SERVING CARRIER & RECIPROCAL SWITCH (SCRS) Business Rules Guide

RAILINC

Last Updated: June 2017

Table of Contents

1   Introduction

The Serving Carrier & Reciprocal Switch (SCRS) Business Rules guide is intended for new and existing SCRS Data Maintainers. The manual will cover what SCRS is, how to get started with using and maintaining SCRS data, and the rules that govern SCRS.

1.1   What is the Serving Carrier & Reciprocal Switch (SCRS) File?

The Serving Carrier & Reciprocal Switch (SCRS) file gives North American carriers the ability to update and retrieve information about customers, serving carriers, and reciprocal switch charges in real time. As one of the Industry Reference File (IRF) systems, SCRS is the foundation for all inter- and intra-industry communication. In conjunction with the Interline Settlement System (ISS) and the Rate EDI Network (REN), SCRS gives carriers the ability to ensure that shipments are routed properly, and switch charges are applied correctly. From an ease of doing business perspective for customers, SCRS creates the capability to dramatically simplify the researching of routing choices for railroad shipments, potentially increasing rail's market share of shipments.

2   Populating & Maintaining SCRS

2.1   Class I Railroads, Terminal Switch Carriers, and Short Lines

At this time, all Class I Railroads and some Class II and III Railroads are populating and maintaining the SCRS file. Each Railroad has loaded its rail served customers into SCRS and denoted each as local, open, closed or restricted. In order to keep the file as populated as possible, the Class I Railroads populate and maintain serving carrier information on behalf of Terminal Switch Carriers and Short Lines that are not currently maintaining their own SCRS information.

2.2   Methods for Maintaining SCRS

The SCRS file can be maintained via 2 methods: EDI or Web.

SCRS uses the EDI 433 transaction set to maintain data. The EDI 433 transaction set can be purchased from Washington Publishing at http://www.wpc-edi.com/.

There is also a SCRS Web-based application available from Railinc at https://www.railinc.com/. Through the SCRS Web, carriers can add, update, and expire their SCRS records. Carriers can also download SCRS data from this application.

3 Guidelines For Entering SCRS Records

This section covers the basic business rules for maintaining SCRS data.

3.1 Customer Identification File Number (CIF)

The CIF number is the rail industry Customer Identification File number assigned to a company name and street address in the city, state or province where it is physically located (not the headquarters or invoicing location unless it is the same as the physical address).

The CIF number is the data key to the SCRS file. If a customer is rail served, SCRS record(s) will be associated to that customer's CIF number which identifies the serving railroad (SCAC) and its applicable rail freight station (FSAC), a physically served flag set to "Y" (yes) or "N" (no), to indicate whether the serving road has its own physical access to that industry, and switch status to define industry access for connecting carrier(s).

3.1.1 Lease Tracks, SIT Yards, & Team Tracks

If a customer ships or receives freight at a lease track, team track, or SIT (Storage in Transit) Yard in addition to or instead of at the customer's physical address, an 8000-series "Delivery Address" (DA) sublocation number should be used to identify that customer at the other location. The serving carrier(s) and the open/closed status may be different from the customer's plant location.

In CIF, the 8000 sublocation should be added to the primary (-0000) CIF location which conducts the business at the lease track, team track, or SIT Yard.

For example: A customer is located in Houston and its Houston facility is rail served. It also has a SIT lease in Pasadena. The customer is not physically located in Pasadena, but leases SIT space there. That SIT agreement would be the purpose for adding an 8000 sublocation to that customer's Houston CIF. Once that 8000 sublocation is established, a SCRS record can be added for the Pasadena location. The Houston facility itself may or may not be rail served, and therefore may or may not have a SCRS record.

Leased/Team/SIT Track:	Customer CIF+ 8000 sub-location
Railroad Intermodal Terminal:	Railroad CIF number - no sublocation
Railroad Unique Franchise:	Franchise CIF (i.e.: Transflo) - no sub-location
Ports:	Customer CIF. Customer CIF+ 8000 sublocation if customer is using pickup or delivery address where they do not physically exist

3.2 Customer Industry Switch Status

3.2.1 Local

When only one carrier has a station at a location (i.e., SPLC) that is not within the (reciprocal) switch limits of another station served by multiple carriers; no other carrier can access the customer sited at the station; AND no physical interchanges are present that allow other carriers to get to this customer. The serving carrier always participates in the line haul route and receives line haul revenue.

Shipment conditions may NOT be used on a SCRS record with a Local status.

3.2.2 Closed

The location where the industry is sited is served by more than one railroad where interchange can occur. However, the customer is inaccessible to other carriers through reciprocal switching. The serving carrier participates in the line haul route and receives line haul revenue.

It is possible to have multiple serving carriers with Closed records in SCRS for a particular customer's industry. This means each carrier has its own access to the customer's industry, and the customer has the option of routing via line haul on any of those serving carriers.

Shipment conditions may NOT be used on a SCRS record with a Closed status.

3.2.3 Open

The location where the industry is sited is served by more than one railroad where interchange can occur. The customer is accessible via reciprocal switching to all other carriers serving that station (or its switch limit station), provided they have an interchange with the serving carrier within the switch limits of the serving station. The serving carrier may participate in the line haul route and receive line haul revenue, or may be paid a reciprocal switch fee by the line haul railroad in lieu of appearing in the line haul route and receiving line haul revenue.

Note: If a customer's facility is open to some, but not all, of the carriers which serve that station/switch limit station and interchange with the serving carrier, then the SCRS record must have a Restricted status, and shipment conditions must be used to indicate for which carriers reciprocal switching is applicable or not applicable.

3.2.4 Restricted

The location where the industry is sited is served by more than one railroad where interchange can occur. The customer is accessible to another carrier(s), but only under specified conditions. At least one Shipment Condition is **required** on a Restricted SCRS record. See section 3.7 for more information on Shipment Condition codes.

3.3 Switch Types

3.3.1 Haulage {HA}

Haulage is a private agreement between two or more carriers. The Industry serving road provides the locomotive power and crew to haul cars over its tracks for the line haul railroad as if interchange had not taken place. It appears as if the place or pull of cars performed at Industry is by the line haul railroad.

In SCRS, a customer who is accessed via haulage is represented with the 'HA' switch type code by the carrier purchasing the haulage. Three records are added to the customer's CIF in SCRS to represent a haulage relationship. Two are entered by the road serving the Industry (the haulage road), and one is entered by the haulage recipient.

In the first record, the haulage road (customer serving) identifies the station, the switch status (could be Open, Closed, or Restricted), and a physically served flag of "Y". The 'HA' switch type code should not be used on this record.

In the second record, the haulage road identifies the private agreement that only the involved carriers can view. This record should have a Restricted switch status for Industry access, and should use the condition code RSCA or RSCG, identifying the SCAC of the carrier with whom the private agreement exists. The 'HA' switch type code should not be used on this record. See section 3.7 and/or the Directory of Shipment Conditions (a Railinc industry publication) for more information regarding Shipment Conditions.

The third record is entered by haulage recipient. The haulage recipient identifies the customer as not physically served "N" with the appropriate switch status (Closed or Restricted), and the 'HA' switch type code. This is the only record with the 'HA' switch type code.

3.3.2   Handling Carrier and Junction Settlement {HC & JS}

Currently, industries served by short line railroads with handling carrier or junction settlement accounting are in the SCRS file with records for both the short line railroad as well as any Class I railroads which have handling carrier/junction settlement agreements with the short line.

The switch status is Restricted for both the short line's and the Class I's records. The physically served flag is "Y" for the short line and "N" for the Class I. The switch type field on both records is "HC" (handling carrier) or "JS" (junction settlement), which identifies the accounting arrangement.

In the near future, the way these types of records are captured in SCRS will be consolidated to just one record for the physically serving carrier (the short line). On the serving carrier's record, the Shipment Condition RSHJ will be used (multiple times as needed) to express the HC or JS relationships with any Class Is. No switch type code will be needed. This will also eliminate the need for the Class Is to have separate SCRS records for these customers.

3.3.3   Third Party Switch {TP}

A third party switcher is a rail operator which anonymously serves an industry for a railroad(s); the railroad acts as the industry serving road even though the third party switcher physically switches the industry on the railroad's behalf. The SCRS record is added for the railroad's SCAC, and the switch status can be open, closed or restricted, depending on the relationship between the industry serving railroad and any connecting carriers. The Physically Served Flag is "Y" for the industry serving road contracting with the third party. The Switch Type is "TP" (Third Party) to indicate the physical switching is actually conducted by a third party.

3.3.4   Multiple Access {MA}

Multiple access is when two (2) or more carriers have separate tracks and independent access into the same customer facility.

When creating a Multiple Access SCRS record, each carrier will enter its applicable station (SCAC & FSAC), the switch status (which can be Open, Closed, or Restricted), and use the 'MA' switch type code.

3.3.5 Joint Facility {JF}

Joint Facility switching is usually a private agreement between two or more carriers. A Joint Facility situation exists in SCRS when two (2) or more carriers have agreed to utilize the same lead track into the facility. Such situations which would constitute a Joint Facility include when:

Each carrier does its own switching of the industry (including trackage rights situations), or

One of the carriers performs the switching (including situations where carriers alternate switching of industry on a rotating basis, e.g. every 5 years).

When entering a Joint Facility record in SCRS, the switch type code "JF" is used. The switch status is Restricted, and the condition code "RSJF" should be used.

3.3.6 Trackage Rights {TR}

A Trackage Rights situation is similar to a Joint Facility in that two or more carriers utilize the same track to access an Industry. However, one or more of the carriers has trackage rights under a private agreement with the track owner (carrier) to physically operate over the same tracks to access customer facilities.

When entering Trackage Rights records in SCRS, the switch type code "TR" is used on the record for the carrier utilizing the trackage rights. The switch status would be whatever status is applicable for that carrier.

3.3.7 Canadian Inter-Switching

The Canada Transportation Act (CTA) regulates Canadian inter-switching rates. For inter-switching, industries in Canada must fall wholly or partially within a radius of 30 kilometers (18.64 miles) from the interchange track of the serving road and its connection.

Established by the CTA on distance from the interchange, four zones define the inter-switching rates. The rate, related to the zone where the customer is located, is what the industry-serving road assesses for inter-switching to the connecting carrier. Zone definitions are:

Zone 1: A switching zone that includes sidings located wholly or partly within 6.4 km (3.98 miles) of an interchange.

Zone 2: A switching zone that includes sidings located wholly or partly within 10 km (6.21 miles) of an interchange and wholly outside inter-switching distance defined in zone 1.

Zone 3: A switching zone that includes sidings located wholly or partly within 20 km (12.43 miles) of an interchange and wholly outside inter-switching distances in zones 1 and 2.

Zone 4: A switching zone that includes sidings located wholly or partly within 30 km (18.64 miles) of an interchange and wholly outside inter-switching distances defined in zones 1, 2 and 3.

Zone 5: The CTA sets additional charges for a switch carrier's circuitous movement that occurs wholly within Zone 4, to reach a customer of more than 40 KM (24.86 miles) from interchange. The charge is computed in dollars per kilometer, per car, on the distance from the interchange to the siding. Not a CTA standard, the Zone 5 charge is for SCRS coding purposes and totals together the Zone 4 charge and the circuitous movement charge set by the CTA.

3.4   Price Authority

The Price Authority fields in SCRS identify the rail publication (such as a contract, quote, or tariff) granting carriers access to a customer facility and/or containing switch pricing. The Price Authority fields denoted with an asterisk (*) below are required for Closed, Open, and Restricted records. No Price Authority info is allowed on Local records. Price Authority information includes:

- Reference Identification Qualifier (TS, PR, CT; Railinc web app defaults to TS)*

- Tariff Agency Code (the SCAC of the serving carrier; Railinc web app defaults this to SCAC of carrier entering the record)

- Publication Authority

- Issuing Carrier Identifier (the alpha portion of the authority, e.g. "BNSF" in "BNSF 8005")

- Reference Identification* (the numeric portion of the authority, e.g. "8005" in "BNSF 8005"; Railinc web app defaults to ten '9's)

- Price Authority Suffix

- Tariff Item Number (for HC/JS situations, this should be the applicable OPSL Note numbers)

- Tariff Supplement Identifier

- Tariff Section Number

- Price Authority Item Number Suffix

Specific Price Authority values which should be used for certain record types are as follows:

- Issuing Carrier Identifier:
  - **OPSL** is used for Closed records as well as for Handling Carrier or Junction Settlement records.
  - **CSAA** is used by NS & CSXT for the Conrail Shared Asset customers.
- Reference Identification:
  - **6000** is used for Closed, Handling Carrier, and Junction Settlement records.
  - **1999** is used by NS & CSXT for Conrail Shared Asset customers.
  - Tariff Item Number: the associated OPSL Note number is used for Handling Carrier and Junction Settlement records (i.e., **3200** for BNSF, **3500** for UP, **3223** for KCS, etc.).

3.5   Junctions/Interchanges

The point where the switch occurs between two railroads is represented by an interchange. The interchange point is required on all SCRS records with an Open or Restricted switch status. Only the interchange points that are used to access the customer should be entered. The interchange must be a valid interchange in the Railinc Interchange file (JUNC). Only Normal (N), Operating (O), Revenue (V), and Indirect Haulage (C) interchange types can be used within SCRS. Multiple interchange points for the Industry can be entered on a single record in SCRS.

3.6   Charges

SCRS is capable of capturing switch charges related to the service being performed. Charges can be captured by per car, per net ton, and minimum/maximum charges. Charges can be restricted by a variety of parameters such as commodity, equipment size, equipment capacity, direction (received/forwarded), etc. Haulage, joint facility, and other specially-negotiated charges between carriers are not captured in SCRS, but the switching charges associated with those types of movements can be.

3.7   Shipment Condition Codes

Condition Codes are used in conjunction with SCRS records that have a Restricted switch status. The condition codes represent the restriction(s) on the industry access. **At least one condition code must be used on Restricted records. Condition codes CANNOT be used on a record with a Local, Closed, or Open switch status.**

The conditions that can be used in SCRS to restrict industry access are found and defined in the industry [Directory of Shipment Conditions](#), published by Railinc. They are:

RSAS SCRS Accessorial Service Restriction

RSAT SCRS AAR Car Type Restriction

RSCA SCRS Carrier Restriction

RSCG SCRS Carrier/Geography Restriction

RSCO SCRS Commodity Restriction

RSCS SCRS Commonly Served Rail Points Restriction

RSCT SCRS Car Type Restriction

RSDR SCRS Direct Route Restriction

RSDS SCRS Designation Service Restriction

RSGR SCRS Geography Restriction

RSHJ Serving Carrier Relationship

RSHZ TIH/PIH/Hazmat Restriction

RSIN SCRS Interstate/Intrastate Restriction

RSIS SCRS Interchange Service Restriction

RSJF SCRS Joint Facility Restriction

RSLC SCRS Line Haul Carrier Restriction

RSMD SCRS Mechanical Designation Restriction

RSNC SCRS Non-Competitive Restriction

RSOC SCRS Other Serving Carrier Restriction

RSOS SCRS Origin Service Restriction

RSPT Access Restricted by Patron

RSSR SCRS SPLC Range Restriction

RSVR SCRS Volume Restriction

3.7.1   Condition Code Examples

The following are some examples of commonly used condition codes with a brief description of their usage and a screenshot from Railinc's SCRS Web application. For a detailed description of these and other codes, as well as how to properly use condition groups (i.e., Relationship field in the SCRS application), please see the Railinc Directory of Shipment Conditions.

RSCA – Restricts reciprocal switching to apply or not to apply for a specific carrier(s)

Example of Plus (P Connection) Interpretation:

Charge Details	Price Authority	Junctions	Shipment Conditions			
Connection	Relationship	Group Number	Condition Code	Condition Value	From	To
P	I		RSCA	BNSF		

Condition Text: "Reciprocal switching will apply only for BNSF."

Example of Minus (M Connection) Interpretation:

Charge Details	Price Authority	Junctions	Shipment Conditions			
Connection	Relationship	Group Number	Condition Code	Condition Value	From	To
M	I		RSCA	CN		

Condition Text: "Reciprocal switching will not apply for CN."

Switch charges for the carrier(s) meeting the conditions should also be entered into record.

RSCG – restricts reciprocal switching to apply/not apply from, to or in connection with specified carriers.

Examples of RSCG used to code a handling carrier relationship between Class I and short line:

In this example, the WN is a handling carrier for the UP. On the UP record the coding would be as follows:

Charge Details	Price Authority	Junctions	Shipment Conditions			
Connection	Relationship	Group Number	Condition Code	Condition Value	From	To
P	I		RSCG	C	WN	

Condition Text: "Reciprocal switching will apply only in connection with WN."

Conversely, on the WN record the coding would look like this:

Charge Details	Price Authority	Junctions	Shipment Conditions			
Connection	Relationship	Group Number	Condition Code	Condition Value	From	To
P	I		RSCG	C	UP	

Condition Text: "Reciprocal switching will apply only in connection with UP."

RSCO – Restricts reciprocal switching to specific commodities and optionally to inbound or outbound movements. A range of STCCs can be entered using this condition code. When restriction involves a Hazardous Material Commodity use the HMRC (48xxxxx or 49xxxxx) associated with that commodity, or use the RSPT condition code for general TIH/PIH/Hazmat restrictions.

Example of RSCO code used in the negative ('M' Connection) to restrict reciprocal switching on one specific commodity (STCC 2911957):

SCRS Details	Price Authority	Charges/Junctions		Shipment Conditions			
Connection	Relationship	Group Number	Condition Code	Condition Value		From	To
M	I		RSCO			2911957	

Condition Text: "Reciprocal switching will not apply on shipments of STCC 2911957."

RSDS - Restricts the application of reciprocal switching when a certain specified carrier or carriers serve the destination.

RSDO - Restricts the application of reciprocal switching when a certain specified carrier or carriers serve the origin.

Example of RSDS and RSDO codes used in conjunction with each other:

Charge Details	Price Authority	Junctions		Shipment Conditions			
Connection	Relationship	Group Number	Condition Code	Condition Value		From	To
P	O	1	RSDS			GC	
P	O	1	RSOS			GC	

Condition Text: "Reciprocal switching will apply only when the destination point is served by GC or Reciprocal switching applies only when the origin point is served by GC."

Switch charges for the carrier(s) meeting the conditions should also be entered into record.

RSGR – Restricts reciprocal switching to apply or not apply when from or to a specified geography.

Charge Details	Price Authority	Junctions		Shipment Conditions			
Connection	Relationship	Group Number	Condition Code	Condition Value		From	To
P	O	1	RSGR	F		SP	OR
P	O	1	RSGR	F		SP	WA

Condition Text: "Reciprocal switching will apply only from state postal abbreviation OR from state postal abbreviation WA."

Switch charges for all carriers at that location should also be entered into the record.

3.8   Private Agreements

When a private agreement exists, the serving carrier should be the one to enter the private record in SCRS, and designate the carrier with whom the agreement applies as the Authorized SCAC.

Private records only need to be captured when the associated switch charges are privately negotiated between the carriers in the agreement. Private records are only accessible to the carriers within the agreement.

3.9   Intermediate Switching

Intermediate switching is the movement of loaded or empty railcars in switch service from the interchange tracks of one carrier to the interchange tracks of another carrier within designated switching limits. The railroad performing the service bills the forwarding carrier through monthly inter-carrier switch settlement and does not participate in the line haul.

The required information changes when capturing an intermediate switch in SCRS. Instead of a customer industry CIF, send the CIF for the headquarters of the carrier performing the intermediate switch. The SCAC and FSAC is the location where the switch is performed. The switch status code is "O" and physically served flag is "Y". Identify the publication authority as a Contract "CT", Tariff "TS" or "PR".

Note: While SCRS has the capability to capture intermediate switch charges in the manner described above, there are currently no industry initiatives to populate this data into SCRS or to use SCRS for intermediate switch charge settlement. Therefore, it is not required at this time to enter these records into SCRS.

Appendix A MATRIX (How to Enter Common SCRS Records)

ACCESS TYPE	TOTAL # OF RECORDS IN SCRS	SCRS DETAILS TAB (in Railinc web app)				SHIPMENT CONDITIONS TAB	TARIFF AGENCY CODE	PRICE AUTHORITY TAB			JUNCTIONS TAB	COMMENTS
		PUBLIC OR PRIVATE	SWITCH STATUS	SWITCH TYPE CODE	PHYSICALLY SERVED (aka Response Code)	SHIPMENT CONDITIONS		ISSUING CARRIER ID	REFERENCE ID	TARIFF ITEM # (always optional)	RULE 260 CODE & SCAC	
PUBLISHED IN RR'S SWITCHING TARIFF/CIRCULAR	1	Public	O/R	n/a	Y, unless SCAC granting access to other RR(s) isn't phys serving carrier (e.g. served by short line)	n/a if (O)pen; Required if (R)estricted (use any conditions which apply, RSCG, RSCO, RSNC, etc.)	SCAC of serving carrier	Alpha portion of tariff/circ publication name	Numeric portion of tariff/circ	If applicable	R260s & SCACs required for carriers for whom switch access applies	
CLOSED CUSTOMER ONLY PHYS SERVED BY ONE RR	1	Public	C	n/a	Y	n/a	SCAC of serving carrier	OPSL	6000	n/a	n/a	
LOCAL CUSTOMER	1	Public	L	n/a	Y	n/a	n/a	n/a	n/a	n/a	n/a	
JOINT FACILITY	1	Public	R	JF	Y for physically serving carrier	+ RSJF w/SCAC of other RR(s) party to JF agrmt	SCAC of serving carrier	Not Required	Required (but default of ten "9"s is ok)	Not Required	R260s & SCACs required for carriers for whom JF access applies	Can enter private records for receivables
TRACKAGE RIGHTS	2 minimum	Public	C	TR	Y	N/A	SCAC of serving carrier	Not Required	Required (but default of ten "9"s is ok)	N/A	N/A	Can enter private records for receivables
HAULAGE	2 minimum	Public	C	n/a for phys serving RR; HA for RR(s) receiving haulage	Y for physically serving carrier providing haulage; N for other RR(s) receiving haulage	n/a	SCAC of serving carrier	Not Required	Required (but default of ten "9"s is ok)	Not Required	n/a	Can enter private records for receivables
MULTIPLE ACCESS	2 minimum	Public	O/R/C	MA (for all records)	Y	n/a if (O)pen or (C)losed; Required if (R)estricted	SCAC of serving carrier	OPSL (or another applicable ID)	6000 (or another applicable ID)	If applicable	R260s & SCACs required on Restricted record(s) for carriers w/switch	
HANDLING CARRIER (use until RSHJ implemented)	2 minimum (1 for HC as SCAC; 1+ for Class Is)	Public	R	HC (for phys serving carrier's record & Class I(s) record for whom phys serving carrier is HC)	Y for HC; N for Class I(s) for whom HC is HC	+ RSCG w/SCAC of RR(s) w/access via HC (HC uses Class I SCACs)	SCAC of serving carrier	OPSL	6000	Applicable HC OPSL Note # (BNSF: 3200, NS: 3700, KCS: 3223, UP: 3500)	R260s & SCACs required for carriers for whom HC access applies	Can enter private records for receivables
HANDLING CARRIER	1	Public	R	HC	Y	+ RSHJ w/SCAC for each Class I RR w/HC relationship (use "Or" group for multiple SCACs)	SCAC of serving carrier	OPSL	6000	Applicable HC OPSL Note # (BNSF: 3200, NS: 3700, KCS: 3223, UP: 3500)	R260s & SCACs required for carriers for whom HC access applies	Can enter private records for receivables
JUNCTION SETTLEMENT (use until RSHJ implemented)	2 minimum (1 for JS as SCAC; 1+ for Class Is)	Public	R	JS (for phys serving carrier's record & Class I(s) record for whom phys serving carrier is JS)	Y for JS; N for Class I(s) for whom JS is JS	+ RSCG w/SCAC of RR(s) w/access via HC (HC uses Class I SCACs)	SCAC of serving carrier	OPSL	6000	Applicable JS OPSL Note # (CSXT: 3495)	R260s & SCACs required for carriers for whom JS access applies	Can enter private records for receivables
JUNCTION SETTLEMENT	1	Public	R	JS	Y	+ RSHC w/SCAC for each Class I RR w/JS relationship	SCAC of serving carrier	OPSL	6000	Applicable JS OPSL Note # (CSXT: 3495)	R260s & SCACs required for carriers for whom JS access applies	Can enter private records for receivables
THIRD PARTY (NON-RR) SERVES ON BEHALF OF RR	1	Public	O/R/C	TP	Y for RR contracting with 3rd Party	n/a if (O)pen or (C)losed; Required if (R)estricted	SCAC of RR contracting w/TP	Not Required	Required (but default of ten "9"s is ok)	Not Required	R260s & SCACs required for carriers for whom switch access applies	Can enter private records for receivables
PRIVATE AGREEMENT PROVIDES ANOTHER RR ACCESS TO AN OTHERWISE CLOSED CUSTOMER	1 (entered by RR granting access)	Private	R	n/a	Y, unless SCAC granting access to other RR(s) isn't phys serving carrier (e.g. served by short line)	+ RSCG w/SCAC of RR(s) w/access via private agrmt	SCAC of serving carrier	Not Required	Required (but default of ten "9"s is ok)	Not Required	R260 & SCAC required for carrier(s) for whom private access applies	

Appendix B Complex SCRS Examples

Example #1: Customer is served by a short line that is a handling carrier for one Class I, and that Class I makes the customer open to another Class I via its public reciprocal switch tariff/circular. There should be two records in SCRS. One record with short line SCAC, showing physically served "Yes", HC switch type, and RSHJ "HC" for Class I with the HC relationship; and another record for the Class I with HC relationship, showing physically served "No", HC switch type, and RSCA for any carriers for which reciprocal switching applies.

Short Line Record

SCRS Details Tab

SCRS Details

SCRS Details	Price Authority	Charges/Junctions	Shipment Conditions

SCAC:	KO	Location Name:	WICHITA
		State/Province:	KS
FSAC:	54700	OPSL Name:	WICHITA
CIF ID:	00806178752 0000	CIF Name:	WESTAR ENERGY INC
		SPLC:	588440000
Effective Date:	10-05-2011	Expiration Date:	12-31-9999
Reciprocal Switch Code:	R - RESTRICTED	Response Code:	YES - Physically Served
Switch Type Code:	HC - Handling Carrier	Absorbed/Unabsorbed Flag:	
Absorbed/Unabsorbed Amount:			
Shipment Condition Description: Comment:			
Source:	WEB:7342967 BNSF	Last Timestamp:	10-05-2011 11:50:02

Charges/Junctions Tab

SCRS Details

SCRS Details	Price Authority	Charges/Junctions	Shipment Conditions

Junctions

Rule260 Code	SCAC (Carrier in Route)	Junction Amount	select
WCHTA	UP		

Shipment Conditions Tab (until RSHJ is implemented, RSCG may be used)

SCRS Details

SCRS Details	Price Authority	Charges/Junctions	Shipment Conditions

Connection	Relationship	Group Number	Condition Code	Condition Value	From	To
P	I		RSHJ	HC	UP	

Class I record

SCRS Details Tab

SCRS Details

| SCRS Details | Price Authority | Charges/Junctions | Shipment Conditions |

SCAC:	UP
FSAC:	51504
CIF ID:	00806178752 0000
Effective Date:	06-26-2012
Reciprocal Switch Code:	R - RESTRICTED
Switch Type Code:	HC - Handling Carrier
Absorbed/Unabsorbed Amount:	
Shipment Condition Description:	reciprocal switching will apply only for BNSF
Comment:	
Source:	EDI UP

Location Name:	WICHITA
State/Province:	KS
OPSL Name:	WICHITA
CIF Name:	WESTAR ENERGY INC
SPLC:	588440000
Expiration Date:	12-31-9999
Response Code:	NO - Not Physically Served
Absorbed/Unabsorbed Flag:	
Last Timestamp:	06-25-2012 14:24:57

Charges/Junctions Tab

SCRS Details

| SCRS Details | Price Authority | Charges/Junctions | Shipment Conditions |

Junctions

Rule260 Code	SCAC (Carrier in Route)	Junction Amount	select
WCHTA	BNSF		○
WCHTA	BNSF		○

Shipment Conditions Tab

SCRS Details

| SCRS Details | Price Authority | Charges/Junctions | Shipment Conditions |

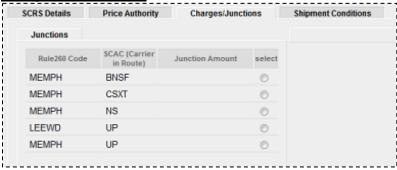| Connection	Relationship	Group Number	Condition Code	Condition Value	From	To	Description
P	I		RSCA	BNSF			

Example #2: Customer is served by one Class I and is accessible via two other Class I's via a joint facility agreement. The physically serving carrier also has made the facility open to other Class Is via its public reciprocal switching tariff on all commodities except hazmat. In this situation, there could be up to three records: one for the physically serving carrier, and one for each of the other carriers which are party to the joint facility agreement.

Physically Serving Class I's record

SCRS Details Tab

SCRS Details	Price Authority	Charges/Junctions	Shipment Conditions			
SCAC:	CN			Location Name:	MEMPHIS PRES	
				State/Province:	TN	
FSAC:	58575			OPSL Name:	MEMPHIS PRES	
CIF ID:	00139608988	0000		CIF Name:	VERTEX CHEMICAL CORP	
				SPLC:	439907000	
Effective Date:	09-23-2010			Expiration Date:	12-31-9999	
Reciprocal Switch Code:	R - RESTRICTED			Response Code:	YES - Physically Served	
Switch Type Code:				Absorbed/Unabsorbed Flag:		
Absorbed/Unabsorbed Amount:						
Shipment Condition Description:						
Comment:						
Source:	EDI CN			Last Timestamp:	09-22-2010 14:53:18	

Charges/Junctions Tab

SCRS Details	Price Authority	Charges/Junctions	Shipment Conditions

Junctions

Rule260 Code	SCAC (Carrier in Route)	Junction Amount	select
MEMPH	BNSF		◎
MEMPH	CSXT		◎
MEMPH	NS		◎
LEEWD	UP		◎
MEMPH	UP		◎

Shipment Conditions Tab (Until RSHZ is implemented, RSCO may be used. In that case, the groupings above would need to change to ensure the "and/or" logic is preserved correctly.)

SCRS Details	Price Authority	Charges/Junctions	Shipment Conditions			
Connection	Relationship	Group Number	Condition Code	Condition Value	From	To
P	O	1	RSJF	UP		
P	O	1	RSJF	BNSF		
P	O	1	RSCA		NS	
P	O	1	RSCA		CSXT	
M	I		RSHZ	HAZ		

Class I(s) with Joint Facility Access

SCRS Details Tab

SCRS Details	Price Authority	Charges/Junctions	Shipment Conditions

SCAC:	UP	Location Name:	MEMPHIS
		State/Province:	TN
FSAC:	52422	OPSL Name:	MEMPHIS
CIF ID:	00139608988 0000	CIF Name:	VERTEX CHEMICAL CORP
		SPLC:	439900000
Effective Date:	06-25-2012	Expiration Date:	12-31-9999
Reciprocal Switch Code:	R - RESTRICTED	Response Code:	NO - Not Physically Served
Switch Type Code:	JF - Joint Facility	Absorbed/Unabsorbed Flag:	
Absorbed/Unabsorbed Amount:			
Shipment Condition Description:	joint facility will apply only for CN		
Comment:			
Source:	EDI UP	Last Timestamp:	06-25-2012 17:12:21

SCRS Details	Price Authority	Charges/Junctions	Shipment Conditions

SCAC:	BNSF	Location Name:	MEMPHIS
		State/Province:	TN
FSAC:	93496	OPSL Name:	MEMPHIS
CIF ID:	00139608988 0000	CIF Name:	VERTEX CHEMICAL CORP
		SPLC:	439900000
Effective Date:	06-25-2012	Expiration Date:	12-31-9999
Reciprocal Switch Code:	R - RESTRICTED	Response Code:	NO - Not Physically Served
Switch Type Code:	JF - Joint Facility	Absorbed/Unabsorbed Flag:	
Absorbed/Unabsorbed Amount:			
Shipment Condition Description:	joint facility will apply only for CN		
Comment:			

Charges/Junctions Tab (same for each in this case)

SCRS Details	Price Authority	Charges/Junctions	Shipment Conditions

Junctions

Rule260 Code	SCAC (Carrier in Route)	Junction Amount	select
MEMPH	CN		⊙

Shipment Conditions Tab (same for each)

SCRS Details	Price Authority	Charges/Junctions	Shipment Conditions			
Connection	Relationship	Group Number	Condition Code	Condition Value	From	To
P	I		RSJF	CN		

Example #3: Customers which are open to reciprocal switch only in non-competitive situations. (These examples focus only on what should be entered on the Shipment Conditions tab; the other tabs should be relatively simple – switch status = Restricted; junctions would be whichever are applicable.)

NON-COMPETITIVE TRAFFIC ORIGIN SWITCH

Example of when a carrier performs reciprocal switching based on competitive traffic conditions:

1. The destination is a local station on the originating line haul carrier.

Connection	Relationship	Group	Condition Code	Value	From	To
P	A	1	RSNC			
P	A	1	RSDS	ORIGCARR		
P	A	1	RSCS	T	N	SCAC(x)

Condition Text: Reciprocal switching will apply when the destination is served by the originating line carrier when to points that are not commonly served by the originating carrier (SCAC(X)). RSCS must be repeated for each origin switch candidate.

2. The destination is served by a line haul carrier whose only interchange is with the originating line haul carrier.

Connection	Relationship	Group	Condition Code	Value	From	To
P	A	2	RSDS	OTHER		
P	A	2	RSIS	DESTCARR	ORIGCARR	

Condition Text: Reciprocal switching will apply when the destination is served by a carrier, other than the originating line haul carrier, whose only interchange is with originating line haul carrier.

3. The destination is not served by the switch road (SCAC(x)); but is served by the originating line haul carrier and one or more other carriers who also serve the origin. RSCS must be repeated for each origin switch candidate (SCAC(y)).

Connection	Relationship	Group	Condition Code	Value	From	To
M	I		RSDS		SCAC(x)	
P	A	3	RSDS	ORIGCARR		
P	A	3	RSCS	T	A	SCAC(y)

Condition Text: Reciprocal switching will apply when the destination is not served by the switch road (SCAC(x)); but is commonly served by the originating line haul carrier and other carriers who also serve the origin.

Important
Note: **Code these three, plus the three destination conditions, for a minimum of six (6) conditions for each customer whose open or closed status is based on the competitive nature of the traffic.**

NON-COMPETITIVE TRAFFIC DESTINATION SWITCH

Examples of when a carrier performs reciprocal switching based on competitive traffic conditions:

1. The origin is a local station on the destination line haul carrier.

Connection	Relationship	Group	Condition Code	Value	From	To
P	A	1	RSNC			
P	A	1	RSOS	DESTCARR		
P	A	1	RSCS	F	N	SCAC(x)

Condition Text: Reciprocal switching will apply when the origin is served by the destination line carrier when from points that are not commonly served by the destination carrier (SCAC(X)). RSCS must be repeated for each destination switch candidate.

2. The origin is served by a line haul carrier whose only interchange is with the destination line haul carrier.

Connection	Relationship	Group	Condition Code	Value	From	To
P	A	2	RSOS	OTHER		
P	A	2	RSIS	ORIGCARR	DESTCARR	

Condition Text: Reciprocal switching will apply when the origin is served by a carrier, other than the destination line haul carrier, whose only interchange is with the destination line haul carrier.

3. The origin is not served by the switch road (SCAC(x)); but is served by the destination line haul carrier and one or more other carriers who also serve the destination. RSCS must be repeated for each destination switch candidate (SCAC(y)).

Connection	Relationship	Group	Condition Code	Value	From	To
M	I		RSOS		SCAC(x)	
P	A	3	RSOS	DESTCARR		
P	A	3	RSCS	F	A	SCAC(y)

Condition Text: Reciprocal switching will apply when the origin is not served by the switch road (SCAC(x)); but is commonly served by the destination line haul carrier and other carriers who also serve the destination.

Important
Note: **Code these three, plus the three origin switch conditions, for a minimum of six (6) conditions for each customer whose open or closed status is based on the competitive nature of the traffic.**

Appendix C Definitions

Term	Definition
Serving Carrier	The railroad(s) of record which actually has serving responsibility for an industry
Reciprocal Switch	An arrangement between carriers where the carrier physically serving the industry performs switching service for loading or unloading on behalf of the other carrier on shipments having an immediately preceding or following line-haul movement via the other carrier
Intermediate Switch	A bridge move performed by a third railroad to exchange rail cars from one railroad to another; sometimes necessary between two carriers which either don't physically connect at all, or just don't interchange within a certain region
Station	Point established by a railroad at a location (i.e. SPLC) for operating or revenue purposes
Industry	Customer facility, which may or may not be rail served. Customer facilities are identified by CIF (Customer Identification File) numbers
SPLC	The Standard Point Location Code (SPLC) is designed to provide each point originating freight and each point receiving freight in North America with a unique code number so constructed as to identify the point with its geographic location, using two digits to identify State, County and City and three digits to identify Sub-Code. SPLCs are assigned through Railinc by the NMFTA for US and Mexican locations, and by the Canadian Transportation Agency (CTA) for Canadian locations
Lease Track	Railroad-owned track leased by a customer to store empty or loaded equipment (cars) to allow customer to control their inbound or outbound shipments. This track is not located at the customer's facility and not necessarily located in a carrier's yard but treated as an extension of a customer's facility. An 8000-series DA (delivery address) sublocation CIF should be established to identify the customer's lease track location. A SCRS record can then be added for the DA sublocation CIF.
SIT Yard	Specific type of leased track in an area where a railroad stores/holds numerous cars for multiple customers. Each customer will have a lease agreement with the railroad for a specific amount of space within the yard. An 8000-series DA (delivery address) sublocation CIF should be established to identify a customer's use of leased track at a particular SIT yard. A SCRS record can then be added for the DA sublocation CIF.
Team Track	Railroad-owned trackage provided for use by multiple customers for loading/unloading of rail equipment. An 8000-series DA (delivery address) sublocation CIF should be established to identify a customer's use of a team track at a particular location. A SCRS record can then be added for the DA sublocation CIF.
Interchange	Location at which two rail carriers exchange rail traffic (aka JUNCTION), either physically or for revenue settlement purposes, or both