

SUMMARY OF INTERCHANGE TYPES

Interchange type	Car Hire (loaded and empty car hire liability)	Revenue Price Documents (linehaul rates, routes and divisions)	Operating Issues (physical interchanges)	Special Conditions
C – Indirect Haulage	Transfer of liability for some carriers	Used for linehaul revenue interchange by some carriers	Would be used like a normal interchange, except accomplished indirectly using a third carrier	Must be supported by appropriate operating capable interchanges with the carrier physically accomplishing indirect service
E – End of Train (EOT) Device (Direct)	FROM railroad does not shift liability – TO railroad does shift liability.	Not Applicable	Direct connection between road and other transportation mode	Can only be used for EOT reporting
I – Joint Motor Rail (Direct) (Linehaul Revenue Only)	Not Applicable	Required for Joint Motor-Rail linehaul prices	Not Applicable	Must involve Joint Motor-Rail rates/routes where motor carrier is a line haul participants in rate and divisions
N – Normal (Direct)	Shifts Liability	Used for linehaul revenue movements	Direct connection	Must be used in case of multiple interchange types at same location
O – Operating Only (Direct)	Shifts Liability	Cannot be used	Direct connection	Multiple non-revenue uses
P – Per Diem Relief (Direct)	Transfer Hire Relief (empty trailers only)	Not Applicable	Storage only	Trailer hire status message
R – Rubber (Indirect)	Shifts Liability	Not Applicable	Indirect connection via drayman or interchange to owner	Must only be used for intermodal interchanges via drayman or interchange to owner where this is the only situation at this SPLC between these two entities
S – Shop (Direct)	May or may not effect car hire	Not Applicable	Condition code gives handling instructions (can or can't load); To shop: car being placed for repairs; From shop: changes condition code	Not valid SCAC
V – Revenue Only (Linehaul)	Not Applicable	Used for linehaul revenue interchange by some carriers	Physical interchange occurs someplace other than the division point	Cannot be used at operating only locations
W – Water (Direct)	Shifts Liability	Required for Joint Water-Rail linehaul prices	Physical interchange does occur	Interchange with "PORT" is shown when water carrier is unknown
J – Joint Industry (Direct)	Shifts Liability	Not Applicable	Physical interchange does occur	Joint Industry Only (Direct)(Rail-to-or-from-Rail, for operating, NOT for revenue purposes)

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Interchange type	Interchange Descriptions	Special SCAC can be used?	Required Signature?	1 or 2 Road Reporting in Train II?	CSM (FSAC) Station Required?
C – Indirect Haulage	Indirect Rail to or from Rail	No – use 2 rail SCACs	Bilateral agreement 2 signatures	Either	Station required for BOTH railroads (station types must include R)
E – End of Train (EOT) Device (Direct)	Rail to or from Other (non-rail) Transportation Mode	No – use rail & other (non-rail) transportation SCAC	Signature required from railroad only	1 road reporting (road SCAC or other (non-rail) transportation SCAC)	Station are NOT required
I – Joint Motor Rail (Direct) (Revenue Only)	Joint Motor Rail Movements	No – use a rail & motor carrier SCAC	No agreement required 1 signature	1 road reporting	Station required for railroad only (station types must include R)
N – Normal (Direct)	Direct Rail to or from Rail (for BOTH operating and linehaul revenue purposes)	No – use 2 rail SCACs	Bilateral agreement 2 signatures	Either	Stations required for BOTH railroads (station types must include R&O or R&H)
O – Operating Only (Direct)	Rail to or from Rail (for operating, NOT for linehaul revenue purposes)	No – use 2 rail SCACs	Bilateral agreement 2 signatures	Either	Stations are required for BOTH railroads. (station types must include O or H)
P – Per Diem Relief (Direct)	Rail to or from Intermodal Storage	Yes – use rail & “STOR” or actual non-rail SCAC	No agreement required 1 signature	1 road reporting	Stations are not required
R – Rubber (Indirect)	Rail to or from Owner -or- Rail to or from Rail via drayman	No – use 2 rail or a rail & an owner SCAC	Signature required from railroad only	Either	Stations are not required
S – Shop (Direct)	Rail to or from Shop -or- TTX to or from Shop	Yes – use rail & “SHOP” or “TTX” & “SHOP”	No agreement required 1 signature	1 road reporting (either road SCAC, TTX or “SHOP”)	Stations required for railroad only (station types must include O or H)
V – Revenue Only (Direct)	Rail to or from Rail (for linehaul revenue, NOT for operating purposes)	No – use 2 rail SCACs	Bilateral agreement 2 signatures	Either	Stations required for BOTH railroads (station types must include R)
W – Water (Direct)	Rail to or from Water Carrier	No – use rail & “PORT” or actual SCAC (if used in revenue route)	No agreement required 1 signature	1 road reporting	Station required for railroad only (station types must include R)
J – Joint Industry	Joint Industry Only (Direct)(Rail-to-or-from-Rail, for operating, NOT for revenue purposes)	No – use 2 rail SCACs	Bilateral agreement 2 signatures	2 road reporting	Station required for both railroads (station types must include R)