC exists for this point, one will be created.
- Assign a unique 3- or 5-character **JUNCTION** abbreviation for this point. The support team will create a unique 3- or 5-character abbreviation for points served by rail that is designated as an interchange. Abbreviations are unique in the sense that they cannot be duplicated with other SPLC locations. An abbreviation is created using two forms, Location Name and Location Name and State.
- If the point does not exist on the **JUNCTION** table, an abbreviation algorithm is assigned to create a unique abbreviation. The new **JUNCTION** is added to the **JUNCTION** table and will be included in the next supplement of the OPSL tariff.

Once a **JUNCTION** point has been identified (or a new one established), a rail carrier that needs to **INTERCHANGE** equipment and/or freight at that **JUNCTION** point must now establish one or more **INTERCHANGES** at that **JUNCTION**. Each **INTERCHANGE** describes the arrangement between two transportation entities (e.g., railroads, trucking firms, water carriers, storage or repair facilities) involved in the **INTERCHANGE** of equipment and/or freight at a specific **JUNCTION** point.

To establish an **INTERCHANGE**, certain information is required, and bilateral agreement as evidenced by two signatures on a form **may be required** depending upon the type of **INTERCHANGE** being created. A form has been developed for use when establishing a new **INTERCHANGE**. The form (JUNCTION INTERCHANGE UPDATE Form) is distributed in the TRAIN II Manual, Appendix E.

Currently, there are eleven (11) types of **INTERCHANGES** that can be created. They are described below:

1. **N – NORMAL** – A DIRECT Rail-to-or-from-Rail (steel wheel) **INTERCHANGE**. This type of **INTERCHANGE** is used when two railroads physically connect at the **JUNCTION** point, and the **INTERCHANGE** exists for both OPERATING and REVENUE purposes. To establish a NORMAL **INTERCHANGE**, the following is required:
 - The Standard Carrier Alpha Code (SCAC) for each of the two railroads.
 - The SCAC of the railroad that will report INTERCHANGES to TRAIN II for each of the two railroads involved in the INTERCHANGE.
 - The JUNCTION abbreviation, SPLC, location name and state/province where this INTERCHANGE will take place.
 - Bilateral agreement in the form of signatures of representatives of both railroads involved in the INTERCHANGE.
 - FSAC numbers representing the stations of each railroad at this JUNCTION point as required by Railroad Accounting Rule 112.

2. **C – TRACKAGE or HAULAGE – An INDIRECT Rail-to-or-from-Rail INTERCHANGE.** To establish a TRACKAGE or HAULAGE **INTERCHANGE**, the following is required:
 - The SCAC for each of the two railroads.
 - The SCAC of the railroad that will report INTERCHANGES to TRAIN II for each of the two railroads involved in the INTERCHANGE.
 - The JUNCTION abbreviation, SPLC, location name and state/province where this INTERCHANGE will take place.
 - Bilateral agreement in the form of signatures of representatives of both railroads involved in the INTERCHANGE.
 - FSAC numbers representing the stations of each railroad involved in this INTERCHANGE at this JUNCTION point. (In Trackage or Haulage Interchanges, roads may need to establish stations where they own no track.)

3. **V – REVENUE ONLY – A Rail-to-or-from-Rail INTERCHANGE** to be used for REVENUE purposes only (not for OPERATING purposes). This type of **INTERCHANGE** is often created for operational convenience and is sometimes created when track doesn't physically exist between two roads, at least one of which historically use this JUNCTION location on REVENUE Waybills as the **INTERCHANGE** point. To establish a REVENUE ONLY **INTERCHANGE**, the following is required:
 - The SCAC for each of the two railroads.
 - The SCAC of the railroad that will report INTERCHANGES to TRAIN II for each of the two railroads involved in the INTERCHANGE.
 - The JUNCTION abbreviation, SPLC, location name and state/province where this INTERCHANGE will take place.
 - Bilateral agreement in the form of signatures of representatives of both railroads involved in the INTERCHANGE.
 - STATIONS ARE REQUIRED for both railroads in this type of INTERCHANGE, FSAC numbers
 - Representing the stations of both railroads involved in this INTERCHANGE MUST be included in the JUNC IRF records of "O" Type INTERCHANGES. (If stations are being referenced for this type of INTERCHANGE, they MUST be a REVENUE ONLY type of station [station type "R" and NO station type "O" codes] in the Centralized Station Master file.)

4. **R – RUBBER – A Rail-to-Truck-to-Rail (rubber tire) INTERCHANGE.** This type of **INTERCHANGE** is used when two railroads move equipment and/or freight between the two railroads via truck. To establish a RUBBER TIRE **INTERCHANGE**, the following is required:
 - The SCAC for each of the two railroads.
 - The SCAC of the railroad that will report INTERCHANGES to TRAIN II for each of the two railroads involved in the INTERCHANGE.
 - The JUNCTION abbreviation, SPLC, location name and state/province where this INTERCHANGE will take place. Since it is likely that this INTERCHANGE spans more than one JUNCTION point, the roads involved should agree on which JUNCTION will be used keeping in mind that each road must have a station established at this JUNCTION point. It is suggested that the SPLC of the RECEIVING carrier is the more appropriate one to use when establishing a JUNCTION point to be used for this type of INTERCHANGE.
 - Bilateral agreement in the form of signatures of representatives of both railroads involved in the INTERCHANGE.
 - Station FSACS are optional for each railroad at this JUNCTION point.

5. **P – PER DIEM RELIEF – A Rail-to-or-from-Intermodal Storage INTERCHANGE.** To establish a PER DIEM RELIEF **INTERCHANGE**, the following is required:
 - The SCAC of the one railroad involved in this INTERCHANGE. The second "road" in the INTERCHANGE should ONLY be listed as "STOR", even if the storage facility owner has its own SCAC.
 - The SCAC of the "railroad" that will report INTERCHANGES to TRAIN II for the railroad and for the storage facility involved in the INTERCHANGE.

- The JUNCTION abbreviation, SPLC, location name and state/province where this INTERCHANGE will take place
 - The signature of a representative of the one railroad involved in this INTERCHANGE.
 - Station FSAC is optional for the railroad at this JUNCTION point.
6. **S – SHOP – A Rail-to-or-from-Shop INTERCHANGE.** These **INTERCHANGES** are used to report equipment going out of or coming into service to or from a repair SHOP facility. Such INTERCHANGES carry significant car hire liability ramifications. To establish a **SHOP INTERCHANGE**, the following is required:
- The SCAC of the one railroad involved in this INTERCHANGE. The second "road" in the INTERCHANGE can be listed as "SHOP" if the SHOP owner has no SCAC.
 - The SCAC of the "railroad" that will report INTERCHANGES to TRAIN II for the railroad and for the SHOP involved in the INTERCHANGE.
 - The JUNCTION abbreviation, SPLC, location name and state/province where this INTERCHANGE will take place.
 - The signature of a representative of the one railroad involved in this INTERCHANGE.
 - FSAC number representing the station of the railroad at this JUNCTION point.
7. **W – WATER – A Rail-to-or-from-Water Carrier INTERCHANGE.** To establish a **WATER INTERCHANGE**, the following is required:
- The SCAC of the one railroad involved in this INTERCHANGE. The second "road" in the INTERCHANGE can be listed as "PORT" if the water carrier has no SCAC.
 - The SCAC of the "railroad" that will report INTERCHANGES to TRAIN II for the railroad and for the water carrier involved in the INTERCHANGE.
 - The JUNCTION abbreviation, SPLC, location name and state/province where this INTERCHANGE will take place.
 - The signature of a representative of the one railroad involved in this INTERCHANGE.
 - FSAC number representing the station of the railroad at this JUNCTION point.
8. **E – End of Train Device – Rail-to-or-from-Other (non-rail) Transportation Mode INTERCHANGE.** To establish an End of Train **INTERCHANGE**, the following is required:
- The SCAC of the one railroad involved in this INTERCHANGE. The second "road" in the INTERCHANGE should be listed as a motor carrier SCAC.
 - The SCAC of the "railroad" that will report INTERCHANGES to TRAIN II for the railroad and for the motor carrier involved in the INTERCHANGE (should always be one-road reporting).
 - The JUNCTION abbreviation, SPLC, location name and state/province where this INTERCHANGE will take place.
 - The signature of a representative of the one railroad involved in this INTERCHANGE.
 - FSAC number representing the station of the railroad at this JUNCTION point.
9. **O – OPERATING ONLY – A Rail-to-or-from-Rail INTERCHANGE** to be used for OPERATING purposes only (not for REVENUE purposes). Generally, this type of INTERCHANGE is created to support transportation routes and waybills when the revenue route and/or waybill will use a different INTERCHANGE/JUNCTION. To establish an OPERATING ONLY **INTERCHANGE**, the following is required:
- The SCAC for each of the two railroads.
 - The SCAC of the railroad that will report INTERCHANGES to TRAIN II for each of the two railroads involved in the INTERCHANGE.
 - The JUNCTION abbreviation, SPLC, location name and state/province where this INTERCHANGE will take place.
 - Bilateral agreement in the form of signatures of representatives of both railroads involved in the INTERCHANGE.
 - FSAC numbers representing the stations of each railroad involved at this JUNCTION point.

10. **I – Joint Motor-Rail – Joint Motor–Rail Movements (Revenue only) INTERCHANGE.** To establish a Joint Motor-Rail **INTERCHANGE**, the following is required:

- The SCAC of the one railroad involved in this INTERCHANGE. The second “road” in this INTERCHANGE should be listed with a motor carrier SCAC.
- The SCAC of the “railroad” what will report INTERCHANGES to TRAIN II for the railroad and the motor carrier involved in this INTERCHANGE.
- The JUNCTION abbreviation, SPLC, location name and state/province where this INTERCHANGE will take place.
- The signature of a representative of the one railroad involve in this INTERCHANGE.
- FSAC number representing the station of the railroad at this JUNCTION point.

11. **J – Joint Industry – A Rail-to-or-from-Rail INTERCHANGE** to be used for OPERATING purposes only (not for REVENUE purposes). To establish an Joint Industry **INTERCHANGE**, the following is required:

- The SCAC for each of the two railroads.
- The SCAC of the railroad that will report INTERCHANGES to TRAIN II for each of the two railroads involved in the INTERCHANGE.
- The JUNCTION abbreviation, SPLC, location name and state/province where this INTERCHANGE will take place.
- Bilateral agreement in the form of signatures of representatives of both railroads involved in the INTERCHANGE.
- FSAC numbers representing the stations of each railroad involved at this JUNCTION point.

INTERCHANGES are currently maintained in the INTERCHANGE file, which is part of the JUNCTION and INTERCHANGE table. **INTERCHANGES** are keyed at any time, and are broadcast to the industry when registered.

Currently, **REVENUE INTERCHANGE** data is published in the Official Railroad Station List (OPSL) tariff. Interchange data can be purchased and monthly updates can be received through a publication subscription. A product list of publications can be obtained on the Railinc website at [Railinc Publications](#). For questions concerning IRF products contact the Customer Success Center at (877) 724-5462.

All IRF forms can be obtained on Railinc website at www.railinc.com. For assistance and/or questions on IRF forms contact the Customer Success Center at (877) 724-5462.