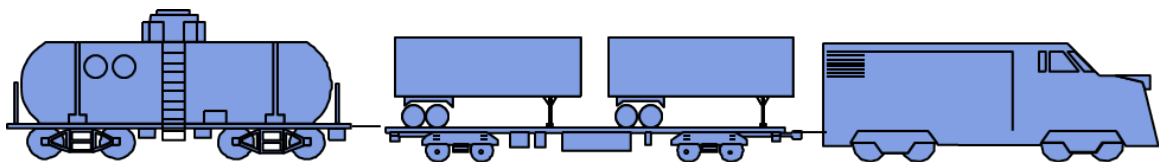# Directory of
SHIPMENT CONDITIONS

RAILINC

SHIPMENT CONDITIONS FILE
TECHNICAL ADVISORY GROUP
RAILINC
Business Services Division

IRF
ERROR FREE

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Shipment Conditions Committee History

In September 1991, the REN Implementation Committee founded the Shipment Condition File (SCF) Committee. The SCF Committee's task was to review the current shipment conditions to clarify their interpretation, identify their business use, and ensure an accurate understanding of when and how to use them.

Many questions were raised by the SCF Committee in the first meetings:

- Is the condition needed for rate application?
- Where is the source of the data for the rating condition?
- Where is the data in the 426 Revenue Waybill?
- What is the business use of the condition?
- Analysis of the condition and its grouping.
- Analysis of the values in the condition.
- Is the Shipment Condition still needed?

To further clarify the conditions, they were placed in the following categories:

a) Conditions Needed for Rate Application, and available from the customer on the bill of lading, or captured in a revenue waybill. These are used to calculate the correct price.
b) Conditions Needed to Calculate Freight Charges, but not for price application.
c) Conditions Used as Text Items, and not used to calculate charges.
d) Conditions which are Obsolete or consolidated into other codes.

In analyzing the conditions, the SCF Committee developed the ISS/REN Shipment Conditions Code Change/Request Form to expedite enhancements to the Shipment Conditions File.

Supporting Committees

In January and April of 1995, Centralized Station Master (CSM) and Serving Carrier Reciprocal Switch (SCRS) codes were added to the Shipment Condition File (SCF). While SCF codes restrict pricing, CSM codes restrict billing, and SCRS codes restrict routing. Although CSM and SCRS codes are structured in SCF format, the three are mutually exclusive. CSM codes are only for use by the CSM Industry Reference File (IRF), and SCRS codes are only for use by SCRS IRF.

Maintenance of the SCF is now under the jurisdiction of the Interline Revenue Committee (IRC). Its subcommittees share responsibility for maintenance of the two parts of the SCF. The Rate EDI Network Task Force (REN Task Force), which reports to the Revenue Pipeline Task Force (RPTF), maintains the Shipment Condition Standards. The Customer Location Task Force (CLTF) maintains the SCRS and CSM Condition Standards and follows the same maintenance procedures as SCF codes.

If you need to contact a committee member or have questions about the Shipment Condition File, contact Railinc at 1-877-RAILINC or (877) 724-5462 for assistance. Alternatively send an email to csc@railinc.com with subject "Interline Committee Contacts".

The Role Of Usage Documents

In 2011 the REN Task Force developed a set of Shipment Condition Usage Documents for all the shipment condition codes, to be used as a companion to the information published in the Directory of Shipment Conditions. The information in the Usage Documents goes into greater detail on the source of data to support shipment condition code application as found in EDI transaction sets for Rail Carrier Shipment Information (404), Rail Carrier Waybill Interchange (417) and Rail Revenue Waybill (426). The Usage Documents would be most useful to information technology staff working on systems to support the use of shipment conditions in REN, while the Directory of Shipment Conditions is directed more towards business users at railroads applying shipment condition codes in REN, CSM or SCRS. For that reason, Usage Documents for individual shipment conditions may not be specifically mentioned in this directory.

If you have an inquiry about a Usage Document for a specific shipment condition code, contact Railinc at 1-877-RAILINC or (877) 724-5462 for assistance. Alternatively send an email to csc@railinc.com with subject "Revenue Pipeline Task Force Contacts".

How To Use the Directory

The current shipment conditions are shown in Shipment Condition Standards beginning on page 36. In the front of this section, three tables list shipment condition codes by code order, subject order and category.

Each condition code is completed using the Word request form entitled, "Shipment Condition Code Update", with an explanation of each field. This form is to be completed for all shipment condition code requests. This applies for proposals of new conditions or for proposals involving changes, deletions or additions to an existing condition code.

ShipCondCodeUpDt. doc

New Code or Code Change Request Form Instructions

Section 1 - Condition Analysis

CONDITION CODE:

This is a four-position Shipment Condition Code. To aid in recognition, the code should be an acronym of the condition description. (e.g., ARCT is the code established for the condition that qualifies AAR Car Types). When adding a new condition, create an appropriate code.

APPLICATION CATEGORY

For all new conditions proposed, indicate the appropriate application category. The application category is used to classify the condition in terms of its use in computerized rating systems.

Application Category 1 codes restrict the application of the price. All information that is needed to determine whether or not the price applies is found on or may be derived from the EDI 417 waybill.

Application Category 2 codes restrict the application of the price. There is not currently sufficient information that is found on or may be derived from the EDI 417 waybill to determine whether or not the price applies.

Application Category 3 codes do not restrict the application of the price. However, they do affect the calculation of the total charges. Based on the individual carrier's price selection hierarchy, they may determine which price is applied to a particular waybill.

Application Category 4 codes are text only. They neither restrict the application of the price nor affect the calculation of the total charges.

Application Category 5 codes are unresolved. (NOTE: This category is currently not used.)

Application Category 6 codes are codes which have been eliminated. (NOTE: This category is currently not used.)

Application Category 7 codes restrict the application of the price. However, there is currently no practical way for a computerized system to determine whether or not the price applies.

Application Category 8 codes are used by the SCRS file to specify the conditions which qualify a station for reciprocal switching. This category may only be used on the SCRS file. NOT on prices!

Application Category 9 codes are used by the CSM file to indicate that a station is subject to information found in the specified note of the OPSL 6000 series publication. This code may ONLY be used on the CSM file - NOT on prices! (NOTE: This category is currently not used.)

TITLE

This is a short description of the condition. When adding a new condition, describe the condition briefly in this field and use key words or abbreviations that will help identify its use to others.

DESCRIPTION

This field describes the condition in terms that users can readily understand so they may determine if this condition is appropriate for their situation. The description field is limited to 60 characters.

NEEDED FOR RATE APPLICATION (Y/N)

The answer to this section is based on information found in the Revenue Waybill (426 transaction set), see [Using Shipment Condition Codes in Rail Rate EDI Transactions](#) on page 235 of the manual (EDI) for an explanation of the 426 segment. In order to answer "Yes", the information required to evaluate the condition must be collected or derived electronically.

NEEDED TO CALCULATE TOTAL CHARGES (Y/N)

The answer to this question is based on whether or not the condition code is needed to calculate total freight charges.

426 DATA SEGMENT

Specify the appropriate 426 data segment (if any) that may provide the necessary information to determine whether or not the condition is satisfied.

DATA ELEMENT

Specify the appropriate data element within the 426 data segment (if any) which may provide the necessary information to satisfy this condition.

BUSINESS USE

State the business purpose this condition addresses. Also, if any, state the restrictions the condition imposes on the price.

'+' INTERPRETATION

In a few sentences state the positive interpretation of the condition code, if applicable.

'-' INTERPRETATION

In a few sentences state the negative interpretation of the condition code, if applicable.

DEPENDENCIES

List all conditions (if any) that must be used in conjunction with this code, and list any condition which must not be used when this code appears.

Section 2 - Value Analysis

VALUE 'V' FIELD

Describe the allowable 'Value' entries.

FORMAT   ___ A/N OR ___ N

When filling in the format area, 'A/N' indicates the 'Value' field will contain alphanumeric information while an 'N' indicates numeric.

FIELD LENGTH ( )

Field Length indicates the number of characters allowed in this field including the number of decimal places. (e.g., 4.2 is four positions to the left of the decimal, the decimal point itself, and 2 positions to the right of the decimal point).

REF. MARKS (APPENDIX H) ( )

The allowable edit entries for 'Reference Marks' may be found in Appendix H of the manual.

RANGE F FIELD

Describe the allowable 'From' entries. (NOTE: Even though this field is designated as a "range", many times the input is not a range.)

FORMAT _____ **A/N** OR _____ **N**

When filling in the format area, 'A/N' indicates the 'Value' field will contain alphanumeric information while an 'N' indicates numeric.

FIELD LENGTH ( )

Field Length indicates the number of characters allowed in this field including the number of decimal places. (e.g., 4.2 is four positions to the left of the decimal, the decimal point itself, and 2 positions to the right of the decimal point).

REF. MARKS (APPENDIX H) ( )

The allowable edit entries for 'Reference Marks' may be found in [Appendix H](#) of the manual.

RANGE T FIELD

Describe the allowable 'To' entries. (NOTE: Even though this field is designated as a "range", many times the input is not a range.)

FORMAT _____ **A/N** OR _____ **N**

When filling in the format area, 'A/N' indicates the 'Value' field will contain alphanumeric information while an 'N' indicates numeric.

FIELD LENGTH ( )

Field Length indicates the number of characters allowed in this field including the number of decimal places. (e.g., 4.2 is four positions to the left of the decimal, the decimal point itself, and 2 positions to the right of the decimal point).

REF. MARKS (APPENDIX H) ( )

The allowable edit entries for 'Reference Marks' may be found in [Appendix H](#) of the manual.

DATA SOURCE

Specify any available electronic data sources other than the 426 waybill, where information to support this condition may be found.

Section 3 - Published Text

RECOMMENDED TEXT:

In this field establish the English text that you would like to see for this condition. 'V', 'F', and 'T' correspond to the 'Value' field, the 'Range From' field and the 'Range To' field, respectively. If 'Value', 'Range From' and 'Range To' fields will be used, then insert one 'V', 'F' and 'T', respectively, into the text wherever these entries should be displayed, (e.g., Price applies in equipment with inside length equal to or greater than 'F' but not exceeding 'T'). All variations of optional and mandatory field usage including both positive and negative interpretations are to be displayed.

INDEX

List the subject areas one would search for this condition in an index of all available condition codes.

RECOMMENDATIONS & COMMENTS

In this field describe the changes, additions or deletions made to the existing code or any other specific comments related to the newly proposed condition code. Additionally, use this field to indicate where a "best usage" interpretation is located.

Field Edit Conventions

When transmitting shipment condition codes, the following conventions are required:

- All EDI segments are transmitted compressed.

- When an EDI translator package uncompressed the 10-position shipment condition field, it recognizes it as alpha/numeric and, therefore, left justifies the output.

- Numeric fields are zero filled for the number of required digits. This means a field N[2.0] would be filled with 00. The Range From field default is 0 and the Range To field default is 9s if an entry is required. The number of digits must be filled for REN transmission. If a decimal point is required, it is included in the field. An entry of N[4.2] is four positions to the left of the decimal, the decimal point itself, and 2 positions to the right of the decimal point.

- Fields requiring feet and inches should be entered in the form NNN-NN for length, and NN-NN for width and height. The lowest value is 000-00 and the highest value is 999-99 for length. For width and height, the lowest value is 00-00 and the highest is 99-99. (NOTE: All 9s (for example, 999-99) in the Range To field designates that anything over the value in the Range From field is allowed.)

- Fields requiring an item number may enter an item in the form 'NNNNNNNNNN', or two items in the form 'NNNN,NNNN', or a range of items in the form 'NNNN-NNNN'. The delimiting comma or dash may be placed at any location within the field.

Shipment Condition Maintenance Procedures

Proposal, Review and Approval

To request a new code or changes to an existing code, follow these steps:

1. Submit the completed "Shipment Condition Code Change/Request Form" to Railinc via email. In the email, include a business case to support the proposal outlining the goal. Be prepared to discuss how the shipment condition will help achieve the goal and provide examples supporting the proposed use including business risks.

2. **For SCRS and CSM conditions**, Railinc will distribute the request via email to the CLTF where it will be reviewed. An effective date will be established and the CLTF will approve by voice vote per the Interline Revenue Committee Rules of Order and the process ends here for SCRS and CSM conditions.

   For freight conditions, Railinc will distribute the request via email to the REN Task Force. An effective date will be established and the REN Task Force will approve by voice vote per the Interline Revenue Committee Rules of Order.

3. For freight conditions, the REN Task Force will present the request to the Revenue Pipeline Task Force (RPTF) for final approval by voice vote per the Interline Revenue Committee Rules of Order.

Distribution of Changes

Railinc will make any system changes as a result of the request. For changes that also require EDI changes, the availability of the shipment condition will be dependent on the EDI release schedules. The change will then be published and a notification sent to the appropriate parties with a link to the updated Shipment Condition Directory.

A history file containing modifications to the Shipment Condition Codes will be stored by Railinc for a period of at least five years.

How Codes Work

WHAT IS A SHIPMENT CONDITION?

A shipment condition qualifies the application of a price. Shipment conditions are used to qualify prices for a shipment on a basis other than origin, destination, commodity, and weight. Shipment conditions can include anything from equipment types to accessorial services and annual volume agreement. Shipment conditions are contained in tariffs and other price lists in language that describes the price qualifiers. For example, a shipment condition may be stated as:

> "The price applies to all shipments moving in box cars."

This statement is easily understood to a human, but computers, on the other hand, have a difficult time recognizing relevant information that is contained in free form text. Now, if the REN (Rate EDI Network) is to work correctly, the appropriate shipment conditions that are attached to each price must be transmitted electronically in a form that the computer can understand. Each   shipment condition has been assigned a four character code. Within each code, there may be many alternatives to further define the price qualifications. Therefore, in order to provide the user with a multitude of options for transmitting shipment qualifications in a standardized manner, seven other parts are associated with the assigned code:

- Value
- Range From
- Range To
- Plus or minus value
- Group number
- Connector Code ("And", "Or", or "Independent")
- Column number

WHAT IS THE ABSENCE OF A SHIPMENT CONDITION?

If a shipment condition is not present, there is no restriction beyond general industry practices.

WHAT ARE SHIPMENT CONDITION APPLICATION CATEGORIES?

Shipment condition application categories group conditions by their usage. There are 5 categories in use today.

Category 1 shipment conditions are required for price application. All information that is needed to determine whether or not the price applies is found on or may be derived from the EDI 417 waybill

Category 2 shipment conditions are also required for price application. Category 2 differs from category 1 in that the information required to qualify the price cannot currently be derived from the EDI 417 waybill.

Category 3 shipment conditions do not restrict the price, but are necessary for the calculation of total freight charges.

Category 4 shipment conditions are text only. They neither restrict the price nor are they necessary for calculation of total freight charges.

Category 7 shipment conditions restrict the application of the price however, there is currently no practical way for a computerized system to determine whether or not the price applies.

Category 8 shipment conditions are used exclusively by the SCRS file to qualify a station for reciprocal switching. These codes are not to be used on prices. NOTE: Category 5 and 6 are no longer used.

Code, Value, Ranges

Four parts of the condition code involve the condition itself. We call these parts the Code, Value, Range From, and Range To.

CODE ABBREVIATIONS

Each code is a four-letter abbreviation for the name of the condition it describes. ARMD, for example, stands for Association of American Railroads Mechanical Designation.

LOOKING UP CODES

A list of all the shipment conditions and shipment condition codes is included in this document. The list is organized alphabetically by condition code. Various index sorts are included to aid in selecting a proper code.

VALUES, RANGES

The systems receiving the transmission use a standard set of values and ranges taken from official industry documents. The entry for each condition in this document tells you what the acceptable values and ranges are for that condition.

Let's break down some typical conditions into Code, Value, Range, From, and Range To.

If the condition is: "The price applies only to cars owned by the BNSF Railway Company that have car numbers

Code	Value	Range From	Range To
EQID	BNSF	123456	200000

In this case, the code is EQID (for "Equipment I.D."). The Value and ranges define the condition in more detail.

- The Value in this example is any valid mark as published in the Universal Machine Language Equipment Register (Umler).

- The Range From describes the low end of the group of car numbers the price applies to as published in Umler.

- The Range To describes the high end of the range of car numbers the price applies to as published in Umler.

Here's another example. The condition is: "The price applies only to cars with doors between 5'8" and 6'4" wide."

In code, the condition looks like this:

Code	Value	Range From	Range To
EQDW		05-08	06-04

- The Code is EQDW (for "Equipment Door Width").

- There is no Value for this condition. Some conditions have no Value; others have no range (s).

- The Range From is 5'8". Feet and inches are always entered in the form NN-NN or width and height or NNN-NN for length. The lowest possible value is 000-00.

- The Range To is 6'4". Feet and inches are always entered in the form NN-NN for width and height or NNN-NN for length. The highest possible value is 999-99.

SPECIAL CONDITIONS

You can use special shipment condition codes to refer to conditions that are published in another document, to refer to existing division agreements, or to define special conditions that are difficult to enter from a waybill. However, these conditions are viewed as "text" by the receiving system and, as a result, are not used by a computerized rating system.

Suppose you want to refer to a certain rule item in BNSF 501, such as item 250. Here's how you'd do that in code:

Code	Value	Range From	Range To
TEXT	BNSF	501	250

You may want to indicate that an entire rules tariff or circular governs a particular price docket. Here's how that looks in code, using BNSF 501 again as an example.

Code	Value	Range From	Range To
TEXT	BNSF	501	

Condition Code Logic

The other four parts of a condition code have to do with the logical relationship between conditions. After transmission, the receiving system should follow the rules outlined below when it applies more than one condition to a price.

PLUS OR MINUS VALUE

A plus sign (+) indicates that the condition does apply. A minus sign (-) indicates that the condition is not allowed. (ANSI X12 standards do not permit the transmission of "+" or "-'; these are converted to "P" and "M" for transmission purposes.)

EXCEPTIONS

Minus logic helps you handle conditions which disqualify the price. (The price is disqualified, or does not apply, when conditions marked with a minus sign exist.) The same logical links within and between groups that we describe below apply to exceptions.

Suppose the price applies to all cars with an inside length less than 52'8", except cars owned by the BNSF Railway Company.

Here's how these conditions look in code:

Plus/Minus	Code	Value	Range From	Range To
+	EQIL		000-00	052-08
-	OWNR	BNSF		

(EQIL stands for "Equipment inside length". OWNR stands for "Equipment ownership".)

Notice that we've used two different types of codes. One has Ranges and no Value. The other has a Value and no Ranges. You can combine them even if they aren't the same type.

GROUP NUMBER/IDENTIFIER

The group number links conditions into AND ('A'), OR ('O'), or independent ('I') groups. All conditions with the same number belong to the same group. The group number has no meaning other than combining conditions together. Numbers 1 through 9 and letters A through Z may be used.

AND/OR/INDEPENDENT CONNECTOR CODE

The And/Or/Independent connector code tells the receiving system how a group of conditions is linked with the other conditions that have been sent.

AND ('A') GROUP

An AND ('A') designation means that all the conditions in the group must be met for the price to apply.

Here's an example:

> \+ And 1 Condition A
> \+ And 1 Condition B
> \+ And 1 Condition C

The group number 1 in front of all three conditions tells you that they belong to the same AND ('A') group. The AND ('A') means that A and B and C must be met for the price to apply.

Here's an example which uses actual shipment condition codes:

The price covers box cars that are owned by the BNSF Railway Company and have an inside length of 52'8" or less. In code it looks like this:

Plus/Minus	A/O/I	GRP	Code	Value	Range From	Range To
+	A	1	OWNR	BNSF		
+	A	1	EQIL		000-00	052-08
+	A	1	GECT	BX		

If all conditions in the group are met, the price applies. Caution should be used when using AND ('A') groups. They should be used only in connection with other AND ('A') groups as discussed later. See section on links between groups.

OR ('O') GROUP

An OR ('O') designation means that the price applies if any one condition in the group is met.

Here's an OR group example:

> \+ Or 2 Condition D
> \+ Or 2 Condition E
> \+ Or 2 Condition F

The group number 2 in front of the conditions tells you that they belong to the same OR ('O') group. The OR ('O') means that Condition D or Condition E or Condition F must be met for the price to apply.

Here's an example using actual codes:

The price applies to cars that are owned by BNSF Railway Company or have an inside length of 52'8" or less.

Here's how that looks:

Plus/Minus	A/O/I	GRP	Code	Value	Range From	Range To
+	O	2	OWNR	BNSF		
+	O	2	EQIL		000-00	052-08

If any one condition in the group is met, the price applies.

Links Between Groups

The logical links between groups depend on whether the groups are AND ('A') or OR ('O') groups.

AND ('A') GROUPS

AND ('A') groups are linked to each other with an "OR". Spelled out, the logic looks like this:

> \+ And 1 Condition A
> \+ And 1 Condition B
> >   OR
> \+ And 2 Condition D
> \+ And 2 Condition E
> \+ And 2 Condition F
> >   OR
> \+ And 3 Condition G
> \+ And 3 Condition H

In other words, the components of Group 1 or the components of Group 2 or the components of Group 3 must be met for the price to apply. The components within each group are determined by the And/Or/Independent code.

OR ('O') GROUPS

Conversely, OR ('O') groups are linked with an "AND". The logical links between OR groups look like this:

    + Or 1 Condition A
    + Or 1 Condition B
            AND
    + Or 2 Condition D
    + Or 2 Condition E
    + Or 2 Condition F
            AND
    + Or 3 Condition G
    + Or 3 Condition H

In other words, the components of Group 1 and the components of Group 2 and the components of Group 3 must all be met for the price to apply. If any one group fails the test, the price does not apply.

AND ('A') + OR ('O') GROUPS

AND ('A') groups are linked to OR ('O') groups with an "AND", like this:

    + And 1 Condition A
    + And 1 Condition B
            AND
    + Or 2 Condition D
    + Or 2 Condition E
    + Or 2 Condition F

INDEPENDENT ('I') GROUPS

In certain situations, it is necessary to group conditions together in such a way that there exist two or more sets of AND ('A') groups that must all be met in order for the price to apply. These are called independent or "I" groups. These groups are "ANDed" with all other groups like this.

    + Ind 1 Condition A
    + Ind 1 Condition B
            AND
    + And 2 Condition D
    + And 2 Condition E
    + And 2 Condition F
            AND
    + Ind A Condition G
    + Ind A Condition H

COMBINING AND ('A') AND OR ('O')

Let's say you want to restrict a price by ownership and by car type (XM). You want to allow equipment owned by either railroad to qualify for the price. Here's how that looks in code:

Plus/Minus	A/O/I	GRP	Code	Value	Range From	Range To
+	O	1	OWNR	BNSF		
+	O	1	OWNR	UP		
+	A	2	ARMD	XM		
+	A	2	EQIL		000-00	052-08

This means: "The price applies to cars that are owned by the BNSF Railway Company or the Union Pacific Railroad Company and are type XM cars with an inside length of not more than 52 feet eight inches."

Let's try another example:

Plus/Minus	A/O/I	GRP	Code	Value	Range From	Range To
+	O	1	OWNR	BNSF		
+	O	1	OWNR	UP		
+	A	2	EQDW		05-00	06-00
+	A	2	EQIL		000-00	052-08
-	I		RRAS	DIVERSION		
-	I		RRAS	TRANSIT		

Here's what it means: "The price applies if the car is owned by the Union Pacific Railroad Company or the car is owned by the BNSF Railway Company, and it applies if the car has doors between five and six feet in width and the car is less than or equal to fifty-two inches in length. Also, transit and diversion privileges are not allowed." (The code RRAS stands for "Accessorial Service".)

COLUMN NUMBER

You can apply a condition to a specified column of the price by assigning a column number to that condition. Conditions with column numbers apply only to the corresponding column. Conditions without column numbers apply to all the prices contained within the appropriate transmission level (general or specific). See section on general vs. specific.

Here's an example:

Plus/Minus	A/O/I	GRP	Code	Value	Range From	Range To	Col
+	I		EQCM		0	21000	1
+	I		EQCM		21001	25000	2
+	I		EQCM		25001	27500	3

This means that the price in Column 1 applies in equipment with a cubic capacity not exceeding 21,000 gallons, Column 2 applies in equipment with a cubic capacity of 21,001 to 25,000 gallons, and Column 3 applies in equipment with a cubic capacity of 25,001 to 27,500 gallons.

Complex Restrictions

With more complex restrictions it is not always possible to keep all the codes in one group. An example of one of these complex restrictions follows:

RESTRICTION:

"Price applies only when moving in equipment with an inside length equal to or greater than 39 feet 6 inches but not exceeding 48 feet,"

        AND

"Price applies only when moving in equipment marked AAAA 100000 to AAAA 200000 with a capacity not exceeding 3000 cubic feet OR when moving in equipment marked AAAA 300000 to AAAA 400000 with a capacity between 3000 and 4000 cubic feet."

Plus/Minus	A/O/I	GRP	Code	Value	Range From	Range To
+	I		EQIL		039-06	048-00
+	A	1	EQID	AAAA	100000	200000
+	A	1	EQCM	PF	0	3000
+	A	2	EQID	AAAA	300000	400000
+	A	2	EQCM	PF	3000	4000

"I" signifies an independent code which must be considered alone. If any other groups are present, they must be considered in addition to any I groups. When more than one AND ('A') group is present, there is an implied "OR" between them. In this example we must satisfy the code in the I group. We must then satisfy both codes in group 1 or we must satisfy both codes in group 2.

EQCM is a code which means "Equipment Capacity Measure". The Value is PF which represents cubic feet. Range From is the minimum number of cubic feet permitted. Range To is the maximum number of cubic feet permitted.

The rules which govern the relationship in this example are outlined below:

- A single condition is always considered to be an INDEPENDENT ('I') type if there is no group number.

- A condition with an INDEPENDENT ('I') must be met.

- A condition or group with an INDEPENDENT ('I') type is always considered in addition to any other AND ('A') or OR ('O') type groups.

- Between all AND ('A') type groups there is an implied "OR".

With even more complex restrictions it is sometimes necessary to have multiple AND ('A'), OR ('O') or INDEPENDENT ('I') type groups. An example of one of these more complex restrictions follows:

RESTRICTION:

"Price applies only when moving in equipment with an inside length equal to or greater than 39 feet 6 inches but not exceeding 48 feet,"
        AND
"Price applies only when moving in equipment marked AAAA 100000 to AAAA 200000 with a capacity not exceeding 3000 cubic feet OR when moving in equipment marked AAAA 300000 to AAAA 400000 with a capacity between 3000 and 4000 cubic feet."
        AND
"Price applies only when for movement to a final destination in the state of Kansas, Texas or New Mexico."
        AND
"Price applies when routed for reciprocal switching at destination is performed by either UP or BNSF."

Plus/Minus	A/O/I	GRP	Code	Value	Range From	Range To
+	I		EQIL		039-06	048-00
+	A	1	EQID	AAAA	100000	200000
+	A	1	EQID	PF	0	3000
+	A	2	EQID	AAAA	300000	400000
+	A	2	EQCM	PF	3000	4000
+	O	3	ACFD	SP	KS	
+	O	3	ACFD	SP	TX	
+	O	3	ACFD	SP	NM	
+	O	4	SHSS	DEST	UP	
+	O	4	SHSS	DEST	BNSF	

INDEPENDENT ('I') signifies an Independent code which must be considered alone. If any other groups are present, they must be considered in addition to any INDEPENDENT ('I') groups. When more than one AND group is present, there is an implied "OR" between them. When more than one OR ('O') group is present there is an amplified "AND" between them.

In this example we must satisfy the code in the INDEPENDENT ('I') group. We must then satisfy both codes in AND ('A') group 1 "OR" we must satisfy both codes in AND ('A') group 2. We must then satisfy one of the codes in OR ('O') group 3 and one of the codes in OR ('O') group 4.

ACFD is a code which means "Final Destination." The Value is SP which represents State or Province. The Range From field is the two character alphabetic code for the state or province involved.

SHSS is a code which means "Switching Service." The Value is DEST which represents service at destination. The Range From field is the Standard Carrier Alphabetic Code (SCAC) for the carrier performing the switching service. This code requires switching to be performed for the price to apply.

The rules which govern this relationship are outlined below:

- A single condition is always considered to be an INDEPENDENT ('I') type if there is no group number.

- A condition with an INDEPENDENT ('I') must be met.

- A condition or group with an INDEPENDENT ('I') type is always considered in addition to any other AND ('A') or OR ('O') type groups.

- Between all AND ('A') type groups there is an implied "OR".

- Between all OR ('O') type groups there is an implied "AND".

- When AND ('A') and OR ('O') type groups are together, there is an implied "AND" between them.

- AND ('A'), OR ('O'), and INDEPENDENT ('I') type codes cannot be mixed in the same group.

- AND ('A') and OR ('O') type groups must have a group number.

- Multiple occurrences of a minus "-" value are not permitted in OR ('O') type groups.

- A single OR ('O') type code cannot be in a group; as the condition must be met, use an INDEPENDENT ('I') group.

A single condition is allowed in an "And" group when needed to qualify a price that applies only if any one of two or more "AND" groups are satisfied and one of these groups contains only one condition code. For example:

A/O/I	GRP	Code	Value	Range From	Range To
A	1	ARCT	B		
A	1	EQIL		000-00	050-00

OR

A/O/I	GRP	Code	Value	Range From	Range To
A	2	ARCT	G		
A	2	EQIL		000-00	040-00

OR

A/O/I	GRP	Code	Value	Range From	Range To
A	3	EQID	NS	12345	67890

This means that the price applies if in type "B" cars not exceeding 50ft, OR in type "G" cars not exceeding 40 ft OR in NS cars 12345 through 67890.

Processing multiple groups of shipment condition codes

There is no significance in terms of processing order, to the numbers assigned to groups.

All groups are evaluated independently for a true or false condition and do not have to be evaluated in numerical sequence.

All INDEPENDENT ('I') type groups are grouped together, regardless of order, and are "ANDed" with themselves and every other group.

All AND ('A') type groups regardless of what order they appear in, are grouped together and implied "OR"s are placed between them.

All OR ('O') type groups are grouped together, regardless of the order they appear in, and implied "AND"s are placed between them. One process for evaluating condition groups is:

1) Apply all INDEPENDENT ('I') type groups.
2) "AND" all OR ('O') type groups.
3) "OR" all AND ('A') type groups.

If the evaluation processing is done in this order it provides the maximum opportunity to complete processing with the minimum of effort.

In Step 1, if any INDEPENDENT ('I') type group results in a false condition, processing can terminate and the price can be deemed not applicable. If Step 1 produced a true condition after all evaluation is complete, proceed to Step 2.

In Step 2, if any given OR ('O') type group results in a false condition, processing can terminate and the price can be deemed not applicable. If Step 2 produces a true condition after all evaluation is complete, proceed to Step 3.

In Step 3, if any given AND ('A') type group results in a true condition, processing can terminate and the price can be deemed applicable. If Step 3 produces a false condition after all evaluation is complete, the price can be deemed not applicable.

GENERAL LEVEL CONDITIONS VS. SPECIFIC LEVEL CONDITIONS

There are two levels that exist within electronic price transmission. A price transmission is contained within a reference number called a docket. A docket is similar to a tariff item and route. Shipment condition codes can be applied to prices at two separate levels. The general level of conditions applies to all prices included in the package or docket. The specific level of conditions applies only to certain price (s) contained in the package. If you want to send one set of conditions that govern the whole package, then you'll send conditions at the general level. If you want different conditions to apply for different prices in the package, then you should enter conditions at the transmission sub-level.

In terms of combining conditions at the general and specific levels, a specific level condition may only be used to further limit a price application that has passed all tests at the general level. This means that you may not override general level conditions at the specific level. For example, if the general level states that the prices do not apply to box cars, allowing box cars to apply at the specific or sub-level is not permitted. Restricting the price to 50' box cars at the specific level would be permitted, however, since this condition refined the general level condition.

A special case exists when the transmission includes shipment condition groups that are sent separately in a 490 transaction set (See 490 – Rate Group Definition on page 240 for details). These dynamic groups are contained within a separate docket (reference) number. The shipment conditions that make up the group are sent as a list in the separate transaction set. Groups of this nature may be sent before

any prices reference them. They operate independently of other condition codes and other groups. For this reason, the condition groups must be interpreted separately and "ANDed" with all other groups.

The rules for utilizing conditions at the general and specific level are as follows:

- All condition codes contained within a dynamic group at the general level must be evaluated successfully as a stand-alone group before any other evaluation at that level can begin.

- All condition groups contained within the general level must be evaluated successfully with all other groups and conditions before any other evaluation can begin.

- All general level condition codes must be evaluated successfully before any evaluation of specific level condition codes can begin.

- Specific level condition codes may further describe or qualify condition codes at the general level. The same rules regarding dynamic groups apply.

- At any level only condition codes which are categorized as price qualifiers may be used to disqualify a price.

- At the specific level, category 3 and 4 codes will take precedence over conflicting category 3 and 4 codes at the general level.

An example of two levels of condition codes follows:

RESTRICTION:

Price applies to movements in box cars.

On movements in "A" type box cars, the price applies when moving in equipment with an inside length less than or equal to 53'06".

On movements in "B" type box cars, the price applies when moving in equipment with an inside length equal to or greater than 53'06 and less than or equal to 60'03".

General Level

Plus/Minus	A/O/I	GRP	Code	Value	Range From	Range To
+	O	1	ARCT	A		
+	O	1	ARCT	B		

Specific Level

Plus/Minus	A/O/I	GRP	Code	Value	Range From	Range To
+	A	1	ARCT	A		
+	A	1	EQIL		000-00	053-06
+	A	2	ARCT	B		
+	A	2	EQIL		053-06	060-03

The general level must be evaluated first. ARCT is a code which means "AAR Car Type." The Value is A or B which represents the first digit of the AAR car type code as found in the Railway Equipment Register (RER).

This OR ('O') type group must be satisfied before the specific level can be evaluated. This means that the shipment must move in box car equipment.

The specific level contains another ARCT condition which further qualifies the ARCT condition at the general level. When more than one AND ('A') group is present, there is an implied "OR" between them.

We must satisfy both codes in AND ('A') group 1, or we must satisfy both codes in AND ('A') group 2. This means there must be a movement in "A" type cars whose inside length does not exceed 53'06", or a movement in "B" type cars whose inside length is greater than of equal to 53'06" and does not exceed 60'03".

General level conditions cannot be overturned at the specific level. If the general level specified that the shipment must consist of "A" and "B" type cars, then this condition must be met before the specific level can be evaluated. Thus a shipment tendered in type "N" equipment would not pass at the general level.

RESTRICTION:

If both TVAM and TVAP are used, then only one TVTP needs to be used; however, two TVTPs are also acceptable. See chart below.

Plus/Minus	A/O/I	Grp	Code	Value	Range From	Range To
+	I	1	TVAP	PC	95	
+	I	1	TVAM	PC	600	
+	I	1	TVTP	Year	1	

OR

Plus/Minus	A/O/I	Grp	Code	Value	Range From	Range To
+	I	1	TVAP	PC	95	
+	I	1	TVTP	Year	1	
+	I	2	TVAM	PC	600	
+	I	2	TVTP	Year	1	

WARNING: Using an "A" (And) is risky to use as a value in the A/O/I field. An "I" (Independent) is a better value to use in the A/O/I field because of the relationship to other groups. Keep in mind that an "A" (And) group will be an "Or" relationship with any other "A" (And) group.

Shipment Condition Code Index

Sorted by Code

Code	Subject	Title	Category
ABPR	Price and Charges	A+B Pricing (Instantaneous Pricing Initiative)	4
ACFD	Geography	Final Destination	1
ACPO	Geography	Prior Origin	1
ARCT	Equipment Type	AAR Car Type	1
ARMD	Equipment Type	Equipment Mechanical Designation	1
ASGN	Equipment Ownership	Equipment Assigned	1
BKSL	Internal Price Adjustments	Blanket Increase Indicator	4
BLNT	Bill of Lading	Bill of Lading Notification	4
BUND	Price and Charges	Bundled Service	2
CCRN	Rules	Canadian Classification Rule Number	4
CFPU	Price and Charges	Cubic Feet Per Unit	3
CMPA	Geography	Combination Price Authority Indicator	7
COMB	Price and Charges	Combination/Rule 11 Application	1
CPAY	Accessorial Service	Customer Responsible for Payment of Accessorial Service	3
DETN	Equipment Usage	Detention	4
EQBT	Equipment Type	Equipment Body Type	1
EQCC	Equipment Usage	Equipment Transportation Condition Code	1
EQCD	Equipment Usage	Equipment Car Directive	1
EQCM	Equipment Size	Equipment Capacity Measure	1
EQCP	Equipment Type	Equipment Clearance Plate	1
EQCW	Equipment Type	Equipment Capacity Total Allowable Weight	1
EQDH	Equipment Size	Equipment Side Door Height	1
EQDW	Equipment Size	Equipment Side Door Width	1
EQFT	Equipment Type	Equipment Fitting Type	1
EQGT	Equipment Usage	Equipment Guarantee	4
EQIC	Equipment Ownership	Intermodal Chassis Equipment	7
EQID	Equipment Ownership	Equipment Identification	1
EQIH	Equipment Size	Equipment Inside Height	1
EQIL	Equipment Size	Equipment Inside Length	1
EQIW	Equipment Size	Equipment Inside Width	1
EQLA	Equipment Size	Equipment Tare Weight Plus Lading Weight	1
EQOD	Equipment Substitution	Equipment Other Than Ordered	1
EQOH	Equipment Size	Equipment Outside Height	1
EQOL	Equipment Size	Equipment Outside Length	1
EQOS	Equipment Ownership	Equipment Ownership Status	1
EQOW	Equipment Size	Equipment Outside Width	1
EQPD	Equipment Car Hire	Equipment Per Diem Rate	1
EQPL	Equipment Usage	Equipment Pool Number	1

Code	Subject	Title	Category
EQPT	Equipment Type	Equipment Protected by Tarpaulin	4
EQPT	Lading Packaging	Equipment Protected by Tarpaulin	4
EQSD	Equipment Type	Equipment Side Door	1
EQTC	Equipment Usage	Umler Transportation Code	1
FRET	Price and Charges	Free Return	4
FRET	Lading Packaging	Free Return	4
GECT	Equipment Type	General Car Type	1
GEOP	Accessorial Service	Geographic Location for Services	3
GEOP	Geography	Geographic Location for Services	3
GEOP	Service Transit Time	Geographic Location for Services	3
GTRT	Service Transit Time	Guarantee Transit Time	4
HZMT	Lading Commodity	Hazardous Materials (HMRC 49) Cross Reference	4
INCM	Lading Commodity	Incidental Commodity	4
INCM	Price and Charges	Incidental Commodity	4
ISCO	Intermodal	Intermodal Service Code	1
ISEL	Price Adjustment	Selective Increase Indicator	4
LADN	Geography	Lading Transfer Facility	7
LAFC	Price and Charges	Lading Freight Charge	1
LAHT	Lading Dimensions	Lading Height	2
LALE	Lading Dimensions	Lading Length	2
LAML	Lading	Lading Multiple Lots	2
LAML	Volume	Lading Multiple Lots	2
LAML	Weight	Lading Multiple Lots	2
LANP	Lading	Lading Number Pieces	2
LAPC	Lading Commodity	Lading Prior Commodity (Contamination)	4
LAPD	Lading Dimensions	Lading Piece Dimensions	2
LAPM	Carrier/Mode/Routes	Lading Prior Mode	2
LAPW	Lading Dimensions	Lading Piece Weight	2
LAPW	Weight	Lading Piece Weight	2
LASM	Carrier/Mode/Routes	Lading Subsequent Mode	2
LAUD	Lading	Lading to be Unloaded At Destination	4
LAUD	Movement Geography	Lading to be Unloaded At Destination	4
LAWI	Lading Dimensions	Lading Width	2
LFAC	Demurrage	Loading Facility	7
LIBO	Liability and Claims	Full Liability Option	2
LIDA	Liability and Claims	Liability Deduct Amount	4
LIDP	Liability and Claims	Liability Deduct Percentage	4
LILA	Liability and Claims	Limited Liability Allowance Amount	4
LIMC	Liability and Claims	Liability Minimum Claim	4
LIMD	Liability and Claims	Liability Maximum Amount	4
LIME	Liability and Claims	Liability Maximum Amount of 10 Million or Greater	4
LOAD	Demurrage	Allowance to Load	4

Code	Subject	Title	Category
MCHG	Accessorial Service	Minimum Freight Charge	3
MCHG	Price and Charges	Minimum Freight Charge	3
MILE	Accessorial Service	Mileage Basis	3
MILE	Price and Charges	Mileage Basis	3
MIMA	Equipment Car Hire	Mileage Allowance	3
MIXC	Lading	Mixed Shipment Application	7
MIXC	Price and Charges	Mixed Shipment Application	7
MMCA	Accessorial Charges	Minimum/Maximum Charges	3
MMCA	Price and Charges	Minimum/Maximum Charges	3
MPSC	Accessorial Service	Mechanical Protective Service (MPS) Charge	3
MPSC	Price and Charges	Mechanical Protective Service (MPS) Charge	3
MVCC	Rules	Movement To Be Handled at Carrier's Convenience	4
MXWT	Price and Charges	Maximum Weight Per Equipment Unit	1
NALL	Allowances	Exclude Contract Allowance	4
NALL	Price and Charges	Exclude Contract Allowance	4
NPDM	Equipment Car Hire	No Per Diem/Mileage	4
ONEC	Geography	One Consignor/Consignee	4
ONEC	Patron	One Consignor/Consignee	4
ONEC	Volume	One Consignor/Consignee	4
ONED	Geography	Consignee(s) at Destination	7
ONED	Patron	Consignee(s) at Destination	7
ONED	Volume	Consignee(s) at Destination	7
ONEO	Geography	Consignor(s) at Origin	7
ONEO	Patron	Consignor(s) at Origin	7
ONEO	Volume	Consignor(s) at Origin	7
OWNR	Equipment Ownership	Equipment Owner	1
PACK	Lading Packaging	Package Type	1
PATR	Patron	Price Restricted by Patron	1
PAYA	Price and Charges	Payable Currency	3
PCMS	Geography	Pooling of Cars	7
PCMS	Volume	Pooling of Cars	7
PDRD	Accessorial Service	Accessorial Service Mile Radius	3
PFDE	Geography	Patron Delivery Facility	4
PFDE	Patron	Patron Delivery Facility	4
PFOR	Geography	Patron Origin Facility	4
PFOR	Patron	Patron Origin Facility	4
PILE	Miscellaneous	Loaded from Stockpile	7
PRPU	Price Document	Previous Publication	4
PSMT	Volume	Per Shipment Tender	1
RBOE	Lading Value	Rate Based on Value Exceeding Ten Thousand Dollars	2
RBOV	Lading Value	Rate Based on Value	2
RCAF	Price Escalation	Rail Cost Adjustment Factor	4

Code	Subject	Title	Category
RELO	Price Document	Equipment Reload	7
REND	Price Document	Renewal Date	4
RENP	Price Document	Renewal Period	4
RETS	Rules	Returned Shipment	7
RFTP	Accessorial Service	Record for Transit	2
RFTP	Transit	Record for Transit	2
RIAS	Accessorial Service	Price does or does not Include Accessorial Service	3
RIAS	Price and Charges	Price does or does not Include Accessorial Service	3
RISK	Liability and Claims	Owners Liability	4
RLCM	Equipment Usage	Reload Prior Commodity	7
RLCM	Lading Commodity	Reload Prior Commodity	7
RLVU	Liability and Claims	Released Valuation	4
RRAS	Accessorial Charges	Rates Restricted by Accessorial Service	2
RRAS	Price and Charges	Rates Restricted by Accessorial Service	2
RTCA	Price Document	Rate Cancellation Notification	4
RTCH	Price Document	Rate Change Notification	4
RTPM	Equipment Usage	Rate Prior Movement	4
RTPM	Movement Geography	Rate Prior Movement	4
RTPM	Price Document	Rate Prior Movement	4
RTSM	Equipment Usage	Rate Subsequent Move	4
RTSM	Movement Geography	Rate Subsequent Move	4
RTSM	Price Document	Rate Subsequent Move	4
RTUD	Carrier/Mode/Routes	Route Ultimate Destination	7
RTUD	Movement Geography	Route Ultimate Destination	7
SACC	Accessorial Service	Special Accessorial Charges	3
SACD	Accessorial Service	Special Accessorial Charges – Large Amount	3
SCAC	Accessorial Service	Carrier Identity	3
SCAC	Carrier/Mode/Routes	Carrier Identity	3
SCOT	Miscellaneous	Special Condition Only Temporary	7
SCTF	Bill of Lading	LFVC Certification	4
SCTF	Weight	LFVC Certification	4
SHPY	Volume	Shortage Payment Shipper	4
SHPZ	Volume	Shortage Payment Other Than Shipper	4
SHSS	Switching	Switching Service	2
SHTY	Movement Geography	Shipment Type	2
SPCM	Equipment Type	Idler Car Minimum Weight	3
SPCM	Weight	Idler Car Minimum Weight	3
SPCT	Equipment Type	Multiple Idler Cars	7
SPCT	Price and Charges	Multiple Idler Cars	7
SPCU	Equipment Type	Idler Car Usage	1
SPCU	Price and Charges	Idler Car Usage	1
SPEC	Accessorial Service	Special Train Service	2

Code	Subject	Title	Category
STOR	Accessorial Service	Storage	7
STXT	Rules	Sub Text	4
SURC	Accessorial Service	Subject to Surcharges	3
SURC	Price and Charges	Subject to Surcharges	3
SWCA	Switching	Reciprocal Switch Charge	3
SWMV	Switching	Switch Movement	3
TCCC	Equipment Usage	Tank Car CPC 1232 Compliance	1
TCIT	Equipment Usage	Tank Car Insulation Type	1
TCJM	Equipment Usage	Tank Car Jacket Material	1
TCSS	Equipment Usage	Tank Car Stenciled Shipping Specification	1
TCST	Equipment Usage	Tank Car Tank Shell Thickness	1
TEXT	Rules	Refer Text Item	4
TIDW	Service Transit Time	Day of Week	1
TIEV	Service Transit Time	Time of Event	7
TLDD	Accessorial Service	Transload Destination	3
TLDD	Movement Geography	Transload Destination	3
TLDD	Multimodal	Transload Destination	3
TLDO	Accessorial Service	Transload Origin	3
TLDO	Movement Geography	Transload Origin	3
TLDO	Multimodal	Transload Origin	3
TVAM	Volume	Tender Aggregate Minimum	4
TVAP	Volume	Tendered Aggregate Percentage	4
TVEA	Equipment Usage	Equipment Availability	2
TVEA	Volume	Equipment Availability	2
TVTP	Volume	Time Volume Time Period	7
TVTR	Volume	Total Volume; Tier Rate	7
UFCR	Rules	UFC Rule Number	4
UNLD	Demurrage	Allowance to Unload	4
VLAD	Volume	Volume Administer	4
VNID	Geography	Vehicle Identification Number	2
VNPL	Geography	Auto Manufacturing Origin Plant	2
WCOM	Weight	Weight Computation	3

Sorted by Subject

Code	Subject	Title	Category
MMCA	Accessorial Charges	Minimum/Maximum Charges	3
RRAS	Accessorial Charges	Rates Restricted by Accessorial Service	2
CPAY	Accessorial Service	Customer Responsible for Payment of Accessorial Service	3
GEOP	Accessorial Service	Geographic Location for Services	3
MCHG	Accessorial Service	Minimum Freight Charge	3
MILE	Accessorial Service	Mileage Basis	3
MPSC	Accessorial Service	Mechanical Protective Service (MPS) Charge	3
PDRD	Accessorial Service	Accessorial Service Mile Radius	3
RFTP	Accessorial Service	Record for Transit	2
RIAS	Accessorial Service	Price does or does not Include Accessorial Service	3
SACC	Accessorial Service	Special Accessorial Charges	3
SACD	Accessorial Service	Special Accessorial Charges – Large Amount	3
SCAC	Accessorial Service	Carrier Identity	3
SPEC	Accessorial Service	Special Train Service	2
STOR	Accessorial Service	Storage	7
SURC	Accessorial Service	Subject to Surcharges	3
TLDD	Accessorial Service	Transload Destination	3
TLDO	Accessorial Service	Transload Origin	3
NALL	Allowances	Exclude Contract Allowance	4
BLNT	Bill of Lading	Bill of Lading Notification	4
SCTF	Bill of Lading	LFVC Certification	4
LAPM	Carrier/Mode/Routes	Lading Prior Mode	2
LASM	Carrier/Mode/Routes	Lading Subsequent Mode	2
RTUD	Carrier/Mode/Routes	Route Ultimate Destination	7
SCAC	Carrier/Mode/Routes	Carrier Identity	3
LFAC	Demurrage	Loading Facility	7
LOAD	Demurrage	Allowance to Load	4
UNLD	Demurrage	Allowance to Unload	4
EQPD	Equipment Car Hire	Equipment Per Diem Rate	1
MIMA	Equipment Car Hire	Mileage Allowance	3
NPDM	Equipment Car Hire	No Per Diem/Mileage	4
ASGN	Equipment Ownership	Equipment Assigned	1
EQIC	Equipment Ownership	Intermodal Chassis Equipment	7
EQID	Equipment Ownership	Equipment Identification	1
EQOS	Equipment Ownership	Equipment Ownership Status	1
OWNR	Equipment Ownership	Equipment Owner	1
EQCM	Equipment Size	Equipment Capacity Measure	1
EQDH	Equipment Size	Equipment Side Door Height	1
EQDW	Equipment Size	Equipment Side Door Width	1
EQIH	Equipment Size	Equipment Inside Height	1

Code	Subject	Title	Category
EQIL	Equipment Size	Equipment Inside Length	1
EQIW	Equipment Size	Equipment Inside Width	1
EQLA	Equipment Size	Equipment Tare Weight Plus Lading Weight	1
EQOH	Equipment Size	Equipment Outside Height	1
EQOL	Equipment Size	Equipment Outside Length	1
EQOW	Equipment Size	Equipment Outside Width	1
EQOD	Equipment Substitution	Equipment Other Than Ordered	1
ARCT	Equipment Type	AAR Car Type	1
ARMD	Equipment Type	Equipment Mechanical Designation	1
EQBT	Equipment Type	Equipment Body Type	1
EQCP	Equipment Type	Equipment Clearance Plate	1
EQCW	Equipment Type	Equipment Capacity Total Allowable Weight	1
EQFT	Equipment Type	Equipment Fitting Type	1
EQPT	Equipment Type	Equipment Protected by Tarpaulin	4
EQSD	Equipment Type	Equipment Side Door	1
GECT	Equipment Type	General Car Type	1
SPCM	Equipment Type	Idler Car Minimum Weight	3
SPCT	Equipment Type	Multiple Idler Cars	7
SPCU	Equipment Type	Idler Car Usage	1
DETN	Equipment Usage	Detention	4
EQCC	Equipment Usage	Equipment Transportation Condition Code	1
EQCD	Equipment Usage	Equipment Car Directive	1
EQGT	Equipment Usage	Equipment Guarantee	4
EQPL	Equipment Usage	Equipment Pool Number	1
EQTC	Equipment Usage	Umler Transportation Code	1
RLCM	Equipment Usage	Reload Prior Commodity	7
RTPM	Equipment Usage	Rate Prior Movement	4
RTSM	Equipment Usage	Rate Subsequent Move	4
TCCC	Equipment Usage	Tank Car CPC 1232 Compliance	1
TCIT	Equipment Usage	Tank Car Insulation Type	1
TCJM	Equipment Usage	Tank Car Jacket Material	1
TCSS	Equipment Usage	Tank Car Stenciled Shipping Specification	1
TCST	Equipment Usage	Tank Car Tank Shell Thickness	1
TVEA	Equipment Usage	Equipment Availability	2
ACFD	Geography	Final Destination	1
ACPO	Geography	Prior Origin	1
CMPA	Geography	Combination Price Authority Indicator	7
GEOP	Geography	Geographic Location for Services	3
LADN	Geography	Lading Transfer Facility	7
ONEC	Geography	One Consignor/Consignee	4
ONED	Geography	Consignee(s) at Destination	7
ONEO	Geography	Consignor(s) at Origin	7
PCMS	Geography	Pooling of Cars	7
PFDE	Geography	Patron Delivery Facility	4

Code	Subject	Title	Category
PFOR	Geography	Patron Origin Facility	4
VNID	Geography	Vehicle Identification Number	2
VNPL	Geography	Auto Manufacturing Origin Plant	2
ISCO	Intermodal	Intermodal Service Code	1
BKSL	Internal Price Adjustments	Blanket Increase Indicator	4
LAML	Lading	Lading Multiple Lots	2
LANP	Lading	Lading Number Pieces	2
LAUD	Lading	Lading to be Unloaded At Destination	4
MIXC	Lading	Mixed Shipment Application	7
HZMT	Lading Commodity	Hazardous Materials (HMRC 49) Cross Reference	4
INCM	Lading Commodity	Incidental Commodity	4
LAPC	Lading Commodity	Lading Prior Commodity (Contamination)	4
RLCM	Lading Commodity	Reload Prior Commodity	7
LAHT	Lading Dimensions	Lading Height	2
LALE	Lading Dimensions	Lading Length	2
LAPD	Lading Dimensions	Lading Piece Dimensions	2
LAPW	Lading Dimensions	Lading Piece Weight	2
LAWI	Lading Dimensions	Lading Width	2
EQPT	Lading Packaging	Equipment Protected by Tarpaulin	4
FRET	Lading Packaging	Free Return	4
PACK	Lading Packaging	Package Type	1
RBOE	Lading Value	Rate Based on Value Exceeding Ten Thousand Dollars	2
RBOV	Lading Value	Rate Based on Value	2
LIBO	Liability and Claims	Full Liability Option	2
LIDA	Liability and Claims	Liability Deduct Amount	4
LIDP	Liability and Claims	Liability Deduct Percentage	4
LILA	Liability and Claims	Limited Liability Allowance Amount	4
LIMC	Liability and Claims	Liability Minimum Claim	4
LIMD	Liability and Claims	Liability Maximum Amount	4
LIME	Liability and Claims	Liability Maximum Amount of 10 Million or Greater	4
RISK	Liability and Claims	Owners Liability	4
RLVU	Liability and Claims	Released Valuation	4
PILE	Miscellaneous	Loaded from Stockpile	7
SCOT	Miscellaneous	Special Condition Only Temporary	7
LAUD	Movement Geography	Lading to be Unloaded At Destination	4
RTPM	Movement Geography	Rate Prior Movement	4
RTSM	Movement Geography	Rate Subsequent Move	4
RTUD	Movement Geography	Route Ultimate Destination	7
SHTY	Movement Geography	Shipment Type	2
TLDD	Movement Geography	Transload Destination	3
TLDO	Movement Geography	Transload Origin	3

Code	Subject	Title	Category
TLDD	Multimodal	Transload Destination	3
TLDO	Multimodal	Transload Origin	3
ONEC	Patron	One Consignor/Consignee	4
ONED	Patron	Consignee(s) at Destination	7
ONEO	Patron	Consignor(s) at Origin	7
PATR	Patron	Price Restricted by Patron	1
PFDE	Patron	Patron Delivery Facility	4
PFOR	Patron	Patron Origin Facility	4
BUND	Price and Charges	Bundled Service	2
ISEL	Price Adjustment	Selective Increase Indicator	4
ABPR	Price and Charges	A+B Pricing (Instantaneous Pricing Initiative)	4
CFPU	Price and Charges	Cubic Feet Per Unit	3
COMB	Price and Charges	Combination/Rule 11 Application	1
FRET	Price and Charges	Free Return	4
INCM	Price and Charges	Incidental Commodity	4
LAFC	Price and Charges	Lading Freight Charge	1
MCHG	Price and Charges	Minimum Freight Charge	3
MILE	Price and Charges	Mileage Basis	3
MIXC	Price and Charges	Mixed Shipment Application	7
MMCA	Price and Charges	Minimum/Maximum Charges	3
MPSC	Price and Charges	Mechanical Protective Service (MPS) Charge	3
MXWT	Price and Charges	Maximum Weight Per Equipment Unit	1
NALL	Price and Charges	Exclude Contract Allowance	4
PAYA	Price and Charges	Payable Currency	3
RIAS	Price and Charges	Price does or does not Include Accessorial Service	3
RRAS	Price and Charges	Rates Restricted by Accessorial Service	2
SPCT	Price and Charges	Multiple Idler Cars	7
SPCU	Price and Charges	Idler Car Usage	1
SURC	Price and Charges	Subject to Surcharges	3
PRPU	Price Document	Previous Publication	4
RELO	Price Document	Equipment Reload	7
REND	Price Document	Renewal Date	4
RENP	Price Document	Renewal Period	4
RTCA	Price Document	Rate Cancellation Notification	4
RTCH	Price Document	Rate Change Notification	4
RTPM	Price Document	Rate Prior Movement	4
RTSM	Price Document	Rate Subsequent Move	4
RCAF	Price Escalation	Rail Cost Adjustment Factor	4
CCRN	Rules	Canadian Classification Rule Number	4
MVCC	Rules	Movement To Be Handled at Carrier's Convenience	4
RETS	Rules	Returned Shipment	7
STXT	Rules	Sub Text	4

Code	Subject	Title	Category
TEXT	Rules	Refer Text Item	4
UFCR	Rules	UFC Rule Number	4
GEOP	Service Transit Time	Geographic Location for Services	3
GTRT	Service Transit Time	Guarantee Transit Time	4
TIDW	Service Transit Time	Day of Week	1
TIEV	Service Transit Time	Time of Event	7
SHSS	Switching	Switching Service	2
SWCA	Switching	Reciprocal Switch Charge	3
SWMV	Switching	Switch Movement	3
RFTP	Transit	Record for Transit	2
LAML	Volume	Lading Multiple Lots	2
ONEC	Volume	One Consignor/Consignee	4
ONED	Volume	Consignee(s) at Destination	7
ONEO	Volume	Consignor(s) at Origin	7
PCMS	Volume	Pooling of Cars	7
PSMT	Volume	Per Shipment Tender	1
SHPY	Volume	Shortage Payment Shipper	4
SHPZ	Volume	Shortage Payment Other Than Shipper	4
TVAM	Volume	Tender Aggregate Minimum	4
TVAP	Volume	Tendered Aggregate Percentage	4
TVEA	Volume	Equipment Availability	2
TVTP	Volume	Time Volume Time Period	7
TVTR	Volume	Total Volume; Tier Rate	7
VLAD	Volume	Volume Administer	4
LAML	Weight	Lading Multiple Lots	2
LAPW	Weight	Lading Piece Weight	2
SCTF	Weight	LFVC Certification	4
SPCM	Weight	Idler Car Minimum Weight	3
WCOM	Weight	Weight Computation	3

Sorted by Category

Code	Subject	Title	Category
ACFD	Geography	Final Destination	1
ACPO	Geography	Prior Origin	1
ARCT	Equipment Type	AAR Car Type	1
ARMD	Equipment Type	Equipment Mechanical Designation	1
ASGN	Equipment Ownership	Equipment Assigned	1
COMB	Price and Charges	Combination/Rule 11 Application	1
EQBT	Equipment Type	Equipment Body Type	1
EQCC	Equipment Usage	Equipment Transportation Condition Code	1
EQCD	Equipment Usage	Equipment Car Directive	1
EQCM	Equipment Size	Equipment Capacity Measure	1
EQCP	Equipment Type	Equipment Clearance Plate	1
EQCW	Equipment Type	Equipment Capacity Total Allowable Weight	1
EQDH	Equipment Size	Equipment Side Door Height	1
EQDW	Equipment Size	Equipment Side Door Width	1
EQFT	Equipment Type	Equipment Fitting Type	1
EQID	Equipment Ownership	Equipment Identification	1
EQIH	Equipment Size	Equipment Inside Height	1
EQIL	Equipment Size	Equipment Inside Length	1
EQIW	Equipment Size	Equipment Inside Width	1
EQLA	Equipment Size	Equipment Tare Weight Plus Lading Weight	1
EQOD	Equipment Substitution	Equipment Other Than Ordered	1
EQOH	Equipment Size	Equipment Outside Height	1
EQOL	Equipment Size	Equipment Outside Length	1
EQOS	Equipment Ownership	Equipment Ownership Status	1
EQOW	Equipment Size	Equipment Outside Width	1
EQPD	Equipment Car Hire	Equipment Per Diem Rate	1
EQPL	Equipment Usage	Equipment Pool Number	1
EQSD	Equipment Type	Equipment Side Door	1
EQTC	Equipment Usage	Umler Transportation Code	1
GECT	Equipment Type	General Car Type	1
ISCO	Intermodal	Intermodal Service Code	1
LAFC	Price and Charges	Lading Freight Charge	1
MXWT	Price and Charges	Maximum Weight Per Equipment Unit	1
OWNR	Equipment Ownership	Equipment Owner	1
PACK	Lading Packaging	Package Type	1
PATR	Patron	Price Restricted by Patron	1
PSMT	Volume	Per Shipment Tender	1
SPCU	Equipment Type	Idler Car Usage	1
SPCU	Price and Charges	Idler Car Usage	1
TCCC	Equipment Usage	Tank Car CPC 1232 Compliance	1
TCIT	Equipment Usage	Tank Car Insulation Type	1
TCJM	Equipment Usage	Tank Car Jacket Material	1

Code	Subject	Title	Category
TCSS	Equipment Usage	Tank Car Stenciled Shipping Specification	1
TCST	Equipment Usage	Tank Car Tank Shell Thickness	1
TIDW	Service Transit Time	Day of Week	1
BUND	Price and Charges	Bundled Service	2
LAHT	Lading Dimensions	Lading Height	2
LALE	Lading Dimensions	Lading Length	2
LAML	Lading	Lading Multiple Lots	2
LAML	Volume	Lading Multiple Lots	2
LAML	Weight	Lading Multiple Lots	2
LANP	Lading	Lading Number Pieces	2
LAPD	Lading Dimensions	Lading Piece Dimensions	2
LAPM	Carrier/Mode/Routes	Lading Prior Mode	2
LAPW	Lading Dimensions	Lading Piece Weight	2
LAPW	Weight	Lading Piece Weight	2
LASM	Carrier/Mode/Routes	Lading Subsequent Mode	2
LAWI	Lading Dimensions	Lading Width	2
LIBO	Liability and Claims	Full Liability Option	2
RBOE	Lading Value	Rate Based on Value Exceeding Ten Thousand Dollars	2
RBOV	Lading Value	Rate Based on Value	2
RFTP	Accessorial Service	Record for Transit	2
RFTP	Transit	Record for Transit	2
RRAS	Accessorial Charges	Rates Restricted by Accessorial Service	2
RRAS	Price and Charges	Rates Restricted by Accessorial Service	2
SHSS	Switching	Switching Service	2
SHTY	Movement Geography	Shipment Type	2
SPEC	Accessorial Service	Special Train Service	2
TVEA	Equipment Usage	Equipment Availability	2
TVEA	Volume	Equipment Availability	2
VNID	Geography	Vehicle Identification Number	2
VNPL	Geography	Auto Manufacturing Origin Plant	2
CFPU	Price and Charges	Cubic Feet Per Unit	3
CPAY	Accessorial Service	Customer Responsible for Payment of Accessorial Service	3
GEOP	Accessorial Service	Geographic Location for Services	3
GEOP	Geography	Geographic Location for Services	3
GEOP	Service Transit Time	Geographic Location for Services	3
MCHG	Accessorial Service	Minimum Freight Charge	3
MCHG	Price and Charges	Minimum Freight Charge	3
MILE	Accessorial Service	Mileage Basis	3
MILE	Price and Charges	Mileage Basis	3
MIMA	Equipment Car Hire	Mileage Allowance	3
MMCA	Accessorial Charges	Minimum/Maximum Charges	3
MMCA	Price and Charges	Minimum/Maximum Charges	3

Code	Subject	Title	Category
MPSC	Accessorial Service	Mechanical Protective Service (MPS) Charge	3
MPSC	Price and Charges	Mechanical Protective Service (MPS) Charge	3
PAYA	Price and Charges	Payable Currency	3
PDRD	Accessorial Service	Accessorial Service Mile Radius	3
RIAS	Accessorial Service	Price does or does not Include Accessorial Service	3
RIAS	Price and Charges	Price does or does not Include Accessorial Service	3
SACC	Accessorial Service	Special Accessorial Charges	3
SACD	Accessorial Service	Special Accessorial Charges – Large Amount	3
SCAC	Accessorial Service	Carrier Identity	3
SCAC	Carrier/Mode/Routes	Carrier Identity	3
SPCM	Equipment Type	Idler Car Minimum Weight	3
SPCM	Weight	Idler Car Minimum Weight	3
SURC	Accessorial Service	Subject to Surcharges	3
SURC	Price and Charges	Subject to Surcharges	3
SWCA	Switching	Reciprocal Switch Charge	3
SWMV	Switching	Switch Movement	3
TLDD	Accessorial Service	Transload Destination	3
TLDD	Movement Geography	Transload Destination	3
TLDD	Multimodal	Transload Destination	3
TLDO	Accessorial Service	Transload Origin	3
TLDO	Movement Geography	Transload Origin	3
TLDO	Multimodal	Transload Origin	3
WCOM	Weight	Weight Computation	3
ABPR	Price and Charges	A+B Pricing (Instantaneous Pricing Initiative)	4
BKSL	Internal Price Adjustments	Blanket Increase Indicator	4
BLNT	Bill of Lading	Bill of Lading Notification	4
CCRN	Rules	Canadian Classification Rule Number	4
DETN	Equipment Usage	Detention	4
EQGT	Equipment Usage	Equipment Guarantee	4
EQPT	Equipment Type	Equipment Protected by Tarpaulin	4
EQPT	Lading Packaging	Equipment Protected by Tarpaulin	4
FRET	Lading Packaging	Free Return	4
FRET	Price and Charges	Free Return	4
GTRT	Service Transit Time	Guarantee Transit Time	4
HZMT	Lading Commodity	Hazardous Materials (HMRC 49) Cross Reference	4
INCM	Lading Commodity	Incidental Commodity	4
INCM	Price and Charges	Incidental Commodity	4
ISEL	Price Adjustment	Selective Increase Indicator	4
LAPC	Lading Commodity	Lading Prior Commodity (Contamination)	4
LAUD	Lading	Lading to be Unloaded At Destination	4
LAUD	Movement Geography	Lading to be Unloaded At Destination	4

Code	Subject	Title	Category
LIDA	Liability and Claims	Liability Deduct Amount	4
LIDP	Liability and Claims	Liability Deduct Percentage	4
LILA	Liability and Claims	Limited Liability Allowance Amount	4
LIMC	Liability and Claims	Liability Minimum Claim	4
LIMD	Liability and Claims	Liability Maximum Amount	4
LIME	Liability and Claims	Liability Maximum Amount of 10 Million or Greater	4
LOAD	Demurrage	Allowance to Load	4
MVCC	Rules	Movement To Be Handled at Carrier's Convenience	4
NALL	Allowances	Exclude Contract Allowance	4
NALL	Price and Charges	Exclude Contract Allowance	4
NPDM	Equipment Car Hire	No Per Diem/Mileage	4
ONEC	Geography	One Consignor/Consignee	4
ONEC	Patron	One Consignor/Consignee	4
ONEC	Volume	One Consignor/Consignee	4
PFDE	Geography	Patron Delivery Facility	4
PFDE	Patron	Patron Delivery Facility	4
PFOR	Geography	Patron Origin Facility	4
PFOR	Patron	Patron Origin Facility	4
PRPU	Price Document	Previous Publication	4
RCAF	Price Escalation	Rail Cost Adjustment Factor	4
REND	Price Document	Renewal Date	4
RENP	Price Document	Renewal Period	4
RISK	Liability and Claims	Owners Liability	4
RLVU	Liability and Claims	Released Valuation	4
RTCA	Price Document	Rate Cancellation Notification	4
RTCH	Price Document	Rate Change Notification	4
RTPM	Equipment Usage	Rate Prior Movement	4
RTPM	Movement Geography	Rate Prior Movement	4
RTPM	Price Document	Rate Prior Movement	4
RTSM	Equipment Usage	Rate Subsequent Move	4
RTSM	Movement Geography	Rate Subsequent Move	4
RTSM	Price Document	Rate Subsequent Move	4
SCTF	Bill of Lading	LFVC Certification	4
SCTF	Weight	LFVC Certification	4
SHPY	Volume	Shortage Payment Shipper	4
SHPZ	Volume	Shortage Payment Other Than Shipper	4
STXT	Rules	Sub Text	4
TEXT	Rules	Refer Text Item	4
TVAM	Volume	Tender Aggregate Minimum	4
TVAP	Volume	Tendered Aggregate Percentage	4
UFCR	Rules	UFC Rule Number	4
UNLD	Demurrage	Allowance to Unload	4

Code	Subject	Title	Category
VLAD	Volume	Volume Administer	4
CMPA	Geography	Combination Price Authority Indicator	7
EQIC	Equipment Ownership	Intermodal Chassis Equipment	7
LADN	Geography	Lading Transfer Facility	7
LFAC	Demurrage	Loading Facility	7
MIXC	Lading	Mixed Shipment Application	7
MIXC	Price and Charges	Mixed Shipment Application	7
ONED	Geography	Consignee(s) at Destination	7
ONED	Patron	Consignee(s) at Destination	7
ONED	Volume	Consignee(s) at Destination	7
ONEO	Geography	Consignor(s) at Origin	7
ONEO	Patron	Consignor(s) at Origin	7
ONEO	Volume	Consignor(s) at Origin	7
PCMS	Geography	Pooling of Cars	7
PCMS	Volume	Pooling of Cars	7
PILE	Miscellaneous	Loaded from Stockpile	7
RELO	Price Document	Equipment Reload	7
RETS	Rules	Returned Shipment	7
RLCM	Equipment Usage	Reload Prior Commodity	7
RLCM	Lading Commodity	Reload Prior Commodity	7
RTUD	Carrier/Mode/Routes	Route Ultimate Destination	7
RTUD	Movement Geography	Route Ultimate Destination	7
SCOT	Miscellaneous	Special Condition Only Temporary	7
SPCT	Equipment Type	Multiple Idler Cars	7
SPCT	Price and Charges	Multiple Idler Cars	7
STOR	Accessorial Service	Storage	7
TIEV	Service Transit Time	Time of Event	7
TVTP	Volume	Time Volume Time Period	7
TVTR	Volume	Total Volume; Tier Rate	7

Shipment Condition Standards

ABPR

Effective Date: 03/01/2016

SECTION 1 – CONDITION ANALYSIS

Condition Code:	ABPR
Application Category:	4
Title:	A + B Pricing (Instantaneous Pricing Initiative)
Description:	Indicates that a price was generated from the A + B Pricing Initiative (Instantaneous Pricing Initiative).
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	An indicator attached to a price showing that the source of the price is a combination of an 'A' price and a 'B' price.
Plus (+) Interpretation:	Indicates that a price was generated from the A + B Pricing Initiative (Instantaneous Pricing Initiative).
Minus (-) Interpretation:	n/a
Dependencies:	n/a

SECTION 2 – VALUE ANALYSIS

Value V Field:	n/a	
	Format:	
	Field Length:	
	Ref. Marks (Appendix H):	2
Range F Field:	n/a	
	Format:	
	Field Length:	
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	
	Field Length:	
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	This price was generated from the A + B Pricing Initiative (Instantaneous Pricing Initiative) by the participating carriers.
Index:	Price and Charges
Recommendations and Comments:	n/a
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for the Edit:	n/a

ACFD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	ACFD
Application Category:	1
Title:	Final Destination
Description:	Indicates that shipment must move as specified.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N1, N4
Data Element:	98 (N1), 156 (N4), 19 (N4)
Business Use:	This condition is used to specify an ultimate final destination other than the waybill destination stated - e.g., a proportional rate may be defined for a carrier to their junction with an actual final destination required.
Plus (+) Interpretation:	Price applies on shipments moved to final destination specified.
Minus (-) Interpretation:	Price does not apply on shipments moved to final destination specified.
Dependencies:	May be used with COMB to indicate proportional price to destinations specified. Often used with LASM to indicate mode to final destination.

SECTION 2 – VALUE ANALYSIS

Value Field:	Appendix E Geographical Codes	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Values corresponding to geographic type in 'V' field.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	Optional upper range for Zips, 4-digit U.S. County SPLCs, FSACs, and OPSLs. When FSACs or OPSLs are used, the SCAC in the RANGE F and T fields must be the same.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,3
Data Source:	Centralized Station Master	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when final destination is in 'V' of 'F'.
	Price applies when the final destination is in 'V' of 'F' through 'T'.
	Price does not apply when final destination is in 'V' of 'F'.
	Price does not apply when final destination is in 'V' of 'F' through 'T'.
Index:	Geography
Recommendations and Comments:	
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	Geographic codes
Data Source for The Edit:	CSM

ACPO

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	ACPO
Application Category:	1
Title:	Prior Origin
Description:	Indicates that shipment must move from prior origin as specified.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N1, N4
Data Element:	98 (N1), 19 (N4), 156 (N4)
Business Use:	This condition is used to specify prior origin other than the waybill origin stated - e.g., a proportional rate may be defined for a carrier from its junction with the actual prior origin required.
Plus (+) Interpretation:	Price applies on shipments moved from prior origin specified.
Minus (-) Interpretation:	Price does not apply on shipments moved from prior origin specified.
Dependencies:	May be used with COMB to indicate proportional price from prior origin specified. Often used with LAPM to indicate mode from prior origin.

SECTION 2 – VALUE ANALYSIS

Value Field:	Appendix E Geographical Codes	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Values corresponding to geographic type in 'V' field.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	Optional upper range for Zips, 4-digit U.S. County SPLCs, FSACs, and OPSLs. When FSACs or OPSLs are used, the SCAC in the RANGE F and T fields must be the same.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,5
Data Source:	Centralized Station Master	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when prior origin is in 'V' of 'F'. Price applies when the prior origin is in 'V' of 'F' through 'T'. Price does not apply when prior origin is in 'V' of 'F'. Price does not apply when prior origin is in 'V' of 'F' through 'T'.
Index:	Geography
Recommendations and Comments:	n/a
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	Geographic codes
Data Source for The Edit:	CSM

ARCT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	ARCT
Application Category:	1
Title:	AAR Car Type
Description:	Loaded in a specific car type.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restrict application to a specific car type.
Plus (+) Interpretation:	Price applies in VALUE.
Minus (-) Interpretation:	Price does not apply in VALUE.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	AAR Car Type. Dashes to qualify 'all values'. Do not show trailing dash, (e.g., 'F' would include all values in the 2nd, 3rd, and 4th position. 'F-8' would include all values in the 2nd and 4th position).	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in 'V'. Price does not apply in 'V'.
Index:	Equipment type
Recommendations and Comments:	
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	Car Type
Data Source for The Edit:	Umler

ARMD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	ARMD
Application Category:	1
Title:	Equipment Mechanical Designation
Description:	Loaded in a specific equipment type as denoted by mechanical designation entered in VALUE field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	To restrict price by mechanical designation.
Plus (+) Interpretation:	Price applies in equipment with mechanical designation code VALUE.
Minus (-) Interpretation:	Price does not apply in equipment with mechanical designation code VALUE.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	AAR mechanical designation code. Value must be a perfect match. No dashes or blanks.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with mechanical designation Code 'V'. Price does not apply in equipment with mechanical designation Code 'V'.
Index:	Equipment type
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	Umler

ASGN

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	ASGN
Application Category:	1
Title:	Equipment Assigned
Description:	Loaded in equipment assigned or unassigned to an AAR pool.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	To increase car utilization.
Plus (+) Interpretation:	Price applies in assigned or unassigned equipment.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'Y'- Assigned 'N'- Unassigned	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in 'V' equipment.
Index:	Equipment Ownership
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	Umler

BKSL

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	BKSL
Application Category:	4
Title:	Blanket Increase Indicator
Description:	Specifies the 'blanket' rate adjustment level of the price.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	The user of the price knows the 'Blanket Adjustment' level of the price and which subsequent 'Blanket Adjustments' the price may be subject to. Used to assist in applying price adjustments.
Plus (+) Interpretation:	n/a
Minus (-) Interpretation:	The price is not subject to the 'Blanket Adjustment' specified in the VALUE, RANGE F and RANGE T fields.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Carrier/Tariff/Agent Code of the publisher of the 'Blanket Adjustment'.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	3
Range F Field:	The code number of the 'Blanket Adjustment'.	
	Format:	A/N
	Field Length:	8.0
	Ref. Marks ([Appendix H](#)):	3
Range T Field:	Indicates that the price is not subject to 'Blanket Adjustments' issued 'P' (Prior) or 'S' (Subsequent) to the program named.	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks ([Appendix H](#)):	1,3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price is not subject to 'V' blanket selective increase 'F' or to 'T' increases.
Index:	Internal Price Adjustments
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

BLNT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	BLNT
Application Category:	4
Title:	Bill of Lading Notation
Description:	Specifies that a notation must be made on the bill of lading.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Requests notification of customer's intentions.
Plus (+) Interpretation:	Notation must be made on bill of lading.
Minus (-) Interpretation:	n/a
Dependencies:	When 'OT' is used, this code can be paired with another code to specify which condition must be noted on the bill of lading (e.g., LAPM).

SECTION 2 – VALUE ANALYSIS

Value Field:	Notification type: 'CN' - Contract Number 'OT' - Notation 'QN' - Quote Number 'TN' - Tariff Number	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	'V' must be specified in the bill of lading.
Index:	Bill of lading.
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

BUND

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	BUND
Application Category:	2
Title:	Bundled Service
Description:	Shipment condition indicates that the price is a bundled price, covering services such as trucking, transloading of goods between different modes of transportation, warehouse storage of goods and other services, not specifically described.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	
Data Element:	
Business Use:	To specify that the price covers bundled-type services.
Plus (+) Interpretation:	Price applies when shipment covers bundled-type services.
Minus (-) Interpretation:	n/a
Dependencies:	None.

SECTION 2 – VALUE ANALYSIS

Value Field:	Service Code from Appendix M.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	SCAC of carrier whose service is defined.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	'O' - Origin 'D' - Destination	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	'V' service to be performed at 'T' on 'F'.
Index:	Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

CCRN

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	CCRN
Application Category:	4
Title:	Canadian Classification Rule Number
Description:	Subject to or not subject to a specific 'CNC' or 'CPC' rule number.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Price restricted by specific classification and rule number.
Plus (+) Interpretation:	Subject to specified rule number.
Minus (-) Interpretation:	Not subject to specified rule number.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid classification tariff symbol. Either 'CNC' or 'CPC'.	
	Format:	A/N
	Field Length:	3.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Valid classification tariff number.	
	Format:	N
	Field Length:	4.0
	Ref. Marks (Appendix H):	3
Range T Field:	Valid classification rule number.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	n/a
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price is subject to rule 'T' of 'V' 'F'.Price is subject to 'V' 'F'.Price is not subject to rule 'T' of 'V' 'F'.Price is not subject to 'V' 'F'.
Index:	Rules
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

CFPU

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	CFPU
Application Category:	3
Title:	Cubic Feet for Unit
Description:	Indicates that the cubic feet per unit are as specified in the VALUE field. The method of calculating units involves taking the cubic capacity of the car as found in UMLER and divide by the number stated in the VALUE field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	LO
Data Element:	183 (LO), 184 (LO)
Business Use:	Specify number of cubic feet per unit to properly calculate charges.
Plus (+) Interpretation:	There are VALUE cubic feet per unit.
Minus (-) Interpretation:	n/a
Dependencies:	Must be used with rate per code PU (per unit).

SECTION 2 – VALUE ANALYSIS

Value Field:	The number of cubic feet per unit.	
	Format:	N
	Field Length:	4.4
	Ref. Marks (Appendix H):	3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	There are 'V' cubic feet per unit.
Index:	Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

CMPA

Effective Date: 08/01/2007

SECTION 1 – CONDITION ANALYSIS

Condition Code:	CMPA
Application Category:	7
Title:	Combination Price Authority Indicator
Description:	This shipment condition is to indicate to users of XML, that the rates described by this shipment condition belong to a Combination Price Authority and what format each price has.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to indicate to users of XML, that the rates described by this shipment condition belong to a Combination Price Authority and what format each price has. This is only an indicator and does not replace COMB.
Plus (+) Interpretation:	The rates described by this shipment condition belong to a Combination Price Authority.
Minus (-) Interpretation:	n/a
Dependencies:	None.

SECTION 2 – VALUE ANALYSIS

Value Field:	'OANDD' - Each price has both an origin and a destination; full price has already been derived by bringing together two corresponding legs 'OORD' – Each price is either an origin leg or a destination leg; full price must be derived from two corresponding legs in this authority	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	n/a
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	n/a
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	This is a Combination Price Authority. The price format is 'V'.
Index:	
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

COMB

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	COMB
Application Category:	1
Title:	Combination/Rule 11 Application
Description:	States method under which specified rates can be associated with other rates to calculate freight charges and bill customers. For RULE 11, COMBIN and ASPUB, the current waybill can be used to find the data. For REBILL, the data is available only if the shipment is rebilled on a single carrier. (The 426 transmission needs to be modified and customer needs to begin to provide the origin carrier with information on the type of billing they expect, and on the junction over which they expect it to be divided for Rule 11.)
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	D9, F9, R2
Data Element:	573 (D9), 573 (F9), 19 (R2), 140 (R2)
Business Use:	Several independent rates may be used to calculate the freight charges and bill a customer for a single shipment. Alternatively, railroads may specify that a particular shipment can be rated and billed using only one rate. In addition, these restrictions can apply at origin, destination, or both origin and destination.
Plus (+) Interpretation:	Shipment must be rated and billed according to value chosen.
Minus (-) Interpretation:	Applies for RULE 11 and COMBIN only. When either of these two values are chosen in the negative, shipment will not apply if billed according to Rule 11 or in Combination.
Dependencies:	Code may be accompanied by ACFD or ACPO to set geographic restrictions, and with LAPM or LASM to set modal restrictions.

SECTION 2 – VALUE ANALYSIS

Value Field:	'RULE11' - Independent freight bills must be issued for each price in the movement using independent rates. The waybill origin/destination MUST NOT equal the rate origin/destination. If used in the negative, price may not be billed in accordance with AAR Accounting Rule 11. 'COMBIN' - A single freight bill will be issued by one carrier using independent rates. The waybill origin/destination MUST NOT equal the origin/destination. If used in the negative, price will not apply in combination with other prices. 'ASPUB' - A single freight bill will be issued by one carrier using one rate for the entire shipment. The waybill origin/destination MUST equal the rate origin/destination. 'REBILL' - More than one waybill will be issued for the physical movement of the shipment. A freight bill will be issued for each waybill, and the waybill origin/destination MUST equal the rate origin/destination.
Format:	A/N
Field Length:	6.0
Ref. Marks (Appendix H):	1,3

Range F Field:	'ORIG' - applies at origin only 'DEST' - applies at destination only 'BOTH' - applies at origin and destination	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	*If 'RULE 11' in VALUE field and ORIG in RANGE F field:* • If positive; Price must be used in combination with other prices for the portion of the shipment prior to specified origin. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11. • If negative; Price may not be used in accordance with the provisions of Railway Accounting Rule 11 for the portion of the shipment prior to specified origin. *If 'RULE 11' in VALUE field and 'DEST' in RANGE F field:* • If positive; Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11. • If negative; Price may not be used in accordance with the provisions of Railway Accounting Rule 11 for the portion of the shipment subsequent to specified destination. *If 'RULE 11' in VALUE field and 'BOTH' in RANGE F field:* • If positive; Price must be used in combination with other prices for the portion of the shipment both prior to specified origin and subsequent to specified destination. Separate freight bills will be issued for each price used according to the provisions of Railway Accounting Rule 11 for the portion of the shipment both prior to specified origin and subsequent to specified destination. • If negative; Price may not be used in accordance with the provisions of Railway Accounting Rule 11 for the portion of the shipment both prior to specified origin and subsequent to specified destination. *If 'COMBIN' in VALUE field and 'ORIG' in RANGE F field:* • If positive; Price must be used in combination with other prices for the portion of the shipment prior to specified origin. A single freight bill will be issued for the entire shipment. • If negative; Price may not be used in combination with other prices for the portion of the shipment prior to specified origin. *If 'COMBIN' in VALUE field and 'DEST' in RANGE F field:* • If positive; Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. A single freight bill will be issued for the entire shipment. • If negative; Price may not be used in combination with other prices for the portion of the shipment subsequent to specified destination.
Recommended Text (cont'd)	*If 'COMBIN' in VALUE field and 'BOTH' in RANGE F field:* • If positive; Price must be used in combination with other prices for the portion of the shipment both prior to specified origin and subsequent to

	specified destination. A single freight bill will be issued for the entire shipment. • If negative; Price may not be used in combination with other prices for the portion of the shipment both prior to specified origin and subsequent to specified destination. *If 'ASPUB' in VALUE field:* • When 'ORIG' in RANGE F field, Price must not be used in combination with other prices for the portion of the shipment prior to specified origin. The waybill origin must equal the price origin. OR, • When 'DEST' in RANGE F field, Price must not be used in combination with other prices for the portion of the shipment subsequent to specified destination. The waybill destination must equal the price destination. OR, • When 'BOTH' in RANGE F field, Price must not be used in combination with other prices for the portion of the shipment both prior to the specified origin and subsequent to specified destination. The waybill origin/destination must equal the price origin/destination. *If 'REBILL in VALUE field:* • When 'ORIG' in RANGE F field: Price must be used in combination with other prices for the portion of the shipment prior to specified origin. An independent waybill will be issued for that portion of the shipment. For the portion of the shipment covered by this price, the waybill origin must equal the price origin. OR, • When 'DEST' in RANGE F field; Price must be used in combination with other prices for the portion of the shipment subsequent to specified destination. An independent waybill will be issued for that portion of the shipment. For the portion of the shipment covered by this price, the waybill destination must equal the price destination; OR, • When 'BOTH' in the RANGE F field; Price must be used in combination with other prices for the portion for the shipment both prior to specified origin and subsequent to specified destination. An independent waybill will be issued for that portion of the shipment. For the portion of the shipment covered by this price, the waybill origin/destination must equal the price origin/destination.
Index:	Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

CPAY

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	CPAY
Application Category:	3
Title:	Customer Responsible for Payment of Accessorial Service
Description:	Indicates that the specified customer is responsible for payment for service specified in RIAS or RRAS.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L1, N1
Data Element:	53 (L1), 150 (L1), 98 (N1), 93 (N1)
Business Use:	Used to indicate which customer is to pay for a specified service.
Plus (+) Interpretation:	Customer named is responsible for payment of specified service provided.
Minus (-) Interpretation:	n/a
Dependencies:	RIAS or RRAS must be used with this code.

SECTION 2 – VALUE ANALYSIS

Value Field:	Indicates the first 9 characters of CIF number.	
	Format:	N
	Field Length:	9.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Optional last 4 characters of CIF number.	
	Format:	N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Customer Information File	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	'V' 'F' is responsible for payment of service. 'V' is responsible for payment of service.
Index:	Accessorial Service
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

DETN

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	DETN
Application Category:	4
Title:	Detention
Description:	Specifies that detention charges for the amount entered in the VALUE field will be applied for the number of hours/days entered in the RANGE F field. For each hour/day in excess, the amount in the RANGE T field will apply.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	This code is used to indicate detention charges. This is not to be confused with demurrage. LOAD and UNLD can be used to specify demurrage and intermodal detention at a customer facility. Example: A train may be delayed in transit and there is a detention charge. Once cars are placed, a certain amount of time is given before demurrage is charged.
Plus (+) Interpretation:	The detention charges in the VALUE field will apply for each of the first RANGE F hours/days. For each subsequent hour/day, the charges in the RANGE T field will apply.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Dollars and cents.	
	Format:	N
	Field Length:	7.2
	Ref. Marks (Appendix H):	3
Range F Field:	HXX - Number of hours DXX - Number of days H - Hours D - Days XX - Number of hours or days	
	Format:	A/N
	Field Length:	3.0
	Ref. Marks (Appendix H):	3
Range T Field:	Dollars and cents.	
	Format:	N
	Field Length:	7.2
	Ref. Marks (Appendix H):	n/a
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• If RANGE F is 'HXX' and there is an entry in RANGE T: Detention charges will be $'V' per hour for 'F' chargeable hours. 'T' per hour will be charged for each subsequent hour. • If RANGE F is 'HXX' and there is no entry in RANGE T: Detention charges will be $'V' per hour for 'F' chargeable hours. • If RANGE F is 'DXX' and there is an entry in RANGE T: Detention charges will be $'V' per day for 'F' chargeable days. 'T' per day will be charged for each subsequent day. • If RANGE F is 'DXX' and there is no entry in RANGE T: Detention charges will be $'V' per day for 'F' chargeable days.
Index:	Equipment usage
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQBT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQBT
Application Category:	1
Title:	Equipment Body Type
Description:	Price applies in specified equipment whose body is designated as 'A' - Aluminum; 'E' - Combination; 'F' - Fiberglass Reinforced Composite; 'S' - Standard Steel; 'T' - Stainless Steel; or 'W' - Wood.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restrict application by body type.
Plus (+) Interpretation:	Price applies in VALUE equipment.
Minus (-) Interpretation:	Price does not apply in VALUE equipment.
Dependencies:	None.

SECTION 2 – VALUE ANALYSIS

Value Field:	'A' - Aluminum 'E' - Combination 'F' - Fiberglass Reinforced Composite 'S' - Standard Steel 'T' - Stainless Steel 'W' - Wood.	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in 'V' equipment. Price does not apply in 'V' equipment.
Index:	Equipment Type
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQCC

Effective Date: 10/01/2015

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQCC
Application Category:	1
Title:	Equipment Transportation Condition Code
Description:	Loaded in equipment with a specific transportation code.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	To qualify the rate of the equipment used.
Plus (+) Interpretation:	Price applies when loaded in equipment with a specific transportation condition code.
Minus (-) Interpretation:	Price does not apply when loaded in equipment with a specific transportation condition code.
Dependencies:	None.

SECTION 2 – VALUE ANALYSIS

Value V Field:	TCCD in Umler Data Specification Manual.	
	Format:	A/N
	Field Length:	1
	Ref. Marks (Appendix H):	1
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when the equipment's transportation code is 'V'. Price does not apply when the equipment's transportation condition code is 'V'.
Index:	Equipment Type
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	Umler

EQCD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQCD
Application Category:	1
Title:	Equipment Car Directive
Description:	Loaded in equipment having a specific car service directive number.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restrict application to equipment with a car service directive number.
Plus (+) Interpretation:	Price applies equipment with car service directive number VALUE.
Minus (-) Interpretation:	Price does not apply to equipment with car service directive number VALUE.
Dependencies:	None.

SECTION 2 – VALUE ANALYSIS

Value Field:	Service Directive Numbers: '145', '150', '155', '175', '435'	
	Format:	N
	Field Length:	3.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies equipment with car service directive number 'V'. Price does not apply to equipment with car service directive number 'V'.
Index:	Equipment Usage
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQCM

Effective Date: 05/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQCM
Application Category:	1
Title:	Equipment Capacity Measure
Description:	Loaded in equipment which capacity is measured in terms of cubic feet, gallons, or pounds, as specified in the V Field and equal to or greater than the amount in the F Field but not exceeding the amount in the T Field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7 - See Usage Document, Data Source fields for specifics.
Data Element:	206 (N7), 207 (N7) - See Usage Document, Data Source fields for specifics.
Business Use:	This condition is used to restrict the price to a certain capacity equipment.
Plus (+) Interpretation:	Price applies when the equipment capacity falls within the range F V to T V fields.
Minus (-) Interpretation:	Price does not apply when the equipment capacity falls within the range F V to T V fields.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'PF' - Cubic feet 'PG' - Gallons 'LB' - Pounds	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Any number expressed as NNNNNNN.	
	Format:	N
	Field Length:	7.0
	Ref. Marks (Appendix H):	3
Range T Field:	Any number expressed as NNNNNNN.	
	Format:	N
	Field Length:	7.0
	Ref. Marks (Appendix H):	3,5
Data Source:	Umler and Waybill	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when the equipment capacity falls within the range F V to T V. • Price does not apply when the equipment capacity falls within F V to T V.
Index:	Equipment Size
Recommendations and Comments:	Revised by RPTF, REN Task Force. See Usage Document for detailed usage of this shipment condition.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQCP

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQCP
Application Category:	1
Title:	Equipment Clearance Plate
Description:	Price is restricted to equipment with a specified clearance plate.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restricts price to equipment with a specific clearance plate. Equipment with specific plates can only be used in certain routes because of curvature and clearance. Note: The width of equipment does not reflect the width of the trucks.
Plus (+) Interpretation:	Applicable only in equipment having an Umler clearance code that matches the VALUE field entry.
Minus (-) Interpretation:	Not applicable in equipment having an Umler clearance code that matches the VALUE field entry.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid Umler clearance code as described in Appendix L.	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with clearance code 'V'. Price does not apply in equipment with clearance code 'V'.
Index:	Equipment Type
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQCW

Effective Date: 05/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQCW
Application Category:	1
Title:	Equipment Capacity Total Allowable Weight
Description:	Loaded in equipment which capacity is measured in terms of the total weight in pounds of the load limit and the tare weight combined (Gross Rail Load/Weight).
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7 - See Usage Document, Data Source fields for specifics.
Data Element:	206 (N7), 207 (N7) - See Usage Document, Data Source fields for specifics.
Business Use:	This condition is used to restrict the price to a certain equipment capacity.
Plus (+) Interpretation:	Price applies when the equipment capacity, measured as the total weight on rail, falls within the range F V to T V fields.
Minus (-) Interpretation:	Price does not apply when the equipment capacity, measured as the total weight on rail, falls within the range F V to T V fields.
Dependencies:	None.

SECTION 2 – VALUE ANALYSIS

Value Field:	'LB' - Pounds	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Any number expressed as NNNNNNN.	
	Format:	N
	Field Length:	7.0
	Ref. Marks (Appendix H):	3
Range T Field:	Any number expressed as NNNNNNN.	
	Format:	N
	Field Length:	7.0
	Ref. Marks (Appendix H):	3
Data Source:	Umler and Waybill.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when the equipment capacity, measured as the total weight on rail, falls within the range F V to T V. • Price does not apply when the equipment capacity, measured as the total weight on rail, falls within the range F V to T V.
Index:	Equipment Size
Recommendations and Comments:	Revised by RPTF, REN Task Force. Please see Usage Document for detailed usage of this shipment condition.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQDH

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQDH
Application Category:	1
Title:	Equipment Side Door Height
Description:	Loaded in cars whose side door height is equal to or greater than the height (feet-inches) entered in the RANGE F field but not exceeding the height (feet-inches) entered in the RANGE T field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restrict to equipment with specified side door height.
Plus (+) Interpretation:	Price applies in equipment that has side door height in RANGE F and RANGE T fields.
Minus (-) Interpretation:	Price does not apply in equipment that has side door height in RANGE F and RANGE T fields.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Feet and inches express as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3
Range T Field:	Feet and inches express as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3,5
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with a side door height opening equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches) in height. Price does not apply in equipment with a side door height opening equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches) in height.
Index:	Equipment Size
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQDW

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQDW
Application Category:	1
Title:	Equipment Side Door Width
Description:	Loaded in cars whose side door width is equal to or greater than the width (feet-inches) entered in the RANGE F field but not exceeding the width (feet-inches) entered in the RANGE T field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restrict the price to equipment with a certain side door width.
Plus (+) Interpretation:	Applicable only in equipment that has side door width stated in RANGE F and RANGE T field.
Minus (-) Interpretation:	Not applicable when equipment has side door width stated in RANGE F and RANGE T field.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Feet and inches express as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3
Range T Field:	Feet and inches express as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3,5
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with a side door width opening equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches) in width. Price does not apply in equipment with a side door width opening equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches) in width.
Index:	Equipment Size
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQFT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQFT
Application Category:	1
Title:	Equipment Fitting Type
Description:	Price restricted by equipment with a specific fitting type.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restricts price to equipment with a specific fitting type.
Plus (+) Interpretation:	Applicable only in equipment that has AAR fitting code that matches the VALUE field.
Minus (-) Interpretation:	Not applicable when equipment has AAR fitting code that matches the VALUE field.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid AAR Fitting Type Code as found in Umler	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with fitting type 'V'. Price does not apply in equipment with fitting type 'V'.
Index:	Equipment Type
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQGT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQGT
Application Category:	4
Title:	Equipment Guarantee
Description:	States the price contains a guarantee of equipment for the customer.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To provide the customer with guaranteed equipment supply.
Plus (+) Interpretation:	Price contains an equipment guarantee.
Minus (-) Interpretation:	Price does not contain an equipment guarantee.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price includes an equipment guarantee. Price does not include an equipment guarantee.
Index:	Equipment Usage
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQIC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQIC
Application Category:	7
Title:	Intermodal Chassis Equipment Ownership
Description:	Utilization of intermodal chassis equipment.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	IC
Data Element:	7 (IC), 307 (IC)
Business Use:	Provides the capability to specify that the price applies with or without an intermodal chassis as well as indicating the carrier who controls the chassis.
Plus (+) Interpretation:	Price applies when container is on an intermodal chassis.
Minus (-) Interpretation:	Price does not apply when container is on an intermodal chassis.
Dependencies:	n/a

SECTION 2 – VALUE ANALYSIS

Value Field:	Code denoting ownership status: 'H' - Highway carrier 'S' - Shipper owned or leased 'O' - Steamship lines 'R' - Railroad owned or leased	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,14
Range F Field:	Equipment owner/controller as denoted by the SCAC.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,14
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	IRF MARK for SCACs and Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	- When 'V' and 'F' are blank in the plus (+) usage: Price applies when container is shipped on an intermodal chassis. - When 'V' and 'F' are blank in the negative (-) usage: Price does not apply when container is shipped on an intermodal chassis. - When 'V' contains an entry in the plus (+) usage: Price applies when container is shipped on a 'V' intermodal chassis. - When 'V' contains an entry in the negative (-) usage: Price does not apply when container is shipped on a 'V' intermodal chassis. - When 'F' contains an entry in the plus (+) usage: Price applies when container is shipped on an intermodal chassis owned and controlled by 'F'. - When 'F' contains an entry in the negative (-) usage: Price does not apply when container is shipped on an intermodal chassis owned and controlled by 'F'.
Index:	Equipment Ownership
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQID

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQID
Application Category:	1
Title:	Equipment Identification
Description:	Loaded in equipment whose identification is denoted by an equipment mark in the VALUE field and optionally by an equipment number or by a range of equipment numbers as entered in the RANGE F and RANGE T fields.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restrict the use of a price to a particular equipment initial or equipment number series.
Plus (+) Interpretation:	Price applies in equipment with a marking that matches the VALUE and optionally the RANGE F and RANGE T fields.
Minus (-) Interpretation:	Price does not apply in equipment with a marking that matches the VALUE and optionally the RANGE F and RANGE T fields.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	AAR Equipment mark.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	Optional AAR Equipment number.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks ([Appendix H](#)):	1,8
Range T Field:	Optional AAR Equipment number.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks ([Appendix H](#)):	1,5
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with marks 'V' 'F' through 'V' 'T'. Price applies in equipment with marks 'V' 'F'. Price applies in equipment with marks 'V'. Price does not apply in equipment with marks 'V' 'F' through 'V' 'T'. Price does not apply in equipment with marks 'V' 'F'. Price does not apply in equipment with marks 'V'.
Index:	Equipment Ownership
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQIH

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQIH
Application Category:	1
Title:	Equipment Inside Height
Description:	Loaded in equipment with an inside height equal to or greater than the height (feet-inches) entered in the RANGE F field and equal to or less than the height entered into the RANGE T field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	207 (N7), 206 (N7)
Business Use:	To restrict the use of the price to equipment with specific inside height.
Plus (+) Interpretation:	Price applies in equipment that has inside height within range stated in the RANGE F and RANGE T fields.
Minus (-) Interpretation:	Price does not apply in equipment that has inside height within range stated in the RANGE F and RANGE T fields.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Feet and inches express as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3
Range T Field:	Feet and inches express as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3,5
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with an inside height equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches). Price does not apply in equipment with an inside height equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches).
Index:	Equipment Size
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQIL

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQIL
Application Category:	1
Title:	Equipment Inside Length
Description:	Loaded in equipment with an inside length equal to or greater than the length (feet-inches) entered in the RANGE F field and equal to or less than the length entered in the RANGE T field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	To restrict the use of the price to equipment with inside length within range stated in the RANGE F and RANGE T fields.
Plus (+) Interpretation:	Price applies when equipment has inside length within range stated in the RANGE F and RANGE T fields.
Minus (-) Interpretation:	Price does not apply when equipment has inside length within range stated in the RANGE F and RANGE T fields.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Feet and inches express as NNN-NN.	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3
Range T Field:	Feet and inches express as NNN-NN.	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3,5
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with an inside length equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches). Price does not apply in equipment with an inside length equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches).
Index:	Equipment Size
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQIW

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQIW
Application Category:	1
Title:	Equipment Inside Width
Description:	Loaded in equipment with an inside width equal to or greater than the width (feet-inches) entered in the RANGE F field and equal to or less than the width entered in the RANGE T field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	To restrict the use of the price to equipment with an inside width stated in the RANGE F and RANGE T fields.
Plus (+) Interpretation:	Price applies in equipment that has inside width within range stated in the RANGE F and RANGE T fields.
Minus (-) Interpretation:	Price doesn't apply in equipment that has inside width within range stated in the RANGE F and RANGE T fields.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Feet and inches express as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3
Range T Field:	Feet and inches express as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3,5
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with an inside width equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches). Price does not apply in equipment with an inside width equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches).
Index:	Equipment Size
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQLA

Effective Date: 05/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQLA
Application Category:	1
Title:	Equipment Tare Weight Plus Lading Weight
Description:	Loaded in equipment which lading weight plus equipment tare weight total is equal to or greater than the amount in the RANGE F field but not exceeding the amount in the RANGE T field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7 - See Usage Document, Data Source fields for specifics.
Data Element:	206 (N7), 207 (N7), 81 (N7), 187 (N7) - See Usage Document, Data Source fields for specifics.
Business Use:	This condition is used to restrict price to the tare weight of the equipment used plus the lading weight.
Plus (+) Interpretation:	Price applies when the equipment tare weight plus lading weight falls within the range of F V to T V fields.
Minus (-) Interpretation:	Price does not apply when the equipment tare weight plus lading weight falls within the range of F V to T V fields.
Dependencies:	None.

SECTION 2 – VALUE ANALYSIS

Value Field:	'LB' - Pounds	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Any number expressed as NNNNNNN.	
	Format:	N
	Field Length:	7.0
	Ref. Marks (Appendix H):	3
Range T Field:	Any number expressed as NNNNNNN.	
	Format:	N
	Field Length:	7.0
	Ref. Marks (Appendix H):	3
Data Source:	Umler and Waybill	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when the equipment tare weight plus lading weight total falls within the range of 'F' 'V' to 'T' 'V'. • Price does not apply when the equipment tare weight plus lading weight total falls within the range of 'F' 'V' to 'T' 'V'.
Index:	Equipment Size, Lading
Recommendations and Comments:	Revised by RPTF, REN Task Force. See Usage Document for detailed usage of this shipment condition.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQOD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQOD
Application Category:	1
Title:	Equipment Other Than Ordered
Description:	Shipper must make a notation on the bill of lading when a carrier furnishes equipment different than ordered. Carrier may substitute equipment which differs from equipment ordered as described in the VALUE field. Optionally a new minimum weight, as specified in the RANGE F field, may apply.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	N5, N7
Data Element:	203 (N5), 233 (N5), 301 (N5), 567 (N5), 206 (N7), 207 (N7)
Business Use:	Equipment availability
Plus (+) Interpretation:	Carriers may substitute equipment which differs from equipment ordered, and may optionally provide for a different minimum weight.
Minus (-) Interpretation:	Equipment substitution will not be permitted.
Dependencies:	Must not be used with minimum weight codes 04, 09, 10, or 11 found in the price application guidelines.

SECTION 2 – VALUE ANALYSIS

Value Field:	Defines the type of equipment substitution denoted by Codes GT, LT, ML, OT, OW. 'GT' - equipment supplied has a greater capacity than equipment ordered. 'LT' - equipment supplied has a lesser capacity than equipment ordered. 'ML' - equipment supplied has a different capacity than equipment ordered, minimum weight will be marked capacity of equipment supplied. 'OT' - equipment supplied has a different AAR car type than equipment ordered. 'OW' - equipment supplied has a different ownership than equipment ordered.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks ([Appendix H](#)):	1,6
Range F Field:	Defines the new Minimum Weight in pounds per car.	
	Format:	N
	Field Length:	6.0
	Ref. Marks ([Appendix H](#)):	7
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	Umler, 426	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	For Values 'GT', 'LT', 'OT', 'OW':
	• When 'F' is blank: Shipper must make a notation on the bill of lading when a carrier furnishes equipment different than ordered. Carriers may substitute equipment which differs from equipment ordered. When 'V', the original minimum weight/charge applies.
	• When 'F' has a number:Shipper must make a notation on the bill of lading when a carrier furnishes equipment different than ordered. Carriers may substitute equipment which differs from equipment ordered. When 'V', the minimum weight for the equipment supplied will be 'F' pounds per car.
	For Value ML:
	• When 'F' is blank: Shipper must make a notation on the bill of lading when a carrier furnishes equipment different than ordered. Carriers may substitute equipment which differs from equipment ordered.
	• When 'F' has a number: Shipper must make a notation on the bill of lading when a carrier furnishes equipment different than ordered. Carriers may substitute equipment which differs from equipment ordered, when 'V' but not less than 'F' pounds per car.
	If negative:Equipment substitution will not be permitted.
Index:	Equipment Substitution
Recommendations and Comments:	
Should There Be a REN Edit:	n/a
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQOH

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQOH
Application Category:	1
Title:	Equipment Outside Height
Description:	Loaded in equipment with an outside height equal to or greater than the height (feet-inches) entered in the RANGE F field and equal to or less than the height entered in the RANGE T field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	To restrict the use in equipment with a certain outside height.
Plus (+) Interpretation:	Price applies in equipment that has outside height within range stated in the RANGE F and RANGE T fields.
Minus (-) Interpretation:	Price does not apply when equipment has outside has outside height within range stated in the RANGE F and RANGE T fields.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Feet and inches expressed as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3
Range T Field:	Feet and inches expressed as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3,5
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies in equipment with an outside height equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches). • Price does not apply in equipment with an outside height equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches).
Index:	Equipment Size
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQOL

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQOL
Application Category:	1
Title:	Equipment Outside Length
Description:	Loaded in equipment with an outside length equal to or greater than the length (feet-inches) entered in the RANGE F field and equal to or less than the length entered in the RANGE T field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restricts the use of the price to equipment with outside length stated in the RANGE F and RANGE T fields.
Plus (+) Interpretation:	Price applies in equipment that has outside length within range stated in the RANGE F and RANGE T fields.
Minus (-) Interpretation:	Price does not apply when equipment has outside length within range stated in the RANGE F and RANGE T fields.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Feet and inches express as NNN-NN.	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3,5
Range T Field:	Feet and inches express as NNN-NN.	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3,5
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with an outside length equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches). Price does not apply in equipment with an outside length equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches).
Index:	Equipment Size
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQOS

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQOS
Application Category:	1
Title:	Equipment Ownership Status
Description:	Denotes ownership status of equipment which may or may not be used to move shipment.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	102 (N7), 206 (N7), 207 (N7)
Business Use:	The condition is used to differentiate prices based on who owns equipment such as railroad-owned, shipper-owned, etc.
Plus (+) Interpretation:	Price applies in equipment with ownership status specified.
Minus (-) Interpretation:	Price does not apply in equipment with ownership status specified.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Code denoting ownership or leased status. Codes 'O' and 'H' are treated as text only. 'H' - Highway carrier 'S' - Shipper owned or leased 'O' - Steamship lines 'R' - Railroad owned or leased	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Waybill and Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies in 'V' equipment. • Price does not apply in 'V' equipment.
Index:	Equipment Ownership
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQOW

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQOW
Application Category:	1
Title:	Equipment Outside Width
Description:	Loaded in equipment with an outside width equal to or greater than the width (feet-inches) entered in the RANGE F field and equal to or less than the width entered in the RANGE T field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restricts the use of the price to equipment with a certain outside width.
Plus (+) Interpretation:	Price applies in equipment that has outside width within range stated in the RANGE F and RANGE T fields.
Minus (-) Interpretation:	Price does not apply when equipment has outside width within range stated in the RANGE F and RANGE T fields.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Feet and inches expressed as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3
Range T Field:	Feet and inches expressed as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3,5
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with an outside width equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches). Price does not apply in equipment with an outside width equal to or greater than 'F' (feet-inches) but not exceeding 'T' (feet-inches).
Index:	Equipment Size
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQPD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQPD
Application Category:	1
Title:	Equipment Per Diem Rate
Description:	Loaded in equipment whose per diem/mileage rate is equal to or greater than the rate entered in the RANGE F field but not greater than the amount entered in the RANGE T field. Applies to railroad equipment.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Price applies to equipment which has a per diem/mileage rate within a specified range.
Plus (+) Interpretation:	Price applies when loaded in equipment whose per diem/mileage is equal than or greater than RANGE F but not greater than RANGE T. With zeros in the RANGE F and RANGE T fields, price applies only when loaded in equipment with no per diem/mileage rate.
Minus (-) Interpretation:	Price will not apply when loaded in equipment that has the specified per diem rate/mileage rate.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'H' - Hourly 'M' - Mileage	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Dollars and cents. Zeros indicate equipment with no per diem/mileage rate and can only be entered when this code is used in the positive (+).	
	Format:	N
	Field Length:	3.4
	Ref. Marks (Appendix H):	3
Range T Field:	Dollars and cents. Zeros indicate equipment with no per diem/mileage rate and can only be entered when this code is used in the positive (+).	
	Format:	N
	Field Length:	3.4
	Ref. Marks (Appendix H):	3,5
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when loaded in equipment with a 'V' rate equal to or greater than $'F' but not exceeding $'T'. • Price does not apply when loaded in equipment with a 'V' rate equal to or greater than $'F' but not exceeding $'T'. • If zeros in the 'F' and 'T' fields:Price applies only when loaded in equipment with no per diem/ mileage rate.
Index:	Equipment Car Hire
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQPL

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQPL
Application Category:	1
Title:	Equipment Pool Number
Description:	Restricts price to shipments loaded in equipment with a specified AAR pool number.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Used to maximize equipment utilization.
Plus (+) Interpretation:	Price applies in equipment with a specified AAR pool number.
Minus (-) Interpretation:	Price does not apply in equipment with a specified AAR pool number.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	AAR pool number.	
	Format:	N
	Field Length:	7.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment assigned to AAR pool number 'V'. Price does not apply in equipment assigned to AAR pool number 'V'.
Index:	Equipment Usage
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQPT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQPT
Application Category:	4
Title:	Equipment Protected by Tarpaulin
Description:	Specifies whether or not a shipment in open-top equipment must be protected by a tarpaulin or other protective covering.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Protect certain commodities from weather conditions in open-top equipment.
Plus (+) Interpretation:	Indicates protective coating is required for commodity in open-top equipment.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'R' - Railway provided tarpaulin 'S' - Shipper provided tarpaulin	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Lading must be protected by tarpaulin or other protective covering supplied by 'V'. Lading must be protected by tarpaulin or other protective covering.
Index:	Lading Packaging, Equipment Type
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQSD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQSD
Application Category:	1
Title:	Equipment Side Door
Description:	Loaded in equipment whose side door type is entered in the VALUE field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restrict the use of the price to equipment with side door type of VALUE field.
Plus (+) Interpretation:	Price applies in equipment with side door type of VALUE field.
Minus (-) Interpretation:	Price does not apply in equipment with a side door type of VALUE field.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	A code as defined in Section 1 of Umler	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment with side door type 'V'. Price does not apply in equipment with side door 'V'.
Index:	Equipment Type
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

EQTC

Effective Date: 10/01/2015

SECTION 1 – CONDITION ANALYSIS

Condition Code:	EQTC
Application Category:	1
Title:	Umler Transportation Code
Description:	Loaded in equipment with a specific transportation code.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	To qualify the rate of equipment used.
Plus (+) Interpretation:	Price applies when loaded in equipment with a specific transportation code.
Minus (-) Interpretation:	Price does not apply when loaded in equipment with a specific transportation code.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	TCOD in Umler Data Specification Manual	
	Format:	A/N
	Field Length:	1
	Ref. Marks (Appendix H):	1
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when the equipment's Umler transportation code is 'V'. Price does not apply when the equipment's Umler transportation code is 'V'.
Index:	Equipment Type
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	Umler

FRET

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	FRET
Application Category:	4
Title:	Free Return
Description:	Allows for the free return of drums, pallets, racks, cases, reels, containers, dunnage, shipping devices, etc., in ratios optionally noted in the RANGE F and RANGE T fields (e.g., for every 8 cars with lading on pallets, one car filled with pallets would be returned free).
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Allows shipper to transport goods requiring reusable packing devices, such as pallets, at no extra cost for the return of such devices.
Plus (+) Interpretation:	Free return of packing/shipping is allowed.
Minus (-) Interpretation:	No free return of packing/shipping is allowed.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'BBL' - Barrels 'BIN' - Bins 'CAS' - Cases 'CNT' - Containers 'COR' - Cores 'DRM' - Drum 'DUNN' - Dunnage 'PLT' - Pallets 'RCK' - Racks 'REL' - Reels 'SHPDV' - Shipping Devices	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Part of the ratio indicating the loaded movement. If present, the 'T' field must be used.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	7,8
Range T Field:	Part of the ratio indicating the return movement. If present, the 'F' must be used.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	7,9
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price includes the free return of 'V' at a ratio of 'T' carloads returned for each 'F' carloads shipped. Price includes the free return of 'V'.Price does not include free return of 'V'.
Index:	Price and Charges, Lading Packaging
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

GECT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	GECT
Application Category:	1
Title:	General Car Type
Description:	Describes a general car type such as 'closed' or 'coil.'
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	This shipment condition is used to qualify prices based on general car type.
Plus (+) Interpretation:	Price will apply in general car types specified.
Minus (-) Interpretation:	Price will not apply in general car types specified.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Appendix I - General Car Type Codes	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in 'V' cars. Price does not apply in 'V' cars.
Index:	Equipment Type
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

GEOP

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	GEOP
Application Category:	3
Title:	Geographic Location for Services
Description:	Specifies the location at which a certain service is allowed or performed.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L1, R2D
Data Element:	58 (L1), 122 (L1), 150 (L1), 150 (R2D), 610 (R2D)
Business Use:	Used to restrict the application of a service to a particular location or to specify where that service will be allowed. For example, stop-off points, loading and unloading points, pick-up and delivery points, etc.
Plus (+) Interpretation:	Restricts the application of the service named in the dependent condition to the location specified in this condition.
Minus (-) Interpretation:	n/a
Dependencies:	Must be used RRAS, RIAS, RELO, TLDD or TLDO to specify the service or with GTRT to differentiate the different transit times. May be used with SACC to specify exceptions to the standard charge, with SCAC to specify involved carriers, and with MMCA to specify caps or minimums on the charge amounts.

SECTION 2 – VALUE ANALYSIS

Value Field:	Geography type codes from Appendix E. If present, the 'F' field is required	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,4
Range F Field:	Geography corresponding to Value field.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,4
Range T Field:	'ORIG' - Origin 'DEST' - Destination 'INTR' - Interchange	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,4
Data Source:	Centralized Station Master	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Services apply on movements at 'V' 'F'. Services apply on movements at 'T'. Services apply on movements at the 'T' of 'V' 'F'.
Index:	Geography, Accessorial Service, Service Transit Time
Recommendations and Comments:	
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	Geography in 'V' and 'F' fields.
Data Source for The Edit:	CSM

GTRT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	GTRT
Application Category:	4
Title:	Guarantee Transit Time
Description:	Carrier guarantees a minimum or maximum amount of time for loads or empties, in hours shown in the VALUE field, to perform service from cut off time or event shown in the RANGE F field to the event shown in the RANGE T field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Provide shipper with a premium service where transit time is guaranteed.
Plus (+) Interpretation:	Transportation transit time is guaranteed.
Minus (-) Interpretation:	n/a
Dependencies:	May be used with SCAC to indicate service requirements for a specific carrier in the route. May also be used with GEOP to differentiate the different guarantee transit times for geographic locations.

SECTION 2 – VALUE ANALYSIS

Value Field:	Minimum hours - maximum hours - loads (L) or empties (E), expressed as NNN-NNN-A	
	Format:	A/N
	Field Length:	9.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Beginning event or cutoff expressed as: 'RLSE' - Release by customer 'PULL' - Pickup by railroad 'JCTR' - Received at junction from other railroad 'TTTTDD' - Cutoff time and day with the TTTT entry using a 24-hour clock and DD expressed as MO, TU, WE, TH, FR, SA, SU, WD (Weekday), SS (Sat., Sun.), or XX (any day).	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	Ending event or cutoff expressed as: 'RLSE' - Release of empty equipment 'PULL' - Pickup of empty equipment by railroad 'JCTD' - Delivered at junction to other railroad 'CPLC' - Notification of arrival by railroad at destination 'PLCE' - Delivery by railroad to customer facility	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Carrier guarantees a minimum of 'V1' hour(s) and a maximum of 'V2' hour(s) for 'V3' from 'F' to 'T'.
Index:	Service Transit Time
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

HZMT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	HZMT
Application Category:	4
Title:	Hazardous Materials (HMRC 49) Cross Reference
Description:	Provide the customer with a cross reference to the 49-series Hazardous Materials Response Code (HMRC) number for the products covered by the pricing document.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	L5
Data Element:	503 (L5), 509 (L5)
Business Use:	Hazardous commodities are described with a 49-series Hazardous Materials Response Code (HMRC) number. The 49-series number must be provided on the bill of lading, but all pricing is done using the product class STCC. There is a many-to-one relationship between 49-series numbers and product class STCC. Customers sometimes want a cross-reference from the pricing STCC to the 49-series HMRC.
Plus (+) Interpretation:	The cross-referenced Hazardous HMRC numbers are as specified.
Minus (-) Interpretation:	n/a
Dependencies:	The rating STCC is found in the product segment of the docket.

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Range F Field:	Single 49-series HMRC number, or low end range.	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks ([Appendix H](#)):	1,3
Range T Field:	High end of 49-series HMRC range	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks ([Appendix H](#)):	1,5
Data Source:	Directory of Hazardous Materials Shipping Descriptions	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	The Hazardous Materials code designation is 'F'. This HMRC is provided as a cross-reference only, and does not affect price application. The Hazardous Materials code designation is 'F' through 'T':These HMRC codes are provided as a cross-reference only, and do not affect price application.
Index:	Lading Commodity
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

INCM

<div align="right">

Effective Date: 09/01/2004

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SECTION 1 – CONDITION ANALYSIS

Condition Code:	INCM
Application Category:	4
Title:	Incidental Commodity
Description:	Indicates the price will also apply on one or more incidental commodities where a percentage of such commodities may be included for the same price. This code should not be used for mixed carload application.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To allow for incidental commodities.
Plus (+) Interpretation:	Named commodity may be added to the shipment and charged at the same price of charges.
Minus (-) Interpretation:	n/a
Dependencies:	n/a

SECTION 2 – VALUE ANALYSIS

Value Field:	'AXX' - Aggregate maximum allowable percentage. 'FXX' - Flat maximum allowable percentage. The 'XX' in positions 2-3 are used to specify the percentage amount.	
	Format:	A/N
	Field Length:	3.0
	Ref. Marks (Appendix H):	3
Range F Field:	Low 2-7 digit STCC of allowed commodities.	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	High 2-7 digit STCC of allowed commodities.	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks (Appendix H):	1,5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	If Value is 'AXX': • Price allows the inclusion of all incidental commodities bearing STCC 'F' through 'T' at this price with a combined amount not to exceed 'XX' percent. • Price allows the inclusion of incidental commodities bearing STCC 'F' at this price with a combined amount not to exceed 'XX' percent. If value is 'FXX': • Price allows the inclusion in the shipment of 'XX' percent of incidental commodities bearing STCC 'F' through 'T' at this price. • Price allows the inclusion in the shipment of 'XX' percent of incidental commodities bearing STCC 'F' at this time.
Index:	Lading Commodity, Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

ISCO

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	ISCO
Application Category:	1
Title:	Intermodal Service Code
Description:	Indicates Intermodal Service Code that will be used to provide service.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	R2
Data Element:	177 (R2)
Business Use:	Specifies the type of intermodal service to be performed and the equipment ownership.
Plus (+) Interpretation:	Price applies when specified Intermodal Service Code is involved.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'Intermodal Service Code as specified in Appendix K.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	426 Waybill	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• If 'V' = 20: Price applies for door-to-door service for domestic and international shipments in rail equipment. • If 'V' = 22: Price applies for door-to-ramp service for domestic and international shipments in rail equipment. • If 'V' = 25: Price applies for ramp-to-ramp service for domestic and international shipments in rail equipment. • If 'V' = 27: Price applies for ramp-to-door service for domestic and international shipments in rail equipment. • If 'V'' = 40: Price applies for door-to-door service for domestic shipments in steamship equipment. • If 'V' = 42: Price applies for door-to-ramp service for domestic shipments in steamship equipment. • If 'V' = 45: Price applies for ramp-to-ramp service for domestic shipments in steamship equipment. • If 'V' = 47: Price applies for ramp-to-door service for domestic shipments in steamship equipment. • If 'V' = 60: Price applies for door-to-door service for domestic and international shipments in private equipment. • If 'V' = 62: Price applies for door-to-ramp service for domestic and international shipments in private equipment. • If 'V' = 65: Price applies for ramp-to-ramp service for domestic and international shipments in private equipment. • If 'V' = 67: Price applies for ramp-to-door service for domestic and international shipments in private equipment. • If 'V' = 80: Price applies for door-to-door service for international shipments in steamship equipment. • If 'V' = 82: Price applies for door-to-ramp service for international shipments in steamship equipment. • If 'V' = 85: Price applies for ramp-to-ramp service for international shipments in steamship equipment. • If 'V' = 87: Price applies for ramp-to-door service for international shipments in steamship equipment. • If 'V' = 15: Price applies for ramp-to-ramp service for domestic and international shipments in motor carrier or rail equipment. • If 'V' = 10: Price applies for door-to-door service for domestic and international shipments in motor carrier or rail equipment. • If 'V' = 12: Price applies to door-to-ramp service for domestic and international shipments in motor carrier or rail equipment. • If 'V' = 17: Price applies for ramp-to-door service for domestic and international shipments in motor carrier or rail equipment.
Index:	Intermodal
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

ISEL

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	ISEL
Application Category:	4
Title:	Selective Increase Indicator
Description:	Indicates whether a price is or is not subject to subsequent selective price adjustments.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Tells the user whether the price is or is not subject to subsequent selective adjustments. Optionally, the VALUE, RANGE F and RANGE T fields can be used to further indicate a specific adjustment program that the price cannot be subject to.
Plus (+) Interpretation:	The price is subject to selective price adjustments.
Minus (-) Interpretation:	The price is not subject to selective price adjustments.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Optional Carrier/Tariff/Agent Code of adjustment program.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	9
Range F Field:	Optional adjustment program code.	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks (Appendix H):	8
Range T Field:	Optional section number of adjustment program.	
	Format:	A/N
	Field Length:	3.0
	Ref. Marks (Appendix H):	n/a
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price is subject to selective increases published in 'V' 'F' Section 'T'. • Price is subject to selective increases published in 'V' 'F'. • Price is subject to selective increases published by 'V'. • Price is subject to selective increases. • Price is not subject to selective increases published in 'V' 'F' Section 'T'. • Price is not subject to selective increases published in 'V' 'F'. • Price is not subject to selective increases published by 'V'. • Price is not subject to selective increases.
Index:	Price Adjustment
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LADN

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LADN
Application Category:	7
Title:	Lading Transfer Facility
Description:	Indicates that lading must be handled through a transfer facility at origin or destination.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Indicates that lading can be handled through a transfer facility at origin or destination.
Plus (+) Interpretation:	Price applies when lading is handled through a transfer facility.
Minus (-) Interpretation:	Price does not apply when lading is handled through a transfer facility.
Dependencies:	n/a

SECTION 2 – VALUE ANALYSIS

Value Field:	Indicates if transfer facility is at Origin or Destination.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when lading is handled through a transfer facility at 'V'. Price does not apply when lading is handled through a transfer facility at 'V'.
Index:	Geography
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LAFC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LAFC
Application Category:	1
Title:	Lading Freight Charge
Description:	Freight charges will be prepaid or collect.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	BX
Data Element:	146 (BX)
Business Use:	Specifies how freight charges are to be paid (prepaid or collect). If prepaid, the origin linehaul carrier is responsible for billing. If collect, the destination linehaul carrier is responsible for billing.
Plus (+) Interpretation:	Shipment must be prepaid or collect.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'P' - Prepaid 'C' - Collect	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Freight charges must be 'V'.
Index:	Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LAHT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LAHT
Application Category:	2
Title:	Lading Height
Description:	Indicates that the height of lading above top of rail must be equal to or greater than the RANGE F field but not greater than the RANGE T field. NOT to be mistaken with code LAPD, which is used to specify the dimensions of a single piece of lading.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict application of rates based upon the height of lading above top of rail.
Plus (+) Interpretation:	Price applies when lading height above top of rail is equal to or greater than the RANGE F field, but not greater than the RANGE T field.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Indicates that the height above top of rail must be equal to or greater than NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3
Range T Field:	Indicates that the height above top of rail must not be greater than NN-NN (feet-inches).	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3,5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when lading height above top of rail is equal to or greater than 'F' (feet-inches) but not greater than 'T' (feet-inches).
Index:	Lading Dimensions
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LALE

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LALE
Application Category:	2
Title:	Lading Length
Description:	Lading is equal to or greater than length entered in the RANGE F field but not greater than the length entered in the RANGE T field. NOT to be mistaken with code LAPD, which is used to specify dimensions of a single piece of lading.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict application of rates based upon the length of the lading.
Plus (+) Interpretation:	Price applies when lading length is equal to or greater than the RANGE F field but not more than the RANGE T field.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Feet and inches expressed as NNN-NN.	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3
Range T Field:	Maximum length in feet and inches expressed as NNN-NN.	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3,5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when loaded with lading whose minimum length is 'F' (feet-inches) and maximum length is 'T' (feet-inches).
Index:	Lading Dimensions
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LAML

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LAML
Application Category:	2
Title:	Lading Multiple Lots
Description:	Indicates that shipment must consist of at least a specified number of separate lots of freight and each individual lot must weigh at least a specified amount.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L0
Data Element:	81 (L0), 213 (L0)
Business Use:	Used to restrict rate application based upon a minimum number of lots per shipment along with a minimum weight for each lot.
Plus (+) Interpretation:	Price applies when the shipment consists of a minimum number of lots whose weight equals or exceeds the specified minimum weight.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Identifies the minimum number of separate lots of freight.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	3
Range F Field:	Identifies the minimum number of pounds that each individual lot must weigh.	
	Format:	N
	Field Length:	5.0
	Ref. Marks (Appendix H):	n/a
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when shipment consists of a minimum of 'V' lots weighing at least 'F' lbs. each. Price applies when shipment consists of a minimum of 'V' lots.
Index:	Lading, Volume, Weight
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LANP

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LANP
Application Category:	2
Title:	Lading Number Pieces
Description:	Price will apply when the number of pieces of lading on one unit of equipment equals or exceeds (+), or is less than (-), the number specified in the VALUE and RANGE F fields and, optionally, does not exceed (+) or must exceed (-) the number specified in the RANGE T field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L3
Data Element:	80 (L3)
Business Use:	Specifies the number of pieces of a commodity required on a unit of equipment to qualify for a price.
Plus (+) Interpretation:	Price applies if the number of pieces of lading is at least the minimum number specified in the VALUE and RANGE F fields, but does not exceed the optionally specified the RANGE T field.
Minus (-) Interpretation:	Price applies if the number of pieces of lading is less than the RANGE F field or greater than the RANGE T field when specified.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'CONT' - Containers 'TRAIL' - Trailers 'UNIT' - Units of the specified commodity 'VEHC' - Vehicles	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	In the Plus (+) mode, this is the minimum number of pieces the equipment must contain to qualify for the price. In the Minus (-) mode, the equipment must contain less than this number to qualify for the price.	
	Format:	N
	Field Length:	10.0
	Ref. Marks (Appendix H):	3
Range T Field:	In the Plus (+) mode, this is the maximum number of pieces that equipment can contain to qualify for the price. In the Minus (-) mode, the equipment must contain more than this number of pieces or less than the number of pieces specified in the RANGE F field to qualify for the price.	
	Format:	N
	Field Length:	10.0
	Ref. Marks (Appendix H):	5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when equipment is loaded with at least 'F' 'V' but not more than 'T' 'V'. Price applies when equipment is loaded with at least 'F' 'V'. Price applies when equipment is loaded with less than 'F' 'V' or more than 'T' 'V'. Price applies when equipment is loaded with less than 'F' 'V'.
Index:	Lading
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LAPC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LAPC
Application Category:	4
Title:	Lading Prior Commodity (Contamination)
Description:	States that rates apply/do not apply if the prior shipment in this piece of equipment contained the specified commodity.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Some commodities will contaminate the equipment and make it unsuitable for loading other commodities. This condition informs shippers that they can/cannot load the car when it previously contained the specified commodity.
Plus (+) Interpretation:	Prior shipment must have contained the specified commodity.
Minus (-) Interpretation:	Prior shipment must not have contained the specified commodity.
Dependencies:	Code must not be used with RELO.

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Low 2-7 digit commodity STCC code.	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	High 2-7 digit commodity STCC code..	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks (Appendix H):	1,5
Data Source:	The prior waybill record must be read for the piece of equipment to determine prior commodity.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• To prevent equipment contamination, price applies when prior movement contained STCC 'F' through STCC 'T'. • To prevent equipment contamination, price applies when prior movement contained STCC 'F'. • To prevent equipment contamination, price does not apply when prior movement contained STCC 'F' through STCC 'T'. • To prevent equipment contamination, price does not apply when prior movement contained STCC 'F'.
Index:	Lading Commodity
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LAPD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LAPD
Application Category:	2
Title:	Lading Piece Dimensions
Description:	The dimensions of a single piece of lading must fall within the height, length, or width specified in the VALUE, RANGE F and RANGE T fields. NOT to be mistaken for codes LALE, LAHT and LAWI which are used to specify the dimensions of the entire lading.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L5
Data Element:	n/a
Business Use:	Used to differentiate prices based on the dimensions of the lading.
Plus (+) Interpretation:	Price will apply if lading pieces are within specified dimensions.
Minus (-) Interpretation:	Price will not apply if lading pieces are within the specified dimensions.
Dependencies:	n/a

SECTION 2 – VALUE ANALYSIS

Value Field:	Dimensions: 'H' - Height 'L' - Length 'W' - Width	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Feet and inches expressed as NNN-NN	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3
Range T Field:	Feet and inches expressed as NNN-NN	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3,5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when lading piece 'V' is at least 'F' (feet-inches) but does not exceed 'T' (feet-inches). Price applies when lading piece 'V' is at least 'F' (feet-inches) but does not exceed 'T' (feet-inches).
Index:	Lading Dimensions
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LAPM

Effective Date: 09/01/2009

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LAPM
Application Category:	1
Title:	Lading Prior Mode
Description:	Loaded with lading whose prior or Immediately prior movement is via rail as entered in the 'V' VALUE field and specific carrier if entered in the RANGE 'F' field; and/or junction, if entered in the RANGE 'T' field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	This condition states that the price will apply if the shipment had prior or Immediately prior rail movement via a specific carrier and/or junction as specified.
Plus (+) Interpretation:	Price applies if prior/Immediately prior rail movement and optionally, via a specific carrier and/or junction.
Minus (-) Interpretation:	Price does not apply if prior/immediately prior rail movement and optionally, via a specific carrier and/or junction.
Dependencies:	Code may be accompanied by COMB to set routing restrictions.

SECTION 2 – VALUE ANALYSIS

Value Field:	Transportation mode 'RA' – Prior Rail Movement 'RN' - Immediately Prior Rail Movement	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
	Absence Interruption:	Required
Range F Field:	Specific carrier SCAC code as published.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
	Absence Interruption:	Optional
Range T Field:	Special Rule 260 Junction as published	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	1
	Absence Interruption:	Optional
Data Source:	IRF MARK file for SCACs. IRF JUNC for Rule 260 Junctions	

SECTION 3 – PUBLISHED TEXT

Recommended Text 1:	Price apples when shipment is via 'V'.
Recommended Text 2:	Price applies when shipment is 'V' and via 'F'.
Recommended Text 3:	Price applies when shipment is 'V' and via 'F' at 'T'.
Recommended Text 4:	Price applies when shipment is via 'V' at 'T'.
Recommended Text 5:	Prices does not apply when shipment is via 'V'.
Recommended Text 6:	Price does not apply when shipment is via 'V' and via 'F'.
Recommended Text 7:	Price does not apply when shipment is via 'V' and via 'F' at 'T'.
Recommended Text 8:	Price does not apply when shipment is via 'V' at 'T'.
Recommendations and Comments:	See Section 4 for specific coding and usage rules

SECTION 4 – SHIPMENT CONDITION USAGE

Recommended Text 1:	Price apples when shipment is via 'V'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA or RN, then the shipment must move via the revenue route on the Bill of Lading prior to the first linehaul carrier in the revenue route in the price authority.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	'V' must always be 'RN' or 'RA'
Data Source for The Edit:	EDI417
Recommended Text 2:	Price applies when shipment is 'V' and via 'F'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA, then the SCAC in 'F' must be in the revenue route on the Bill of Lading, anywhere prior to the first linehaul carrier in the revenue route in the price authority. If 'V' is RN, then the SCAC in 'F' must be in the revenue route on the Bill of Lading, immediately prior to the first linehaul carrier in the revenue route in the price authority.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	'V' must always be either 'RN' or 'RA' 'F' must be a valid SCAC
Data Source for The Edit:	EDI417
Recommended Text 3:	Price applies when shipment is 'V' and via 'F' at 'T'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA, then the SCAC in 'F' must be in the revenue route on the Bill of Lading, anywhere prior to the first linehaul carrier in the revenue route in the price authority. The junction specified in 'T' is the off-junction for the carrier specified in 'F' If 'V' is RN, then the SCAC must be in the revenue route on the Bill of Lading, EDI404 and/or EDI417 as the carrier immediately prior to the first linehaul carrier in the revenue route in the price authority. The junction specified in 'T' is the off-junction for the carrier specified in 'F'
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	'V' should always be 'RN' or 'RA' 'F' must be a valid SCAC 'T' must be a valid Junction 260 Code SCAC in 'F' must be valid at specified Junction in 'T'.
Data Source for The Edit:	EDI417, IRF Junction File Rule 260 Junction, IRF Mark File for SCAC

Recommended Text 4:	Price applies when shipment is via 'V' at 'T'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA, then the junction specified in 'T' must appear as a junction in the revenue route on the Bill of Lading, prior to the first linehaul carrier in the revenue route in the price authority. If 'V' is RN, then the junction specified in 'T' must appear as a junction in the revenue route on the Bill of Lading, immediately prior to the first linehaul carrier in the revenue route in the price authority, regardless as to what carrier is interchanging the cars at that junction.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	'V' must always be 'RN' or 'RA' 'T' must be a valid Junction 260 Code
Data Source for The Edit:	EDI417, IRF Junction File Rule 260 Junction, IRF Mark File for SCAC
Recommended Text 5:	Prices does not apply when shipment is via 'V'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA or RN, then the shipment must not move via the revenue route on the Bill of Lading prior to the first linehaul carrier in the revenue route in the price authority.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	'V' must always be 'RN' or 'RA'
Data Source for The Edit:	EDI417
Recommended Text 6:	Price does not apply when shipment is via 'V' and via 'F'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA or RN, then the SCAC in 'F' must not be in the revenue route on the Bill of Lading, anywhere prior to the first linehaul carrier in the revenue route in the price authority.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	EDI417
Data Source for The Edit:	EDI417, IRF Junction File Rule 260 Junction, IRF Mark File for SCAC
Recommended Text 7:	Price does not apply when shipment is via 'V' and via 'F' at 'T'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA, then the SCAC in 'F' must not be in the revenue route on the Bill of Lading, as the carrier anywhere prior to the first linehaul carrier in the revenue route in the price authority. The junction specified in 'T' is the off-junction for the carrier specified in 'F' If 'V' is RN, then the SCAC must not be in the revenue route on the Bill of Lading, as the carrier immediately prior to the first linehaul carrier in the revenue route in the price authority. The junction specified in 'T' is the off-junction for the carrier specified in 'F'
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	'V' must always be 'RN' or 'RA' 'F' must be a valid SCAC 'T' must be a valid Junction 260 Code SCAC in 'F' must be valid at specified Junction in 'T'
Data Source for The Edit:	EDI417, IRF Junction File Rule 260 Junction, IRF Mark File for SCAC

Recommended Text 8:	Price does not apply when shipment is via 'V' at 'T'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA, then the junction specified in 'T' must not appear as a junction in the revenue route on the Bill of Lading, prior to the first linehaul carrier in the revenue route in the price authority.
	If 'V' is RN, then the junction specified in 'T' must not appear as a junction in the revenue route on the Bill of Lading, immediately prior to the first linehaul carrier in the revenue route in the price authority, regardless as to what carrier is interchanging the cars at that junction.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	V' must always be 'RN' or 'RA'
	'T' must be a valid Junction 260 Code
Data Source for The Edit:	EDI417, IRF Junction File Rule 260 Junction, IRF Mark File for SCAC

LAPW

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LAPW
Application Category:	2
Title:	Lading Piece Weight
Description:	The weight of a single piece of lading must fall within weight range stated.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L5
Data Element:	New element to be added.
Business Use:	To specify weight requirement for a single piece of lading.
Plus (+) Interpretation:	Price will apply only if weight of a single piece of lading is within range specified.
Minus (-) Interpretation:	Price does not apply if weight of a single piece of lading is within range specified.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Weight expressed in whole pounds.	
	Format:	N
	Field Length:	6.0
	Ref. Marks (Appendix H):	2
Range T Field:	Weight expressed in whole pounds.	
	Format:	N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3,5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies on articles weighing at least 'F' pounds but not more than 'T' pounds. Price does not apply on articles weighing at least 'F' pounds but not more than 'T' pounds.
Index:	Lading Dimension, Weight
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LASM

Effective Date: 09/01/2009

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LASM
Application Category:	1
Title:	Lading Subsequent Mode
Description:	Loaded with lading whose subsequent or Immediately subsequent movement is via rail as entered in the 'V' VALUE field and specific carrier if entered in the RANGE 'F' field; and/or junction, if entered in the RANGE 'T' field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	This condition states that the price will apply if the shipment had subsequent or Immediately subsequent rail movement via a specific carrier and/or junction as specified.
Plus (+) Interpretation:	Price applies if subsequent /Immediately subsequent rail movement and optionally, via a specific carrier and/or junction.
Minus (-) Interpretation:	Price does not apply if subsequent /immediately subsequent rail movement and optionally, via a specific carrier and/or junction.
Dependencies:	Code may be accompanied by COMB to set routing restrictions.

SECTION 2 – VALUE ANALYSIS

Value Field:	Transportation mode 'RA' – Subsequent Rail Movement 'RN' - Immediately subsequent Rail Movement	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
	Absence Interruption:	Required
Range F Field:	Specific carrier SCAC code as published.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
	Absence Interruption:	Optional
Range T Field:	Special Rule 260 Junction as published	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	1
	Absence Interruption:	Optional
Data Source:	IRF MARK file for SCACs. IRF JUNC for Rule 260 Junctions	

SECTION 3 – PUBLISHED TEXT

Recommended Text 1:	Price apples when shipment is via 'V'.
Recommended Text 2:	Price applies when shipment is 'V' and via 'F'.
Recommended Text 3:	Price applies when shipment is 'V' and via 'F' at 'T'.
Recommended Text 4:	Price applies when shipment is via 'V' at 'T'.
Recommended Text 5:	Prices does not apply when shipment is via 'V'.
Recommended Text 6:	Price does not apply when shipment is via 'V' and via 'F'.
Recommended Text 7:	Price does not apply when shipment is via 'V' and via 'F' at 'T'.
Recommended Text 8:	Price does not apply when shipment is via 'V' at 'T'.
Recommendations and Comments:	See Section 4 for specific coding and usage rules

SECTION 4 – SHIPMENT CONDITION USAGE

Recommended Text 1:	Carrier/Mode/Routes
Index:	If 'V' is RA or RN, then the shipment must move via the revenue route on the Bill of Lading subsequent to the last linehaul carrier in the revenue route in the price authority.
Recommendations and Comments:	Yes
Should There Be a REN Edit:	'V' must always be 'RN' or 'RA'
If Yes, what should be Edited:	EDI417
Data Source for The Edit:	Carrier/Mode/Routes
Recommended Text 2:	Price applies when shipment is 'V' and via 'F'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA, then the SCAC in 'F' must be in the revenue route on the Bill of Lading, anywhere subsequent to the last linehaul carrier in the revenue route in the price authority. If 'V' is RN, then the SCAC in 'F' must be in the revenue route on the Bill of Lading, immediately subsequent to the last linehaul carrier in the revenue route in the price authority.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	'V' must always be 'RN' or 'RA''F' must be a valid SCAC
Data Source for The Edit:	EDI417
Recommended Text 3:	Price applies when shipment is 'V' and via 'F' at 'T'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA, then the SCAC in 'F' must be in the revenue route on the Bill of Lading, anywhere subsequent to the last linehaul carrier in the revenue route in the price authority. The junction specified in 'T' is the on-junction for the carrier specified in 'F' If 'V' is RN, then the SCAC must be in the revenue route on the Bill of Lading, as the carrier immediately subsequent to the last linehaul carrier in the revenue route in the price authority. The junction specified in 'T' is the on-junction for the carrier specified in 'F'
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	'V' should always be 'RN' or 'RA' 'F' must be a valid SCAC'T' must be a valid Junction 260 Code SCAC in 'F' must be valid at specified Junction in 'T'.
Data Source for The Edit:	EDI417, IRF Junction File Rule 260 Junction, IRF Mark File for SCAC

Recommended Text 4:	Price applies when shipment is via 'V' at 'T'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA, then the junction specified in 'T' must appear as a junction in the revenue route on the Bill of Lading, subsequent to the last linehaul carrier in the revenue route in the price authority. If 'V' is RN, then the junction specified in 'T' must appear as a junction in the revenue route on the Bill of Lading, immediately subsequent to the last linehaul carrier in the revenue route in the price authority, regardless as to what carrier is interchanging the cars at that junction.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	'V' must always be 'RN' or 'RA' 'T' must be a valid Junction 260 Code
Data Source for The Edit:	EDI417, IRF Junction File Rule 260 Junction, IRF Mark File for SCAC
Recommended Text 5:	Prices does not apply when shipment is via 'V'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA or RN, then the shipment must not move via the revenue route on the Bill of Lading subsequent to the last linehaul carrier in the revenue route in the price authority.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	'V' must always be 'RN' or 'RA'
Data Source for The Edit:	EDI417
Recommended Text 6:	Price does not apply when shipment is via 'V' and via 'F'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA or RN, then the SCAC in 'F' must not be in the revenue route on the Bill of Lading, anywhere subsequent to the last linehaul carrier in the revenue route in the price authority.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	
Data Source for The Edit:	EDI417, IRF Junction File Rule 260 Junction, IRF Mark File for SCAC
Recommended Text 7:	Price does not apply when shipment is via 'V' and via 'F' at 'T'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA, then the SCAC in 'F' must not be in the revenue route on the Bill of Lading, as the carrier anywhere subsequent to the last linehaul carrier in the revenue route in the price authority. The junction specified in 'T' is the on-junction for the carrier specified in 'F' If 'V' is RN, then the SCAC must not be in the revenue route on the Bill of Lading, as the carrier immediately subsequent to the last linehaul carrier in the revenue route in the price authority. The junction specified in 'T' is the on-junction for the carrier specified in 'F'.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	'V' must always be 'RN' or 'RA' 'F' must be a valid SCAC 'T' must be a valid Junction 260 Code SCAC in 'F' must be valid at specified Junction in 'T'.
Data Source for The Edit:	EDI417, IRF Junction File Rule 260 Junction, IRF Mark File for SCAC

Recommended Text 8:	Price does not apply when shipment is via 'V' at 'T'.
Index:	Carrier/Mode/Routes
Recommendations and Comments:	If 'V' is RA, then the junction specified in 'T' must not appear as a junction in the revenue route on the Bill of Lading, subsequent to the last linehaul carrier in the revenue route in the price authority. If 'V' is RN, then the junction specified in 'T' must not appear as a junction in the revenue route on the Bill of Lading, immediately subsequent to the last linehaul carrier in the revenue route in the price authority, regardless as to what carrier is interchanging the cars at that junction.
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	V' must always be 'RN' or 'RA' 'T' must be a valid Junction 260 Code
Data Source for The Edit:	EDI417, IRF Junction File Rule 260 Junction, IRF Mark File for SCAC

LAUD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LAUD
Application Category:	4
Title:	Lading to be Unloaded at Destination
Description:	This condition means that the lading must be completely unloaded at destination.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Equipment must be unloaded and returned either reloaded or empty.
Plus (+) Interpretation:	Indicates that the lading must be unloaded at destination or destinations named in the price.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when lading is unloaded at the destination named.
Index:	Lading, Movement Geography
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LAWI

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LAWI
Application Category:	2
Title:	Lading Width
Description:	Lading width is between lower and upper range specified. Not to be mistaken with code LAPD, which is used to specify the dimensions of a single piece of lading.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L5
Data Element:	New element
Business Use:	Used to differentiate prices based on width of lading.
Plus (+) Interpretation:	Price will apply if lading is within the range specified.
Minus (-) Interpretation:	Price will not apply when lading is within the range specified.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	Width in feet-inches expressed as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3
Range T Field:	Width in feet-inches expressed as NN-NN.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	3,5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when lading width is at least 'F' (feet-inches) but does not exceed 'T' (feet-inches). Price does not apply when lading width is at least 'F' (feet-inches) but does not exceed 'T' (feet-inches).
Index:	Lading Dimensions
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LFAC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LFAC
Application Category:	7
Title:	Loading Facility
Description:	Indicates that price applies depending on type of loading facility.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To select prices based on whether a coal facility is capable of loading a train in 4 or 24 hours.
Plus (+) Interpretation:	Price applies if facility is capable of loading a train in 04 to 24 hours, as specified in the VALUE field.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Number denoting hours. Valid entries are 04 or 24.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when facility is designated as a 'V' hour loading facility.
Index:	Demurrage
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LIBO

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LIBO
Application Category:	2
Title:	Full Liability Option
Description:	On request, Carrier will assume full claim liability for a charge as stated by a Per Code in the VALUE field and dollar and cents in the RANGE F field. Accrued to the Origin Carrier.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L1
Data Element:	372 (L1)
Business Use:	State an extra charge or a different price will apply when a carrier assumes full liability.
Plus (+) Interpretation:	Price applies if full liability is requested. The amount of the charge to extend the coverage is specified in the RANGE V and the RANGE F field.
Minus (-) Interpretation:	Price does not apply if full liability is requested.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Per Code found in Appendix F. Do not use if negative. This entry is required if positive and the RANGE F field contains an entry other than zero.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,7,13
Range F Field:	Liability charge stated in dollars and cents. The entry is required when positive. This entry may not be used when negative. When filled with zeros, the full liability charge is included in the line-haul price.	
	Format:	N
	Field Length:	7.2
	Ref. Marks (Appendix H):	6
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Bill of Lading	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when a carrier assumes full claim liability subject to a charge of $'F' per 'V'. Notation on the bill of lading is required.If 'F' is zero-filled: • Price includes full claim liability by the carrier. Notation on shipping document required. • Price dies not apply when full liability is requested on the bill of lading.
Index:	Liability and Claims
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LIDA

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LIDA
Application Category:	4
Title:	Liability Deduct Amount
Description:	Carrier liability stated as a deductible amount specified in VALUE field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Protect against insignificant claim processing.
Plus (+) Interpretation:	Subject to a deductible liability amount of VALUE.
Minus (-) Interpretation:	n/a
Dependencies:	Cannot be used with LIDP.

SECTION 2 – VALUE ANALYSIS

Value Field:	Dollars and cents.	
	Format:	N
	Field Length:	7.2
	Ref. Marks (Appendix H):	3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Carrier's liability is subject to a deductible amount of $'V'.
Index:	Liability and Claims
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LIDP

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LIDP
Application Category:	4
Title:	Liability Deduct Percentage
Description:	Carrier liability stated as a deductible percent specified in the VALUE field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Protect against insignificant claim processing.
Plus (+) Interpretation:	Subject to a deductible liability of VALUE percent.
Minus (-) Interpretation:	n/a
Dependencies:	Cannot be used with LIDA.

SECTION 2 – VALUE ANALYSIS

Value Field:	Percentage.	
	Format:	N
	Field Length:	3.2
	Ref. Marks (Appendix H):	3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Carrier's liability is subject to a deductible amount of 'V' percent.
Index:	Liability and Claims
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LILA

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LILA
Application Category:	4
Title:	Limited Liability Allowance Amount
Description:	Used to specify an amount that has been deducted from the price with the freight payer's agreement that no claims will be filed unless the damage exceeds the amount specified in LIDA or the percentage specified in LIDP.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Allows a reduction in price for freight payers who don't file agreed-upon claims.
Plus (+) Interpretation:	Freight charges have been deducted by the amount in the VALUE field because of limited liability agreement.
Minus (-) Interpretation:	n/a
Dependencies:	Must be used with LIDA or LIDP.

SECTION 2 – VALUE ANALYSIS

Value Field:	Dollars and cents.	
	Format:	N
	Field Length:	5.2
	Ref. Marks (Appendix H):	3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price has been adjusted by the limited liability allowance of $'V'.
Index:	Liability and Claims
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LIMC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LIMC
Application Category:	4
Title:	Liability Minimum Claim
Description:	Carrier will not process freight damage claims in an amount less than that specified in the VALUE field and, optionally, a 'Per Code' in the RANGE F field, for account of the carrier, optionally indicated in the RANGE T field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Protect against insignificant claim processing.
Plus (+) Interpretation:	Freight damage claims will not be processed for an amount less than VALUE per RANGE F for the account RANGE T.
Minus (-) Interpretation:	n/a
Dependencies:	May be paired with SACC to specify the charge for this liability.

SECTION 2 – VALUE ANALYSIS

Value Field:	Whole dollars.	
	Format:	N
	Field Length:	7.0
	Ref. Marks (Appendix H):	3
Range F Field:	Per Code found in Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1
Range T Field:	SCAC of the carrier the claim is against.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
Data Source:	Directory of Multi-Modal Carrier and Tariff Agents Codes (NMF-101)	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Freight damage claims will not be processed for an amount less than $'V' per 'F' for the account of 'T'. • Freight damage claims will not be processed for an amount less than $'V' per 'F'. • Freight damage claims will not be processed for an amount less than $'V' for the account of 'T'. • Freight damage claims will not be processed for amount less than $'V'.
Index:	Liability and Claims
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LIMD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LIMD
Application Category:	4
Title:	Liability Maximum Amount
Description:	Subject to carrier's liability stated as a maximum dollar amount specified in the VALUE field and the RANGE F field for account of the carrier optionally indicated in the RANGE T field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Reduce liability.
Plus (+) Interpretation:	Subject to maximum liability of VALUE per RANGE F for the account of RANGE T.
Minus (-) Interpretation:	n/a
Dependencies:	May be paired with SACC to specify the charge for this liability.

SECTION 2 – VALUE ANALYSIS

Value Field:	Maximum liability in dollars and cents.	
	Format:	N
	Field Length:	7.2
	Ref. Marks (Appendix H):	3
Range F Field:	Per Code found in Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	SCAC of the carrier the claim is against.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
Data Source:	Directory of Multi-Modal Carrier and Tariff Agents Codes (NMF-101)	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Subject to maximum liability of $'V' per 'F' for the account of 'T'. • Subject to maximum liability of $'V' per 'F'.
Index:	Liability and Claims
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LIME

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LIME
Application Category:	4
Title:	Liability Maximum Amount of 10 Million or Greater
Description:	Subject to carrier's liability stated as a maximum dollar amount which is equal to or exceeds 10 million dollars and optionally names the carrier that the claim is against.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Reduce liability. Use code LIMD for amounts less that 10 million or amounts requiring dollars and cents.
Plus (+) Interpretation:	Subject to maximum liability of VALUE per RANGE F for the account of RANGE T.
Minus (-) Interpretation:	n/a
Dependencies:	May be paired with SACC to specify the charge for this liability.

SECTION 2 – VALUE ANALYSIS

Value Field:	Maximum liability in dollars. Must be equal to or greater than 10 million (10,000,000).	
	Format:	N
	Field Length:	8.0
	Ref. Marks (Appendix H):	3
Range F Field:	Per Code found in Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	SCAC of the carrier the claim is against.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
Data Source:	IRF Mark file for SCACs	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Subject to maximum liability of $'V' per 'F' for the account of 'T'. • Subject to maximum liability of $'V' per 'F'.
Index:	Liability and Claims
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

LOAD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	LOAD
Application Category:	4
Title:	Allowance to Load
Description:	This code allows the shipper an amount of non-chargeable (free) time to load equipment specified in the VALUE field. If the shipper exceeds its listed free time, the shipper pays a chargeable amount shown in the RANGE F field per time period specified in the RANGE T field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	This condition is used to specify the amount of free time, in hours or days, a shipper has to load. If the shipper does not load, and still possesses the equipment, the carrier has the right to charge for its non-use.
Plus (+) Interpretation:	Given time frame, shipper is allowed free time to load. If the shipper does not follow specified time frame, charges are assessed.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	The numerical value of free time allowed.	
	Format:	N
	Field Length:	3.0
	Ref. Marks ([Appendix H](#)):	3
Range F Field:	The rate chargeable for excess time in dollars and cents.	
	Format:	N
	Field Length:	3.2
	Ref. Marks ([Appendix H](#)):	n/a
Range T Field:	Specifies unit of free time, categorized as 'HOUR' or 'DAY'.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Free time to load will be 'V' 'T' and time thereafter will be charged at $'F' per 'T'. • Free time to load will be 'V' 'T'.
Index:	Demurrage
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

MCHG

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	MCHG
Application Category:	3
Title:	Minimum Freight Charge
Description:	Indicates that the minimum charge specified in the VALUE and the RANGE F fields applies if freight charges do not exceed that minimum.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To apply a minimum chare to the shipment in case the freight charge calculates to less than the minimum charge.
Plus (+) Interpretation:	A minimum freight charge must be met or this is the price to be applied to the shipment.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Minimum charge, dollars and cents.	
	Format:	N
	Field Length:	7.2
	Ref. Marks (Appendix H):	3
Range F Field:	Valid per codes are 'PA,' 'PC,' 'TR,' or 'TN' (See Appendix F)	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Minimum freight charge per 'F' is $'V'.
Index:	Accessorial Service, Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

MILE

Effective Date: 08/01/2007

SECTION 1 – CONDITION ANALYSIS

Condition Code:	MILE
Application Category:	3
Title:	MILEAGE BASIS
Description:	States the Mileage Basis used when RANGE F Field in SURC Condition Code states PM (Per Mile).
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L1,
Data Element:	221 (L1), 118 (L1),
Business Use:	To specify the mileage basis used to calculate charges. For interline movements, the mileage will be calculated from the Rail Revenue Origin Station to first Revenue Route Junction Point to the subsequent Revenue Junction Points to the ultimate Rail Revenue Destination Station.
Plus (+) Interpretation:	Mileage as specified in VALUE Field will apply.
Minus (-) Interpretation:	n/a
Dependencies:	Must be used with SURC code with a PM in RANGE F Field.

SECTION 2 – VALUE ANALYSIS

Value Field:	'RR' – Rail Carrier Miles 'HG' – Rand McNally Highway Mileage 'PS' – ALK PC Miler for Rail Miles – Shortest (SNII) 'PP' – ALK PC Miler for Rail Miles – Practical (PNII) 'PI' – ALK PC Miler for Rail Miles – Intermodal 'PB' – ALK PC Miler for Rail Miles – Bulk 'QS' – ALK PC Miler for Highway Miles – Shortest 'QP' – ALK PC Miler for Highway Miles – Practical 'DD' – ICC Docket 28300 Miles 'PF' – PC Miler Rail Fuel Mileage		
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Specify Rail Carriers Mile Authority when VALUE is 'RR'.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	
Range T Field:	'R' = Interline Fuel Surcharge amount divided on freight revenue proportions. 'M' = Interline Fuel Surcharge amount divided on mileage pro-rate via the revenue route.	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• The Mileage Basis being utilized is 'V'. • The Mileage Basis being utilized is 'V' and the Rail Carrier Mile Authority is 'F'.
Index:	Accessorial Service, Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	MILE must be used with SURC with RANGE F = 'PM'. RANGE T for MILE cannot be blank and must be either 'R' or 'M'.
Data Source for The Edit:	n/a

MIMA

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	MIMA
Application Category:	3
Title:	Mileage Allowance
Description:	Indicates that equipment is subject to a Maximum, Minimum, or Specific mileage allowance as indicated in the RANGE T field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	This condition is used to limit mileage allowance payment.
Plus (+) Interpretation:	Maximum/minimum mileage allowance payment specified will apply for carrier specified. Maximum/minimum will apply for all carriers participating in the price if no carrier is specified.
Minus (-) Interpretation:	No mileage allowance payment will apply for carrier specified. None will apply for all carriers participating in the price if no carrier is specified.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Dollars and cents per mile. May not be used when negative. Required when positive. Zeros are valid and may be used instead of a negative.	
	Format:	N
	Field Length:	3.3
	Ref. Marks (Appendix H):	6
Range F Field:	Valid SCAC.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
Range T Field:	May not be used when negative. Required when positive. 'M' - Maximum (either the amount in the VALUE field or the standard mileage allowance applies, whichever is lower). 'N' - Minimum (either the amount in the VALUE field or the standard mileage allowance applies, whichever is higher). 'S' - Specific mileage allowance to be paid, in lieu of other amounts found elsewhere.	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,6
Data Source:	IRF Mark for SCAC edits and Umler for application.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	When RANGE T field is 'M': • The 'T' mileage allowance payment will not exceed $'V' per mile when on the lines of 'F'. • The 'T' mileage allowance payment will not exceed $'V' per mile. When RANGE T field is 'N': • The 'T' mileage allowance payment will not be less than $'V' per mile when on the lines of 'F'. • The 'T' mileage allowance payment will not be less than $'V' per mile. When RANGE T field is 'S': • The 'T' mileage allowance payment will be $'V' per mile when on the lines of 'F'. • The 'T' mileage allowance payment will be $'V' per mile. When negative: • Mileage allowance payments will not apply on movements on the lines of 'F'. • Mileage allowance payments will not apply.
Index:	Equipment Car Hire
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

MIXC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	MIXC
Application Category:	7
Title:	Mixed Shipment Application
Description:	States that the rates apply only when the shipment contains the specified minimum number of commodities, each comprising no more than the specified percent of the total shipment weight or weighing no more than the specified weight.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L0, L3, L5
Data Element:	81 (L0), 301 (L3), 503 (L5)
Business Use:	Because LTL/LCL (Less Than Truckload/Less Than Carload) rates are sometimes lower than full car/trailer rates for a single commodity, railroads want to insure that the shipment actually contains several commodities. They will therefore use this condition to specify the minimum number of commodities that must be in the shipment, and the most each one can comprise of the total shipment weight.
Plus (+) Interpretation:	The shipment must contain the minimum number of commodities, and each one can make up no more than the specified percent of the total shipment weight, or must be less than the specified actual rate.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	States the minimum number of commodities that must be in the shipment.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	3
Range F Field:	States that portion of the restriction for each commodity is stated as a percent of total shipment weight or as an actual maximum weight. If present, the 'T' field must contain an entry. 'PCT' - Percent 'LBS' - Weight in Pounds	
	Format:	A/N
	Field Length:	3.0
	Ref. Marks (Appendix H):	1,8
Range T Field:	A maximum percentage amount or a maximum weight. If present, the 'F' field must contain an entry (6.2 if weight; 2.2 if percent).	
	Format:	N
	Field Length:	6.2
	Ref. Marks (Appendix H):	9
Data Source:	Relies on data from customer on commodities and weights of shipment.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Shipments must be comprised of at least 'V' commodities and no one commodity may exceed 'T', 'F'. • Shipments must be comprised of 'V' commodities.
Index:	Lading, Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

MMCA

Effective Date: 08/01/2007

SECTION 1 – CONDITION ANALYSIS

Condition Code:	MMCA
Application Category:	3
Title:	Minimum/Maximum Charges
Description:	Indicates a minimum amount that will be charged to a customer for a particular service, or a maximum amount that will be absorbed by a carrier or customer for a particular service.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L1, R2D
Data Element:	58 (L1), 122 (L1), 150 (L1), 133 (R2D), 140 (R2D)
Business Use:	Used to set a minimum on the amount a carrier will charge from its own schedule of accessorial charges, OR to set a cap on the amount of the standard charge that the carrier will absorb, with the remainder being assessed to the customer OR to specify the amount of the accessorial/incidental charge that the customer will absorb.
Plus (+) Interpretation:	The carrier charges at least the specified amount for a service, regardless of the standard published charge. Alternatively, the carrier will only absorb the specified amount of the standard charge, and will bill the customer for the remainder, or the customer will only absorb the specified amount for the service.
Minus (-) Interpretation:	n/a
Dependencies:	Must be used with RIAS and RRAS. In addition, it may be used with SCAC or GEOP to restrict the accessorial service involved. It also may be paired with MPSC, SACC or SURC.

SECTION 2 – VALUE ANALYSIS

Value Field:	Per Code from Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Amount of the minimum/maximum charges stated in dollars and cents or a percent if the 'V' field is 'PW'.	
	Format:	N
	Field Length:	4.4
	Ref. Marks (Appendix H):	3
Range T Field:	'MIN' - Minimum charge 'MAX' - Cap or maximum absorption 'MCA' - Maximum customer absorption	
	Format:	A/N
	Field Length:	3.0
	Ref. Marks (Appendix H):	1,3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	When 'T' equals: • 'MIN' - A minimum charge of 'F' per 'V' will be assessed. • 'MAX' - No more than 'F' per 'V' will be absorbed. Any additional amount will be assessed. • 'MCA' - The customer will absorb 'F' per 'V' of the accessorial charge.
Index:	Prices and Charges, Accessorial Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

MPSC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	MPSC
Application Category:	3
Title:	Mechanical Protective Service (MPS) Charge
Description:	This code is used to make specific exceptions to MPS tariffs/circulars. The settling carrier is obligated to pay the specified amount to the owner of the equipment. RIAS should be used to state whether the MPS charges are included in the price.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	R2D
Data Element:	150 (R2D), 610 (R2D)
Business Use:	To specify MPS charges. Optionally, it can specify MPS charges for a certain equipment reporting mark.
Plus (+) Interpretation:	Specifies MPS charges that are exceptions to the standard MPS charge found in the applicable tariff or circular.
Minus (-) Interpretation:	n/a
Dependencies:	Must be used with RIAS. If charges contained in the MPSC code are in addition to the rate, use zero occurrences in RIAS RANGE F field and MECHP (NNN) in RIAS VALUE field. If charges are included in the rate, use 999 occurrences in RIAS RANGE F field and MECHP (NNN) in RIAS VALUE field..

SECTION 2 – VALUE ANALYSIS

Value Field:	AAR Car marks.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Valid Per Code from Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	Dollar Amount	
	Format:	N
	Field Length:	6.2
	Ref. Marks (Appendix H):	3
Data Source:	Umler for Car Marks	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	$'T' per 'F' will be paid on 'V' equipment.
Index:	Accessorial Service, Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

MVCC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	MVCC
Application Category:	4
Title:	Movement to be Handled at Carrier's Convenience
Description:	To be handled when convenient to the Carrier. To be moved when car or train is fully loaded.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	If car, container, or train is not full, then a higher price will apply.
Plus (+) Interpretation:	Movement to be handled at Carrier's convenience.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Movement to be handled at carrier's convenience.
Index:	Rules
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

MXWT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	MXWT
Application Category:	1
Title:	Maximum weight per equipment unit
Description:	When used with base type structure, the base rate would apply on the quantity within the RANGE F and RANGE T fields. Any quantity less than the value of the RANGE F field or greater than the value of the RANGE T field would not qualify for this rate.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to state minimum and maximum weights. Not to be used in lieu of Minimum Weight Code 01, nor to describe base and excess weights.
Plus (+) Interpretation:	The price is subject to the minimum and maximum weight range indicated.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'LB' - Pounds 'GT' - Gross Tons 'PT' - Tons 'MM' - Metric Tons	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	Any number expressed as NNNNNNN.	
	Format:	N
	Field Length:	7.0
	Ref. Marks ([Appendix H](#)):	3
Range T Field:	Any number expressed as NNNNNNN.	
	Format:	N
	Field Length:	7.0
	Ref. Marks ([Appendix H](#)):	3,5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when minimum weight is 'F' 'V' and maximum weight is 'T' 'V'.
Index:	Prices and Changes
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

NALL

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	NALL
Application Category:	4
Title:	Exclude Contract Allowance
Description:	States that contract allowances by the specified carrier cannot be applied against these rates.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Railroads often negotiate blanket allowances with customers that apply on a wide variety of shipments. At a later time they may publish a reduced price on which they want to restrict the allowance application.
Plus (+) Interpretation:	Allowance cannot be paid by the specified carrier on shipments using this price.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	SCAC of carrier that will not pay allowances.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	IRF MARK file for SCACs.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Shipment allowances from other 'V' contracts, quotes or tariffs may not be applied against this price. • Shipment allowances may not be applied against this price.
Index:	Allowances, Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

NPDM

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	NPDM
Application Category:	4
Title:	No Per Diem/Mileage
Description:	Specifies mileage allowance but no per diem.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	This condition is used to specify that no per diem mileage applies and refers to the publication in which mileage can be found.
Plus (+) Interpretation:	No per diem will be paid, but a mileage allowance applies and is found in the authority optionally specified in the VALUE, RANGE F, and RANGE T fields.
Minus (-) Interpretation:	n/a
Dependencies:	May be used with +MIMA to specify mileage allowance. Cannot be used with -MIMA.

SECTION 2 – VALUE ANALYSIS

Value Field:	SCAC	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	9
Range F Field:	Valid publication or tariff number.	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks ([Appendix H](#)):	8,10
Range T Field:	Item number(s) expressed as 'NNNNNNNNNN' or 'NNNN,NNNN' or 'NNNN-NNNN' (with a floating dash or comma).	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks ([Appendix H](#)):	n/a
Data Source:		

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• No per diem will be paid, but mileage allowance as stated in Item 'T' of 'V' 'F' applies. • No per diem will be paid, but mileage allowance as stated in 'V' 'F' applies. • No per diem will be paid, but a mileage allowance applies.
Index:	Equipment Car Hire
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

ONEC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	ONEC
Application Category:	4
Title:	One Consignor/Consignee
Description:	Price applies when shipped on one day from one consignor at one location at one origin via one route to one consignee at one location at one destination at one time on one bill of lading.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	To ensure that there would be only one pick up and one delivery.
Business Use:	Price applies when shipped on one day from one consignor at one location at one origin via one route to one consignee at one location at one destination at one time on one bill of lading.
Plus (+) Interpretation:	n/a
Minus (-) Interpretation:	None
Dependencies:	ONEC

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when shipped on one day from one consignor at one location at one origin via one route to one consignee at one location at one destination at one time on one bill of lading.
Index:	Geography, Patron, Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

ONED

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	ONED
Application Category:	7
Title:	Consignee(s) at Destination
Description:	Price applies when shipped on one day to the number of consignee(s) entered in the VALUE field at one location at one destination on one bill of lading.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To specify that there would only be one delivery to one or more consignees at the same location.
Plus (+) Interpretation:	Price applies when shipped on one day to the number of consignee(s) entered in the VALUE field at one location at one destination on one bill of lading.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Number of consignees	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when shipped on one day to 'V' consignee(s) at one location at one destination on one bill of lading.
Index:	Geography, Patron, Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

ONEO

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	ONEO
Application Category:	7
Title:	Consignor(s) at Origin
Description:	Price applies when shipped on one day from the number of consignor(s) entered in the VALUE field at one location at one origin on one bill of lading.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To specify that there would be only one pickup from one or more consignors at the same location.
Plus (+) Interpretation:	Price applies when shipped on one day from the number of consignors entered in the VALUE field at one location at one origin on one bill.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Number of consignors.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when shipped on one day from 'V' consignor(s) at one location at one origin on one bill of lading.
Index:	Geography, Patron, Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

OWNR

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	OWNR
Application Category:	1
Title:	Equipment Owner
Description:	Loaded in equipment owned or controlled by a SCAC as entered in the VALUE field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N7
Data Element:	206 (N7), 207 (N7)
Business Use:	Restricts the use of the price to equipment owned by SCAC in the VALUE field.
Plus (+) Interpretation:	Price applies in equipment owned by SCAC in the VALUE field.
Minus (-) Interpretation:	Price does not apply in equipment owned by SCAC in the VALUE field.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Equipment owner as denoted by car owner SCAC code found in Umler.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies in equipment owned by 'V'. • Price does not apply in equipment owned by 'V'.
Index:	Equipment Ownership
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

PACK

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	PACK
Application Category:	1
Title:	Package Type
Description:	Price is restricted to manner in which freight is packed.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L5
Data Element:	103 (L5)
Business Use:	Used to indicate packaging instructions when shipping freight.
Plus (+) Interpretation:	Price applies when freight is packaged in a specific manner.
Minus (-) Interpretation:	Price does not apply when freight is packaged in a specific manner.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Packaging code to be used (see Appendix A).	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when freight package type is 'V'. • Price does not apply when freight package type is 'V'.
Index:	Lading Packaging
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

PATR

Effective Date: 05/07/2009

SECTION 1 – CONDITION ANALYSIS

Condition Code:	PATR
Application Category:	1
Title:	Price Restricted by Patron
Description:	States that price applies/does not apply when the specified customer fulfills the specified role on the waybill. These types of price restrictions frequently occur at the rate level and are better suited to condition codes.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L1, N1, R2D
Data Element:	104 (L1), 103(L1), 103(N1), 101(N1), 104(N1), 101(R2D), 103(R2D)
Business Use:	Railroads may restrict price application depending on how the customer's role is designated on the waybill. Customers' role are defined in EDI Data Element Dictionary.
Plus (+) Interpretation:	Price applies when specified customer fulfills specified role on waybill.
Minus (-) Interpretation:	Price does not apply when specified customer fulfills specified role on waybill.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'BN' - Beneficial Owner 'CN' - Consignee (Receiver) 'C1' - In Care of Party 'SH' - Shipper (Consignor) 'SF' - Shipped From 'AP' - Account of Origin Party 'PU' - Party at Pick Up Location	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	First 9 positions of CIF number	
	Format:	A/N
	Field Length:	9.0
	Ref. Marks (Appendix H):	3
Range T Field:	Optional last 4 characters of the CIF number.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
Data Source:	CIF	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Note: The numeric values in the 'F' and 'T' fields will be translated for print into the alpha spelling of the customer's name. • Price applies when 'F' 'T' is the 'V'. • Price applies when 'F' is the 'V'. Note: The numeric values in the 'F' and 'T' fields will be translated for print into the alpha spelling of the customer's name. • Price does not apply when 'F' 'T' is the 'V'. • Price does not apply when 'F' is the 'V'.
Index:	Patron
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

PAYA

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	PAYA
Application Category:	3
Title:	Payable Currency
Description:	Payable in funds of the country entered in the VALUE field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To specify the currency in which freight charges are to be paid.
Plus (+) Interpretation:	Payable in funds of the country specified in the VALUE field.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'US' - United States 'CA' - Canadian 'MX' - Mexican	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in 'V' funds.
Index:	Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

PCMS

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	PCMS
Application Category:	7
Title:	Pooling of Cars
Description:	Indicates shipments may be pooled from the following origin(s) to meet minimum shipment requirements. The price origin(s) MUST be included within the pooling list.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To pool shipments together from various origins in order to meet multiple car requirements.
Plus (+) Interpretation:	Price applies when shipments are pooled to meet multiple car requirements.
Minus (-) Interpretation:	Price does not apply when shipments are pooled together to meet multiple car requirements.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Appendix E geographic codes.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Values corresponding to geographic type in VALUE field.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	Optional upper range for FSACs, OPSLs, US Zip Codes and 4-digit U.S. County SPLCs. When FSACs or OPSLs are used, the values in the RANGE F and RANGE T must be those of the same SCAC.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,5
Data Source:	CSM for geographic information	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when shipments are pooled from 'V' of 'F' to meet minimum shipment requirements. • Price does not apply when shipments are pooled from 'V' of 'F' to meet minimum shipment requirements. • Price applies when shipments are pooled from 'V' of 'F' through 'T' to meet minimum shipment requirements. • Price does not apply when shipments are pooled from 'V' of 'F' through 'T' to meet minimum shipment requirements.
Index:	Geography, Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

PDRD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	PDRD
Application Category:	3
Title:	Accessorial Service Mile Radius
Description:	Specified accessorial services described in RIAS or SWCA is provided within a certain mile radius.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L1, R2D
Data Element:	103 (L1), 104 (L1), 108 (L1), 1 (R2D), 2 (R2D)
Business Use:	Indicates a radius from the terminal in which an accessorial service would be provided.
Plus (+) Interpretation:	Specified accessorial service is provided within a specified distance.
Minus (-) Interpretation:	n/a
Dependencies:	Must be used with RIAS or SWCA to specify the accessorial service. In addition, it may be used with SACC to specify exceptions to the standard charge, with SCAC to specify involved carriers, and with MMCA to specify caps or minimums on the charge amounts..

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	A number denoting distance.	
	Format:	N
	Field Length:	3.0
	Ref. Marks (Appendix H):	3
Range T Field:	Type of distance measure 'M' - Miles 'K' - Kilometers	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Specified accessorial services are provided within an 'F' 'T' radius of the terminal.
Index:	Accessorial Service
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

PFDE

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	PFDE
Application Category:	4
Title:	Patron Delivery Facility
Description:	Requires placement of equipment for unloading at destination at the facility type specified in the VALUE field. An optional RANGE F field is used to specify whose railway facility, intermodal ramp or container terminal is used.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To specify the type of unloading facility at destination.
Plus (+) Interpretation:	Unloading of equipment at destination will be at the facility type as mentioned in the VALUE field.
Minus (-) Interpretation:	n/a
Dependencies:	NONE

SECTION 2 – VALUE ANALYSIS

Value Field:	'S' - Private siding 'T' - Team track 'R' - Railway facility 'P' - Intermodal ramp 'C' - Container terminal	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	SCAC, used only when 'C', 'P', 'R' or 'T' is used in the VALUE field.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Directory of Multi-Modal Carrier and Tariff Agents Codes (NMF-101)	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Required placement of equipment for unloading at a 'V', owned by 'F'. • Requires placement of equipment for unloading at a 'V'.
Index:	Geography, Patron
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

PFOR

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	PFOR
Application Category:	4
Title:	Patron Origin Facility
Description:	Requires placement of equipment for loading at origin at a type of facility specified in the VALUE field. An optional RANGE F field is used to specify whose railway facility, intermodal ramp, or container terminal is used.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To specify the type of loafing facility at origin.
Plus (+) Interpretation:	Loading of equipment at origin will be at the facility type as mentioned in the VALUE field.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'S' - Private siding 'T' - Team track 'R' - Railway facility 'P' - Intermodal ramp 'C' - Container terminal	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	SCAC, used only when 'C', 'P', 'R' or 'T' is used in the VALUE field.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Directory of Multi-Modal Carrier and Tariff Agents Codes (NMF-101)	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Requires placement of equipment for loading at a 'V', owned by 'F'. • Required placement of equipment for loading at a 'V'.
Index:	Geography, Patron
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

PILE

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	PILE
Application Category:	7
Title:	Loaded from Stockpile
Description:	Restricts price to shipments loaded directly from stockpile.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	This code is used to indicate when shipment is loaded directly from stockpile as opposed to a blower.
Plus (+) Interpretation:	Price applies when shipment is loaded from stockpile. Bill of Lading must be stamped,"Loaded from Stockpile."
Minus (-) Interpretation:	Price does not apply when shipment is loaded from stockpile.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when loaded directly from stockpile. • Price does not apply when loaded from stockpile.
Index:	Miscellaneous
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

PRPU

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	PRPU
Application Category:	4
Title:	Previous Publication
Description:	States where the rates and charges had been previously published. This previous publication is specified in the format of the REN 460 Transaction Set segments.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To state where rates and charges have been previously published and to state that it is recognized by REN.
Plus (+) Interpretation:	Rates and charges were previously published in a specific publication.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Reference number qualifier. In positions 1 & 2: ‘CT’ - Contract Number ‘MX’ - Master Contract ‘EC’ - Exempt Circular ‘PR’ - Price Quote Number ‘FI’ - File Identifier ‘TS’ - Tariff Number In the next eight positions: the SCAC or STAC tariff agency code, OR the issuing carrier identifier (e.g., PRCN=CN Price Quote.) Formats reflect Rate EDI Network guidelines: PI01 segment, element 128; PI05 segment, element 168; and PI06 segment, element 965, respectively.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	3
Range F Field:	Reference number, publication number, or tariff number. Format reflects Rate EDI Guidelines: PI02 segment, data element 127.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	3
Range T Field:	Optional item number NNNNNNNNNN, or two items NNNN,NNNN, or a range of items NNNN-NNNN. Floating comma or dash may be used. Format reflects Rate EDI Network Guidelines: PI08 segment, element 169.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	n/a
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Subject to price or provisions published in ‘V’ ‘F’. • Subject to price or provisions formerly published in ‘V’ ‘F’, item ‘T’.
Index:	Price Document
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

PSMT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	PSMT
Application Category:	1
Title:	Per Shipment Tender
Description:	Subject to a minimum and optional maximum shipment tender as specified in the VALUE, RANGE F, and RANGE T fields. This code is used to specify the quantity that must move on a single waybill.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L0
Data Element:	220 (L0)
Business Use:	To specify a minimum and maximum amount of tender per shipment for a single freight movement.
Plus (+) Interpretation:	Price applies when the minimum and, optionally, a maximum range of tender amount is met.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Per Code as found in Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Minimum quantity	
	Format:	N
	Field Length:	8.0
	Ref. Marks (Appendix H):	3
Range T Field:	Maximum quantity	
	Format:	N
	Field Length:	8.0
	Ref. Marks (Appendix H):	5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies if minimum tender per shipment is 'F' 'V'. • Price applies if minimum tender per shipment is 'F' 'V' and maximum not greater than 'T' 'V'.
Index:	Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RBOE

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RBOE
Application Category:	2
Title:	Rate Based on Value Exceeding Ten Thousand Dollars
Description:	Price applies when commodity value exceeds ten thousand dollars and is equal to or greater than the amount specified in this condition. Code RBOV must be used for commodities valued at less than ten thousand dollars.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L5
Data Element:	n/a
Business Use:	Commodities with the same STCC may vary in value.
Plus (+) Interpretation:	Price applies when the commodity value is equal to or greater than the amount specified in the RANGE F field but not exceeding the amount optionally specified in the RANGE T field.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Per Code as found in Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Whole dollars - must be equal to or greater than $10,000.	
	Format:	N
	Field Length:	8.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	Whole dollars - if used, this is the maximum value.	
	Format:	N
	Field Length:	8.0
	Ref. Marks (Appendix H):	5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when commodity value is equal to or greater than $'F' per 'V', but not exceeding $'T' per 'V'. • Price applies when commodity value is equal to or greater than $'F' per 'V'.
Index:	Lading Value
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RBOV

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RBOV
Application Category:	2
Title:	Rate Based On Value
Description:	Price applies when commodity value is equal to or greater than the amount specified in this condition. RBOE should be used for commodities whose value exceeds $10,000.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L5
Data Element:	n/a
Business Use:	Commodities with the same STCC may vary in value.
Plus (+) Interpretation:	Price applies when the commodity value is equal to or greater than the amount specified in the RANGE F field but not exceeding the amount optionally specified in the RANGE T field.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Per Code as found in Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Dollars and cents	
	Format:	N
	Field Length:	4.2
	Ref. Marks (Appendix H):	3
Range T Field:	Dollars and cents. If used, this is the upper end of a range.	
	Format:	N
	Field Length:	4.2
	Ref. Marks (Appendix H):	5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when commodity value is equal to or greater than $'F' per 'V', but not exceeding $'T' per 'V'. • Price applies when commodity value is equal to or greater than $'F' per 'V'.
Index:	Lading Value
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RCAF

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RCAF
Application Category:	4
Title:	Rail Cost Adjustment Factor
Description:	Rates will be subject to the rail cost adjustment factor specified.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Indicator for in-house rate management advising of a future adjustment.
Plus (+) Interpretation:	Rate is subject to the type of adjustment shown in the RANGE F field on the date shown in the VALUE field for the amount specified in the RANGE T field.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	First day of quarter adjustment applies in the form CCYYMMDD.	
	Format:	D
	Field Length:	8.0
	Ref. Marks (Appendix H):	3
Range F Field:	'INCR' - Increase 'ADJUST' - Adjustment	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	Index value or percentage	
	Format:	N
	Field Length:	3.2
	Ref. Marks (Appendix H):	3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price will be subject to an 'F' beginning on 'V' and will be charged 'T' percent.
Index:	Price Escalation
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RELO

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RELO
Application Category:	7
Title:	Equipment Reload
Description:	Subject to the reloading of available equipment received in prior inbound shipments.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Maximize equipment utilization.
Plus (+) Interpretation:	Must be reloaded in equipment received on prior shipment.
Minus (-) Interpretation:	n/a
Dependencies:	May be used with RLCM if equipment also must have been loaded with specified commodity. May also be used with GEOP to specify prior geography. This code cannot be used with LAPC.

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in equipment having prior inbound shipment.
Index:	Price Document
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

REND

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	REND
Application Category:	4
Title:	Renewal Date
Description:	Date on which a price is automatically renewed unless specified notice is provided.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To automatically renew a price with an expiration date.
Plus (+) Interpretation:	Price will automatically be renewed unless specified notice is provided.
Minus (-) Interpretation:	n/a
Dependencies:	RENP

SECTION 2 – VALUE ANALYSIS

Value Field:	Specific date on which price is renewed expressed as CCYYMMDD.	
	Format:	D
	Field Length:	8.0
	Ref. Marks (Appendix H):	3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price is automatically renewed on 'V' unless notice is otherwise provided.
Index:	Price Document
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RENP

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RENP
Application Category:	4
Title:	Renewal Period
Description:	Price will automatically be renewed for the number of periods specified unless intent to cancel is given within a specific number of days prior to the renewal date.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To enable the price to be renewed for a specific number of periods unless otherwise notified.
Plus (+) Interpretation:	Price will automatically be renewed for a specific number of periods.
Minus (-) Interpretation:	n/a
Dependencies:	REND

SECTION 2 – VALUE ANALYSIS

Value Field:	Time Period of renewal 'D' - Day 'M' - Month 'Y'- Year	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	3
Range F Field:	Number of periods the price is to be renewed.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	3
Range T Field:	Number of days notice before expiration date to cancel.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price shall be automatically renewed for 'F' 'V' unless notification of intent to cancel is given at least 'T' days prior to the renewal date.
Index:	Price Document
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RETS

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RETS
Application Category:	7
Title:	Returned Shipment
Description:	Shipments reaching destination but not unloaded, for reasons other than carrier error, may be returned to original shipping point via the reverse route at the same price or at the price stated in the VALUE and RANGE F fields at the minimum weight optionally stated in the RANGE T field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Method of returning shipments not unloaded.
Plus (+) Interpretation:	Shipments reaching destination but not uploaded, for reasons other than carrier error, may be returned to original shipping point via the reverse route at the same price or at the price stated in the VALUE and RANGE F fields.
Minus (-) Interpretation:	Shipments reaching destination but not unloaded may not be returned to original shipping point at the same price.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Return amount in dollars and cents. This field must not be used when negative.	
	Format:	N
	Field Length:	6.2
	Ref. Marks (Appendix H):	7,9
Range F Field:	Per Code found in Appendix F. This field is required if the VALUE field contains an entry. This field must not be used when negative.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,7,10
Range T Field:	Optional minimum weight of the returned shipment in pounds.	
	Format:	N
	Field Length:	7.0
	Ref. Marks (Appendix H):	7
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Shipments reaching destination but not unloaded, for reasons other than carrier error, may be returned to original shipping point via the reverse route at $'V' per 'F'. • Shipments reaching destination but not unloaded, for reasons other than carrier error, may be returned to original shipping point via the reverse route at $'V' per 'F' but not less than 'T' pounds minimum weight. • Shipments reaching destination but not unloaded, for reasons other than carrier error, may be returned to original shipping point via the reverse route at the same price but not less than 'T' pounds minimum weight. • Shipments reaching destination but not unloaded, for reasons other than carrier error, may be returned to original shipping point via the reverse route at the same price. • Shipments reaching destination but not unloaded, for reasons other than carrier error, may NOT be returned to original shipping point via the reverse route at the same price or at the price normally applicable, if lower.
Index:	Rules
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RFTP

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RFTP
Application Category:	2
Title:	Record for Transit
Description:	Indicates the price may or may not be used on shipments recorded for transit privileges.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	This code is used to indicate whether a shipment may be registered for transit privileges.
Plus (+) Interpretation:	Price may be used for transit billing.
Minus (-) Interpretation:	Price may not be used for transit billing.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'I' - Inbound to the transit point 'O' - Outbound from the transit point	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• The price may be used on shipments 'V' recorded for transit. • The price may not be used on shipments 'V' recorded for transit.
Index:	Transit, Accessorial Service
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RIAS

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RIAS
Application Category:	3
Title:	Price does or does not include Accessorial Service.
Description:	Price does or does not include charges for accessorial services for the specified type/number. Services provided over the specified number will be charged in addition to the line haul price.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L1, H3
Data Element:	150 (L1), 122 (L1), 191 (L1), 58 (L1), 152 (H3)
Business Use:	Railroads may want to include the charge for a particular accessorial service within the price, in effect waiving that charge when the price is used.
Plus (+) Interpretation:	Price includes the charges for the number of occurrences for the accessorial services specified. A zero amount in the RANGE F field indicates there will be a charge for all occurrences.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Privilege/Service/Handling Code from Appendix C.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Maximum number of occurrences allowed. A zero indicates there will be a charge for all occurrences. 999 indicates no charge for any occurrence.	
	Format:	N
	Field Length:	3.0
	Ref. Marks (Appendix H):	3
Range T Field:	Optional range of chargeable occurrences. (NNN-NNN) May only be used if RANGE F is zero.	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks (Appendix H):	n/a
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• RANGE 'F' = 1-998: Charges for 'V' are included in the price. Any 'V' over 'F' occurrences will be charged in addition to the line haul price. • RANGE 'F' = 0: Charges for 'V' are not included in the price. • RANGE 'F' = 999: Charges for all occurrences of 'V' are included in the price. • RANGE 'F' = 0 and an entry exists in 'T': Charges for 'T' occurrences of 'V' are not included in the price.
Index:	Price and Charges, Accessorial Service
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	
Data Source for The Edit:	n/a

RISK

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RISK
Application Category:	4
Title:	Owner's Liability
Description:	Price is subject to owner's risk of damage. Optionally, a type of risk can be specified in the VALUE field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	n/a
Plus (+) Interpretation:	Subject to owner's risk of VALUE damage.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	A Risk Code as found in Appendix J.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price is subject to the owner's risk of 'V'. • Price is subject to the owner's risk of damage.
Index:	Liability and Claims
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RLCM

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RLCM
Application Category:	7
Title:	Reload Prior Commodity
Description:	States that rates only apply if prior inbound movement contained the specified commodity named in the VALUE field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To maximize equipment utilization, railroads will restrict a rate to apply only when the prior inbound move contained a particular commodity. For example, a rate on fertilizer will apply only when the prior inbound move contained grain.
Plus (+) Interpretation:	Prior inbound shipment must have contained the specified commodity.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Commodity STCC code, 2 through 7 digits	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	The prior waybill record must be read to determine prior commodity.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Rates apply when prior inbound shipment contained STCC 'V'.
Index:	Lading Commodity, Equipment Usage
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RLVU

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RLVU
Application Category:	4
Title:	Released Valuation
Description:	Subject to released valuation entered in the VALUE field and a unit of measurement entered in the RANGE F field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Specifies replacement value which protects customer and carrier in case of accident.
Plus (+) Interpretation:	Subject to released valuation of VALUE per RANGE F.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Released value expressed as dollars and cents.	
	Format:	N
	Field Length:	7.2
	Ref. Marks (Appendix H):	3
Range F Field:	Per Code found in Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Subject to released valuation of $'V' per 'F'.
Index:	Liability and Claims
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RRAS

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RRAS
Application Category:	2
Title:	Rates Restricted by Accessorial Service
Description:	States that price does not apply if accessorial service of the specified type is performed over the number of occurrences specified in the RANGE F field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	L1, R2D, H3
Data Element:	58 (L1), 122 (L1), 150 (L1), 191 (L1), 140 (R2D), 152 (H3)
Business Use:	To allow railroads to prevent a customer from using a particular price if the customer required a particular type of accessorial service.
Plus (+) Interpretation:	n/a
Minus (-) Interpretation:	Price does not apply if the specified number of accessorial services exceeds the RANGE F field.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Privilege/Service/Handling Code from Appendix C.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Maximum number of allowable occurrences for the service.	
	Format:	N
	Field Length:	3.0
	Ref. Marks (Appendix H):	3
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Accessorial Services are found in Appendix C.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	- If 'F' is greater than zero: Price does not apply if the 'V' service is provided over 'F' occurrences. - If 'F' equals zero: Price does not apply if the 'V' service is provided.
Index:	Accessorial Charges, Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RTCA

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RTCA
Application Category:	4
Title:	Rate Cancellation Notification
Description:	States that rates may be canceled with the specified number of days notice.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Customers often desire sufficient notification from the railroads prior to a rate cancellation. This is especially the case with deregulated price documents.
Plus (+) Interpretation:	Rates will not be canceled without at least the specified notification.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Number of days	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price is subject to cancellation on 'V' day(s) notice.
Index:	Price Document
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RTCH

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RTCH
Application Category:	4
Title:	Rate Change Notification
Description:	States that rates may be changed with the specified number of days notice.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To allow railroads to provide customers sufficient notification prior to a rate adjustment. This is especially the case for deregulated price documents.
Plus (+) Interpretation:	Rates will not be adjusted without at least the specified notification.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Number of days	
	Format:	N
	Field Length:	2.0
	Ref. Marks ([Appendix H](#)):	3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price is subject to change on 'V' day(s) notice.
Index:	Price Document
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RTPM

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RTPM
Application Category:	4
Title:	Rate Prior Movement
Description:	Applies only in equipment having a prior movement under the rates found in the publications specified in this code. This publication is specified in the format of the REN 460 Transaction Set segments.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	This code is used to build rate combinations with other publications. The intent is to link the two publications together and require prior movement under another specified publication and to specify that publication in a format that is recognized by the REN.
Plus (+) Interpretation:	The rate is applicable only when the equipment moved previously under prices contained in VALUE, RANGE F, and RANGE T.
Minus (-) Interpretation:	The rate not is applicable only when the equipment moved previously under prices contained in VALUE, RANGE F, and RANGE T.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Reference number qualifier. In positions 1 & 2: 'CT' - Contract Number 'EC' - Exempt Circular 'FI' - File Identifier 'MX' - Master Contract 'PR' - Price Quote Number 'TS' - Tariff Number In the next 8 positions: the SCAC or STAC tariff agent code, OR the issuing carrier identifier (e.g., PRCN=CN Price Quote). Formats reflect Rate EDI Network Guidelines: PI01 segment, element 128; PI05 segment, element 168; PI06 segment, element 965, respectively.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	3
Range F Field:	Reference number, publication number, or tariff number. Format reflects Rate EDI Network Guidelines: PI02 segment, element 127.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	3
Range T Field:	Optional item number NNNNNNNNNN, or two items NNNN,NNNN, or a range of items NNNN-NNNN. Floating comma or dash may be used. Format reflects Rate EDI Network Guidelines: PI08 segment, element 169.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	n/a
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• The price is applicable in equipment having prior movement under 'V' 'F' Item(s) 'T'. • The price is applicable in equipment having prior movement under 'V' 'F'. • The price is not applicable in equipment having prior movement under 'V' 'F' Items(s) 'T'. • The price is not applicable in equipment having prior movement under 'V' 'F'.
Index:	Price Document, Equipment Usage, Movement Geography
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RTSM

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RTSM
Application Category:	4
Title:	Rate Subsequent Move
Description:	Applies only in equipment having a subsequent movement under the rates found in the publications specified in this code. This publication is specified in the format of the REN 460 Transaction Set segments.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	This code is used to build rate combinations with other publications. The intent is to link the two publications together and require subsequent movement under another specified publication and to specify that publication in a format that is recognized by the REN.
Plus (+) Interpretation:	The rate is applicable only when the equipment moves subsequently under prices contained in VALUE, RANGE F, and RANGE T.
Minus (-) Interpretation:	The rate not is applicable only when the equipment moves subsequently under prices contained in VALUE, RANGE F, and RANGE T
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Reference number qualifier. In positions 1 & 2: 'CT' - Contract Number 'EC' - Exempt Circular 'FI' - File Identifier 'MX' - Master Contract 'PR' - Price Quote Number 'TS' - Tariff Number In the next 8 positions: the SCAC or STAC tariff agent code, OR the issuing carrier identifier (e.g., PRCN=CN Price Quote). Formats reflect Rate EDI Network Guidelines: PI01 segment, element 128; PI05 segment, element 168; PI06 segment, element 965, respectively.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks ([Appendix H](#)):	3
Range F Field:	Reference number, publication number, or tariff number. Format reflects Rate EDI Network Guidelines: PI02 segment, element 127.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks ([Appendix H](#)):	3
Range T Field:	Optional item number NNNNNNNNNN, or two items NNNN,NNNN, or a range of items NNNN-NNNN. Floating comma or dash may be used. Format reflects Rate EDI Network Guidelines: PI08 segment, element 169.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks ([Appendix H](#)):	n/a
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• The price is applicable in equipment having subsequent movement under 'V' 'F' Item(s) 'T'. • The price is applicable in equipment having subsequent movement under 'V' 'F'. • The price is not applicable in equipment having subsequent movement under 'V' 'F' Items(s) 'T'. • The price is not applicable in equipment having subsequent movement under 'V' 'F'.
Index:	Price Document, Equipment Usage, Movement Geography
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RTUD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RTUD
Application Category:	7
Title:	Route Ultimate Destination
Description:	Shipments for furtherance beyond the destination named in this price must be routed via the carrier named in the VALUE field if that carrier serves the ultimate destination.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	R2
Data Element:	140 (R2)
Business Use:	To specify routing to the ultimate destination.
Plus (+) Interpretation:	Movements beyond this destination named in this price must route via the carrier named when the ultimate destination is served by that carrier.
Minus (-) Interpretation:	n/a
Dependencies:	Must be used with COMB or LASM.

SECTION 2 – VALUE ANALYSIS

Value Field:	SCAC which must be included in the route	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	Directory of Multi-Modal Carrier and Tariff Agents Codes (NMF-101)	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Movements beyond the destination named in this price must route via 'V' when the ultimate destination is served by 'V'.
Index:	Movement Geography, Carrier/Mode/Routes
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SACC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SACC
Application Category:	3
Title:	Special Accessorial Charges
Description:	States that an accessorial charge of the amount specified in the RANGE F field in the units specified in the RANGE T field will be added to or deducted from the line-haul charge based on the VALUE field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L1, R2D
Data Element:	191 (L1), 150 (L1), 58 (L1), 122 (L1), 150 (R2D)
Business Use:	Used to add or subtract an accessorial charge in an amount that is different than the normal tariff charge.
Plus (+) Interpretation:	The accessorial charge of the specified amount will be added or subtracted. This charge overrides the normal tariff accessorial charge.
Minus (-) Interpretation:	n/a
Dependencies:	This condition MUST be grouped with one of the following codes to specify the accessorial service: LIMC, RIAS, STOR, TLDD, TLDO, RRAS, or SWMV. It can also be grouped with GEOP or PDRD for geographic restrictions or with SCAC for carrier restrictions.

SECTION 2 – VALUE ANALYSIS

Value Field:	'A' - Added to 'D' - Deducted from	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	3,1
Range F Field:	Dollar amount of the charge, or percent if 'T' is 'PW'.	
	Format:	N
	Field Length:	5.4
	Ref. Marks (Appendix H):	3
Range T Field:	Valid per code from Appendix F.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Special accessorial charges of $'F' per 'T' will be 'V' the line-haul charge.
Index:	Accessorial Service
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SACD

Effective Date: 08/01/2007

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SACD
Application Category:	3
Title:	Special Accessorial Charges – Large Amount
Description:	States that an accessorial charge of the amount specified in the RANGE F field in the units specified in the RANGE T field will be added to or deducted from the line-haul charge based on the VALUE field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L1, R2D
Data Element:	191 (L1), 150 (L1), 58 (L1), 122 (L1), 150 (R2D)
Business Use:	Used to add or subtract an accessorial charge in an amount that is different than the normal tariff charge. Similar to SACC but capable of a larger dollar amount.
Plus (+) Interpretation:	The accessorial charge of the specified amount will be added or subtracted. This charge overrides the normal tariff accessorial charge.
Minus (-) Interpretation:	n/a
Dependencies:	This condition MUST be grouped with one of the following codes to specify the accessorial service: LIMC, RIAS, STOR, TLDD, TLDO, RRAS, or SWMV. It can also be grouped with GEOP or PDRD for geographic restrictions or with SCAC for carrier restrictions. Cannot be used with SACC.

SECTION 2 – VALUE ANALYSIS

Value Field:	'A' - Added to 'D' - Deducted from	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	3,1
Range F Field:	Dollar amount of the charge, or percent if 'T' is 'PW'.	
	Format:	N
	Field Length:	7.2
	Ref. Marks (Appendix H):	3
Range T Field:	Valid per code from Appendix F.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Special accessorial charges of $'F' per 'T' will be 'V' the line-haul charge.
Index:	Accessorial Service
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SCAC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SCAC
Application Category:	3
Title:	Carrier Identity
Description:	States that the accessorial charge or claim restriction is only applicable for the specified carrier.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	R2
Data Element:	140 (R2)
Business Use:	Used to restrict the application of a claims provision or accessorial charge to a specific carrier.
Plus (+) Interpretation:	The claims provision or accessorial charge only applies for the specified carrier.
Minus (-) Interpretation:	The claims provision or accessorial charge does not apply for the specified carrier.
Dependencies:	This condition can be paired with LIBO, LIDA, LIDP, LIMC, or LIMD to qualify the claims provision of the price. It can be paired with RRAS, RIAS, GEOP, MMCA, PDRD, or STOR to qualify an accessorial service or charge. May not be used alone. May be used with SURC to specify accruing carrier.

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid SCAC	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	IRF MARK file for SCACs.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Applicable for the account of 'V'. • Not applicable for the account of 'V'.
Index:	Carrier/Mode/Routes, Accessorial Service
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SCOT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SCOT
Application Category:	7
Title:	Special Condition Only Temporary
Description:	Allows for temporary exchange of data necessary to qualify a price and/or calculate total charges.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	In absence of an applicable condition code to qualify a price and/or determine total charges, this code can be used temporarily in bilateral agreements.
Plus (+) Interpretation:	Shipment must be rated and billed according to mutually agreed to values entered.
Minus (-) Interpretation:	Shipment will not be rated and billed according to mutually agreed to values entered.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks ([Appendix H](#)):	3
Range F Field:	n/a	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks ([Appendix H](#)):	n/a
Range T Field:	n/a	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks ([Appendix H](#)):	n/a
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price subject to 'V' 'F' 'T'. • Price is not subject to 'V' 'F' 'T'.
Index:	Miscellaneous
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SCTF

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SCTF
Application Category:	4
Title:	LFVC Certification
Description:	Shipper must certify that shipment is loaded to full visible capacity.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	H3
Data Element:	152 (H3)
Business Use:	Bulk shipments allowed to load below normal minimum weights if car is loaded to full visible capacity.
Plus (+) Interpretation:	Shipper must certify that shipment is 'LFVC'.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Shipper to certify that car was loaded to full visible capacity.
Index:	Bill of Lading, Weight
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SHPY

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SHPY
Application Category:	4
Title:	Shortage Payment-Shipper
Description:	Shipper will pay carrier a specified amount for each unit shipper falls short of meeting volume requirements.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To enforce volume requirements. (Refer to SHPZ for shortage payment as it may apply to either the Consignee or Price Authority Holder/Contract Holder or Freight Payor.)
Plus (+) Interpretation:	Shipper will pay carrier a specified amount for each unit shipper fall short of meeting volume requirements.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid Per Code from Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Payment amount in dollars and cents.	
	Format:	N
	Field Length:	4.2
	Ref. Marks (Appendix H):	3
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Shipper shall pay carrier $'F' per 'V' that shipper falls short of volume requirement.
Index:	Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SHPZ

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SHPZ
Application Category:	4
Title:	Shortage Payment Other Than Shipper
Description:	Consignee or Price Authority/Contract Holder or Freight Payor will pay carrier a specified amount for each unit Consignee or Price Authority/Contract Holder or Freight Payor falls short of meeting volume requirements.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To enforce volume requirements. (Refer to SHPY for shortage payment as it may apply to Shipper.)
Plus (+) Interpretation:	Consignee or Price Authority/Contract Holder or Freight Payor will pay carrier a specified amount for each unit Consignee or Price Authority/Contract Holder or Freight Payor falls short of meeting volume requirements.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid Per Code from Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Payment amount in dollars and cents.	
	Format:	N
	Field Length:	4.2
	Ref. Marks (Appendix H):	3
Range T Field:	'CN' - Consignee (receiver) 'PH' - Price Authority Holder / Contract Holder 'PF' - Freight Payor	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	'T' shall pay carrier $'F' per 'V' that shipper falls short of volume requirement.
Index:	Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SHSS

Effective Date: 12/15/2005

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SHSS
Application Category:	2
Title:	Switching Service
Description:	This code is used to differentiate prices depending on who performs the switch at an origin/destination station when such station is served by several carriers.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	R201, R202
Data Element:	133 (R201), 133 (R202)
Business Use:	Qualify price by carriers involved in reciprocal switching.
Plus (+) Interpretation:	Price applies when reciprocal switching is performed at origin or destination as specified and optionally by carrier specified.
Minus (-) Interpretation:	Price does not apply when reciprocal switching is performed at origin or destination as specified and optionally by carrier specified.
Dependencies:	May be used with SWCA to denote absorption of switch charge.

SECTION 2 – VALUE ANALYSIS

Value Field:	'ORIG' - Origin 'DEST' - Destination	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	Valid carrier SCAC	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	IRF MARK file for SCACs	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when reciprocal switching is performed at 'V' by 'F'. • Price applies when reciprocal switching is performed at 'V'. • Price does not apply when reciprocal switching is performed at 'V' by 'F'. • Price does not apply when reciprocal switching is performed at 'V'.
Index:	Switching
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SHTY

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SHTY
Application Category:	2
Title:	Shipment Type
Description:	Restricts price application to import/export shipments.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict price application to import or export traffic.
Plus (+) Interpretation:	Price applies when freight moves for import or export.
Minus (-) Interpretation:	Price does not apply when freight moves for import or export.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Identifies the type of shipment which is allowed: 'IM' - Import 'EX' - Export	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies on 'V' shipments. • Price does not apply on 'V' shipments.
Index:	Movement Geography
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SPCM

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SPCM
Application Category:	3
Title:	Idler Car Minimum Weight
Description:	Used with SPCU to specify idler car minimum weight.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	N7
Data Element:	40 (N7)
Business Use:	To supply idler minimum weight if it differs from loaded car.
Plus (+) Interpretation:	Idler car minimum weight applies.
Minus (-) Interpretation:	n/a
Dependencies:	Must be paired with a positive SPCU or a positive SPCT.

SECTION 2 – VALUE ANALYSIS

Value Field:	Minimum Weight	
	Format:	N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3
Range F Field:	Valid Per Code from Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	'A' - indicates that the Idler car minimum is to be combined with the load car minimum when calculating total charges. Should only be used when the Idler car rate is the same as the load car rate.	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Idler car minimum weight is 'V' 'F'. • Idler car minimum weight is 'V' 'F' and is to be combined with the load car minimum when calculating total charges.
Index:	Weight, Equipment Type
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SPCT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SPCT
Application Category:	7
Title:	Multiple Idler Cars
Description:	Indicates two or more idlers may or may not be used to qualify for the price. Optionally, a charge for this service can be specified in the RANGE F and RANGE T fields.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	122, 58
Data Element:	103 (122), 104 (58)
Business Use:	Some commodities require two or more idler cars for safe transportation.
Plus (+) Interpretation:	To qualify for the price, two or more idler cars may be used. Price for idler car use will be the same as the loaded car or as specified in the RANGE F and RANGE T fields.
Minus (-) Interpretation:	Price does not apply if two or more idler cars are used.
Dependencies:	May be paired with SPCM unless SPCT is negative.

SECTION 2 – VALUE ANALYSIS

Value Field:	Number of idlers required. This value must be greater than one.	
	Format:	N
	Field Length:	1.0
	Ref. Marks (Appendix H):	3
Range F Field:	Dollars and cents. If used, then RANGE T must contain an entry unless a zero is entered here. A zero indicates no charge for idler.	
	Format:	N
	Field Length:	4.2
	Ref. Marks (Appendix H):	7,8
Range T Field:	Per Code in Appendix F. If used, then RANGE F must contain an entry other than zero.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,7,13
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Values in 'V' 'F' and 'T' fields: 'V' idlers may be used and the charge will be $'F' per 'T'. • Blanks in 'F' and 'T' fields: 'V' idlers may be used and the charge will be the same as the loaded car charge. • Zeros in 'F' field: 'V' idlers may be used and will be free of charge. • Price does not apply if 'V' idlers are used.
Index:	Equipment Type, Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SPCU

Effective Date: 05/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SPCU
Application Category:	1
Title:	Idler or Buffer Car Usage
Description:	Indicates idler or buffer car usage as specified in the VALUE field. An 'I' means that an idler may be used, and an 'M' means an idler must be used. A 'B' means a buffer may be used, and an 'N' means a buffer must be used. Optionally, a charge for this service can be specified in the RANGE F and RANGE T fields. A minus means that price will not apply if idler or buffer is used.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	N7 - See Usage Document, Data Source fields for specifics
Data Element:	206 (N701), 207 (N702), 40 (N711) - See Usage Document, Data Source fields for specifics.
Business Use:	To specify that price does or does not apply if an idler or buffer is used and to indicate the charges, if any.
Plus (+) Interpretation:	An idler or buffer may or must be used as specified in the VALUE field. Price for idler or buffer use will be the same as the load car or as specified in the RANGE F and RANGE T fields.
Minus (-) Interpretation:	Price does not apply if an idler or buffer is used.
Dependencies:	May be paired with SPCM unless SPCU is negative.

SECTION 2 – VALUE ANALYSIS

Value Field:	'I' - Idler may be used 'M' - Idler must be used 'B' - Buffer may be used 'N' - Buffer must be used	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,6
Range F Field:	Dollars and cents. If used, then RANGE T must contain an entry unless a zero is entered here. A zero indicates no charge for idler or buffer.	
	Format:	N
	Field Length:	4.2
	Ref. Marks (Appendix H):	7,8
Range T Field:	Valid Per Code in Appendix F. If used, then RANGE F must contain an entry other than zero.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,7,13
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	For 'I' in 'V': • Values in 'F' and 'T' fields: An idler may be used and the charge will be $'F' per 'T'. • Blanks in 'F' and 'T' fields: An idler may be used and will be the same price as load car. • Zero in 'F' field: An idler may be used and will be free of charge. For 'M' in 'V': • Values in 'F' and 'T' fields: An idler must be used and the charge will be $'F' per 'T'. • Blanks in 'F' and 'T' fields: An idler must be used and will be the same price as load car. • Zero in 'F' field: An idler must be used and will be free of charge. Price does not apply if an idler is used. For 'B' in 'V': • Values in 'F' and 'T' fields: A buffer may be used and the charge will be $'F' per 'T'. • Blanks in 'F' and 'T' fields: A buffer may be used and will be the same price as load car. • Zero in 'F' field: A buffer must be used and will be free of charge. For 'N' in 'V': • Values in 'F' and 'T' fields: A buffer must be used and the charge will be $'F' per 'T'. • Blanks in 'F' and 'T' fields: A buffer must be used and will be the same price as load car. • Zero in 'F' field: A buffer must be used and will be free of charge. Price does not apply if a buffer is used.
Index:	Equipment Type, Price and Charges
Recommendations and Comments:	Revised by RPTF, REN Task Force. See Usage Document for detailed usage of this shipment condition.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SPEC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SPEC
Application Category:	2
Title:	Special Train Service
Description:	Shipment requiring movement in a special train service, such as circus, mail, or oversized or expedited service train as specified in the VALUE field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L1
Data Element:	150 (L1)
Business Use:	Special train service required to meet specialized shipping requirements, such as a circus train handling circus animals, special equipment, and supplies.
Plus (+) Interpretation:	Special service required on this shipment.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'C' - Circus 'M' - Mail 'S' - Oversize 'E' - Expedited service	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies via a special 'V' train.
Index:	Accessorial Service
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

STOR

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	STOR
Application Category:	7
Title:	Storage
Description:	Describes a type of storage in the VALUE field, and optionally where storage may occur in the RANGE F field and optionally, the length of time in days for which storage is permitted in the RANGE T field (valid entry for '+' only).
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to define a type of storage, a location for storage, and a period of time for storage, which may or may not be included in the price.
Plus (+) Interpretation:	Price includes the type of storage named at the location optionally named for the number of days listed.
Minus (-) Interpretation:	Price does not include the type of storage named at the location optionally named.
Dependencies:	May be paired with SACC to specify a charge for storage in excess of the number of days named.

SECTION 2 – VALUE ANALYSIS

Value Field:	'T' - Track 'W' - Warehouse	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	'O' - At origin 'D' - At destination 'T' - In transit	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,8
Range T Field:	Maximum number of days of storage included in the price.	
	Format:	N
	Field Length:	3.0
	Ref. Marks (Appendix H):	7
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price includes 'V' storage 'F' for 'T' day(s).
	When POSITIVE (+) and:
	• 'T' is blank: Price includes 'V' storage 'F'.
	• 'F' and 'T' are blank: Price includes 'V' storage.
	When NEGATIVE (-) and:
	• 'T' is blank: Price does not include 'V' storage 'F'.
	• 'F' and 'T' are blank: Price does not include 'V' storage.
Index:	Accessorial Service
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

STXT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	STXT
Application Category:	4
Title:	Sub Text
Description:	Describes subtext, paragraphs, and subsections of rules or items associated with TEXT code.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To allow for identification of source document for clarification; informational.
Plus (+) Interpretation:	Describes subtext, paragraphs, and subsections of rules or items associated with TEXT code.
Minus (-) Interpretation:	Does not describe subtext, paragraphs, and subsections of rules or items associated with TEXT code.
Dependencies:	TEXT

SECTION 2 – VALUE ANALYSIS

Value Field:	'NOTE' - Note(s) 'PARA' - Paragraph(s) 'PART' - Part(s) 'SECT' - Section(s) 'SUBS' - Subsection(s)	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	The number, letter, or name of the subtext level specified in the VALUE field. A dash can be used to specify a range, e.g. 2-7. Commas can be used to specify multiple subtext levels, e.g. A, B, D.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	3
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Subtext level subject to 'V' 'F'. • Subtext level not subject to 'V' 'F'.
Index:	Rules
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SURC

Effective Date: 04/01/2007

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SURC
Application Category:	3
Title:	Subject to Surcharges
Description:	States that the price will be subject to or not subject to the surcharge specified in the VALUE field. The actual surcharge amount/percentage may be specified in the RANGE F and RANGE T fields.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L1, R2D
Data Element:	58 (L1), 122 (L1), 150 (L1), 191 (L1), 150 (R2D)
Business Use:	To specify surcharge amounts.
Plus (+) Interpretation:	Surcharges as specified in the VALUE field will apply.
Minus (-) Interpretation:	Surcharges as specified in the VALUE field will not apply.
Dependencies:	May be used with SCAC to designate the carrier or carriers to whom the surcharge is accrued or not accrued. This code must be used in conjunction with MILE code when PM (Per Mile) is present in the RANGE F Field. When the per code in the RANGE F Field is 'PM' then the amount in the RANGE T Field is in cents.

SECTION 2 – VALUE ANALYSIS

Value Field:	'F' - Fuel surcharge 'C' - Currency exchange surcharge (may not be used when positive) 'A' - Surcharge 'H' - Hazardous surcharge	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	Per Code as found in Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks ([Appendix H](#)):	1,7,8
Range T Field:	Optional surcharge amount. In order to indicate a negative amount, the dash (-) must be entered into the first space in the RANGE T field.	
	Format:	N
	Field Length:	7.2
	Ref. Marks ([Appendix H](#)):	7,9
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price is subject to 'V'. • Price is not subject to 'V'. • Price is subject to 'V' of 'T' 'F'. • Price is subject to a decrease of 'V' of 'T' 'F'.
Index:	Accessorial Service, Price and Charges
Recommendations and Comments:	
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	When SURC with RANGE F Field = 'PM', then verify presence of MILE Condition Code.
Data Source for The Edit:	n/a

SWCA

Effective Date: 08/01/2007

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SWCA
Application Category:	3
Title:	Reciprocal Switch Charge
Description:	Indicates whether switch charges are absorbed/not absorbed by the line haul carrier, where, how much, and optionally if restricted to the carrier performing the switch.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To specify switch absorption amounts.
Plus (+) Interpretation:	Switching charges of optionally specified carrier at origin/destination/intermediate point will be absorbed totally or in specified amount.
Minus (-) Interpretation:	Switching charges of optionally specified carrier at origin/destination/intermediate point will not be absorbed. (RANGE T field not used since minus implies that no switching charges will be absorbed.)
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	SCAC performing switch.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
Range F Field:	'ORIG' - Origin 'DEST' - Destination 'BOTH' - Both origin and destination 'INTR' - Intermediate	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	Maximum amount absorbed. May not be used with a minus. If RANGE F is 'BOTH', the dollar amount applies to each location (Origin and Destination).	
	Format:	A/N
	Field Length:	5.2
	Ref. Marks (Appendix H):	7
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Switching charges of 'V' at 'F' will be absorbed up to 'T'. • Switching charges at 'F' will be absorbed up to 'T'. • Switching charges of 'V' at 'F' will be absorbed. • Switching charges at 'F' will be absorbed. • Switching charges of 'V' at 'F' will not be absorbed. • Switching charges at 'F' will not be absorbed.
Index:	Switching
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

SWMV

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	SWMV
Application Category:	3
Title:	Switch Movement
Description:	Limits number of switches that are included in the price.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To limit performance of intra-plant and intra-terminal switching.
Plus (+) Interpretation:	The maximum number of switches that are included in the price is specified in the RANGE F field.
Minus (-) Interpretation:	n/a
Dependencies:	May be paired with code SACC to specify the charge for switches above the maximum number specified in this code.

SECTION 2 – VALUE ANALYSIS

Value Field:	'LOADS' or 'EMPTIES'	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Number of occurrences.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	3
Range T Field:	'ORIG' - Origin 'DEST' - Destination	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price includes a maximum of 'F' switches of 'V' at 'T'. There will be a charge for additional switches. • Price includes a maximum of 'F' switches of 'V'.
Index:	Switching
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

TCCC

Effective Date: 04/01/2015

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TCCC
Application Category:	1
Title:	Tank Car CPC 1232 Compliance
Description:	Indicates whether a price applies based on whether the tank car is or is not CPC 1232 compliant as indicated in the Umler B522 field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Price application based on tank car CPC 1232 compliance.
Plus (+) Interpretation:	Price applies in tank cars VALUE.
Minus (-) Interpretation:	Price does not apply in tank cars VALUE.
Dependencies:	Must be paired with ARCT with VALUE beginning with 'T'.

SECTION 2 – VALUE ANALYSIS

Value 'V' Field:	Compliance with CPC 1232 technical requirements. 'Y' – meeting CPC 1232 technical requirements	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1, 3
Range F Field:	n/a	
	Format:	
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies in tank cars 'V'. • Price does not apply in tank cars 'V'.
Index:	Equipment Types

TCIT

Effective Date: 07/01/2017

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TCIT
Application Category:	1
Title:	Tank Car Insulation Type
Description:	Describes the type of material used for the equipment insulation/thermal protection
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	N/A
Data Element:	N/A
Business Use:	To qualify pricing based on the insulation type of a tank car
Plus (+) Interpretation:	Price applies as specified in value
Minus (-) Interpretation:	Price does not apply as specified in value
Dependencies:	N/A

SECTION 2 – VALUE ANALYSIS

Value 'V' Field:	Insulation Type 'CF'- Ceramic Fiber 'CK'- Cork 'CR'- Cork and Closed Cell Rubber Foam 'FC'- Fiberglass & Ceramic Fiber 'FG'- Standard Fiberglass 'FS'- Fiberglass and Spray On Foam 'FT'- High Temp Fiberglass 'MW'- Mineral Wool 'PC'- Polyurethane Foam and Ceramic Fiber 'PE'- Perlite 'PF'- Polyurethane Foam 'PI'- High Temperature Polyurethane Foam 'RF'- Rubatex 'SP'- Spray On Exterior Thermal Protection 'UE'- Unequipped	
	Format:	A/N
	Field Length:	2
	Ref. Marks (Appendix H):	1, 3
Range F Field:	N/A	
	Format:	
	Field Length:	
	Ref. Marks (Appendix H):	2
Range T Field:	N/A	
	Format:	
	Field Length:	
	Ref. Marks (Appendix H):	2
Should There Be a REN Edit:	Yes	
If Yes, what should be Edited:	Value field and dependency requirement.	
Data Source for The Edit:	Umler A142	

Section 3 – Published Text

Recommended Text:	• Price applies when tank car insulation type is 'V'
	• Price does not apply when tank car insulation type is 'V'

TCJM

Effective Date: 04/01/2015

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TCJM
Application Category:	1
Title:	Tank Car Jacket Material
Description:	Indicates whether a price applies or does not apply based on the specification and grade of the tank jacket material as found in the mandatory Umler B204 field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Price application based on the specification and grade of the tank car jacket material.
Plus (+) Interpretation:	Price applies when the specification and grade of the tank car jacket is VALUE.
Minus (-) Interpretation:	Price does not apply when the specification and grade of the tank car jacket is VALUE.
Dependencies:	Must be paired with ARCT with VALUE beginning with 'T'.

SECTION 2 – VALUE ANALYSIS

Value 'V' Field:	Tank Jacket Material 'N' – low grade carbon steel 'T' – TC-128 grade steel 'U' – unequipped	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1, 3
Range F Field:	n/a	
	Format:	
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	For 'N' or 'T' in 'V': • Price applies in tank cars with 'V' jackets. • Price does not apply in tank cars with 'V' jackets. For 'U' in 'V': • Price applies in tank cars with no tank jacket. • Price does not apply in tank cars with no tank jacket.
Index:	Equipment Type
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	Value field and dependency requirement.
Data Source for The Edit:	Umler B204

TCSS

Effective Date: 04/01/2015

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TCSS
Application Category:	1
Title:	Tank Car Stenciled Shipping Specification
Description:	Indicates whether a price applies or does not apply based on the DOT stenciled shipping specification as found in the mandatory Umler A237 field.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Price application based on tank car stenciled shipping specification.
Plus (+) Interpretation:	Price applies in tank cars with a stenciled shipping specification of VALUE.
Minus (-) Interpretation:	Price does not apply in tank cars with a stenciled shipping specification of VALUE.
Dependencies:	Must be paired with ARCT with VALUE beginning with 'T'.

SECTION 2 – VALUE ANALYSIS

Value 'V' Field:	Stenciled Shipping Specification. Dashes to qualify 'all values'. Do not show trailing dash. (e.g., '111' would include all values in positions 3 to 12. '111-60' would include all values in positions 4 and 7 to 12.	
	Format:	A/N
	Field Length:	12.0
	Ref. Marks (Appendix H):	1, 3
Range F Field:	n/a	
	Format:	
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies in tank cars with a stenciled shipping specification of 'V'. Price does not apply in tank cars with a stenciled shipping specification of 'V'.
Index:	Equipment Type
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	Value field and dependency requirement.
Data Source for The Edit:	Umler A237

TCST

Effective Date: 07/01/2017

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TCST
Application Category:	1
Title:	Tank Car Tank Shell Thickness
Description:	The material thickness of a tank car's tank shell in inches.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	N/A
Data Element:	N/A
Business Use:	To qualify pricing based on the thickness of a tank car
Plus (+) Interpretation:	Price applies as specified in value
Minus (-) Interpretation:	Price does not apply as specified in value
Dependencies:	N/A

SECTION 2 – VALUE ANALYSIS

Value 'V' Field:	Tank shell thickness in inches	
	Format:	
	Field Length:	N/A
	Ref. Marks (Appendix H):	2
Range F Field:	Range From Minimum Tank Shell Thickness in Inches	
	Format:	N
	Field Length:	1.4
	Ref. Marks (Appendix H):	1,3
Range T Field:	Range To Maximum Tank Shell Thickness in Inches	
	Format:	N
	Field Length:	1.4
	Ref. Marks (Appendix H):	3,5
Should There Be a REN Edit:	Yes	
If Yes, what should be Edited:	Value field and dependency requirement.	
Data Source for The Edit:	Umler A258	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when equipment tank shell thickness is within range stated in the RANGE F and RANGE T fields. • Price does not apply when equipment tank shell thickness is within range stated in the RANGE F and RANGE T fields.

TEXT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TEXT
Application Category:	4
Title:	Refer Text Item
Description:	Subjects the price to rules and conditions specified in the named authority. This authority is specified in the format of the REN 460 Transaction Set segments.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Identifies the source of rules and other provisions that can affect the use of the price in a format that is recognized by the REN.
Plus (+) Interpretation:	Price is subject to rules and provisions named in the specified authority.
Minus (-) Interpretation:	Price is not subject to rules and provisions named in the specified authority.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Reference number qualifier. In positions 1 and 2: ‘CT’ - Contract Number ‘EC’ - Exempt Circular ‘FI’ - File Identifier ‘MX’ - Master Contract ‘PR’ - Price Quote Number ‘TS’ - Tariff Number In the next 8 positions: the SCAC or STAC tariff agency code, OR the issuing carrier identifier (e.g., PRCN=CN Price Quote). Formats reflect RATE EDI Network Guidelines: PI01 segment, element 128; PI05 segment, element 168; PI06 segment, element 965, respectively.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	3
Range F Field:	Reference number, publication number, or tariff number. Format reflects Rate EDI Network Guidelines; PI02 segment, element 127.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	3
Range T Field:	Optional item number NNNNNNNNNN, or two items NNNN,NNNN, or a range of items NNNN-NNNN. Floating comma or dash may be used. Format reflects Rate EDI Guidelines: PI08 segment, element 169.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	n/a
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price is subject to 'V' 'F', Item 'T'. • Price is not subject to 'V' 'F', Item 'T'. • Price is subject to 'V' 'F'. • Price is not subject to 'V' 'F'.
Index:	Rules
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

TIDW

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TIDW
Application Category:	1
Title:	Day of Week
Description:	Refers to the day(s) of the week when shipments must or cannot originate.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	N8
Data Element:	373 (N8)
Business Use:	Used to restrict price application on certain day(s) of the week.
Plus (+) Interpretation:	Shipment must originate on the day specified.
Minus (-) Interpretation:	Shipment must not originate on the day specified.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Days expressed as 'MO', 'TU', 'WE', TH', 'FR', 'SA', 'SU'; 'WD' (weekday), or 'SS' (Saturday/Sunday). Shipment origination date is W/B movement date.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when shipment originates on 'V'. • Price does not apply when shipment originates on 'V'.
Index:	Service Transit Time
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

TIEV

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TIEV
Application Category:	7
Title:	Time of Event
Description:	Refers to the time and day of the week when shipments must or cannot be tendered.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To restrict the price application to a certain time of the day.
Plus (+) Interpretation:	Shipments must be tendered at the time and day specified.
Minus (-) Interpretation:	Shipments must not be tendered at the time and day specified.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Event expressed as: 'IGT' - Intermodal in-gate time	
	Format:	A/N
	Field Length:	3.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	TTTTDD - Earliest hour of the day and day of the week. TTTT value is 24-hour clock time; DD value expressed as 'MO', 'TU', 'WE', 'TH', 'FR', 'SA', 'SU', 'WD' (Weekday), 'SS' (Saturday/Sunday), or 'XX' (Any Day).	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3
Range T Field:	TTTTDD - Latest hour of the day and day of the week. TTTT value is 24-hour clock time; DD value expressed as 'MO', 'TU', 'WE', 'TH', 'FR', 'SA', 'SU', 'WD' (Weekday), 'SS' (Saturday/Sunday), or 'XX' (Any Day).	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks (Appendix H):	3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when 'V' is between 'F1' hours on 'F2' and 'T1' hours on 'T2'. • Price does not apply when 'V' is between 'F1' hours on 'F2' and 'T1' hours on 'T2'.
Index:	Service Transit Time
Recommendations and Comments:	
Should There Be a REN Edit:	Yes
If Yes, what should be Edited:	
Data Source for The Edit:	Rated EDI Edits 304, Event Code, to comply with EDI standards.

TLDD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TLDD
Application Category:	3
Title:	Transload Destination
Description:	Indicates that price includes transloading from railcars into the type of equipment specified in the VALUE and RANGE F fields at destination in a ratio specified in the RANGE T field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used for shipments to indicate that price includes transloading from railcars into trailers/containers at destination.
Plus (+) Interpretation:	Price includes transloading from railcars into equipment specified at destination.
Minus (-) Interpretation:	Price does not include transloading at destination.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'TRAIL' - Trailers 'CONT' - Containers	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	1,7,8
Range F Field:	Trailer or container size in feet and inches expressed as NN-NN. May not be used when negative.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	7
Range T Field:	Allowable ratio expressed as N-N (railcars-trailers/containers). May not be used when negative.	
	Format:	A/N
	Field Length:	3.0
	Ref. Marks (Appendix H):	7,9
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price includes transloading of railcars into 'F' (feet-inches) 'V' at destination in a ratio of 'T' railcars to 'V'. • Price includes transloading of railcars into 'V' at destination in a ratio of 'T' railcars to 'V'. • Price includes transloading of railcars into 'V' at destination. • Price includes transloading of railcars at destination. • Price does not include transloading of railcars at destination.
Index:	Accessorial Service, Movement Geography, Multimodal
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

TLDO

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TLDO
Application Category:	3
Title:	Transload Origin
Description:	Indicates that price includes transloading from the type of equipment specified in the VALUE and RANGE F fields at origin into railcars in a ratio specified in the RANGE T field.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used for shipments to indicate that price includes transloading from trailers/containers into railcars at origin.
Plus (+) Interpretation:	Price includes transloading at origin.
Minus (-) Interpretation:	Price does not include transloading at origin.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'TRAIL' - Trailers 'CONT' - Containers (May not be used when negative)	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	1,7,8
Range F Field:	Trailer or container size in feet and inches expressed as NN-NN. May not be used when negative.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	7
Range T Field:	Allowable ratio expressed as N-N (Trailers/Containers - Railcars). May not be used when negative.	
	Format:	A/N
	Field Length:	3.0
	Ref. Marks (Appendix H):	7,9
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price includes transloading of 'F' (feet-inches) 'V' into railcars at origin in a ratio of 'T' 'V' to railcars. • Price includes transloading of 'V' into railcars at origin in a ratio of 'T' 'V' to railcars. • Price includes transloading of 'V' into railcars. • Price includes transloading at origin. • Price does not include transloading of railcars at origin.
Index:	Accessorial Service, Movement Geography, Multimodal
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

TVAM

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TVAM
Application Category:	4
Title:	Tender Aggregate Minimum
Description:	Specifies an amount of freight that must be tendered over time (volume commitment).
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Provides incentive to ship a particular volume of freight in a particular time period.
Plus (+) Interpretation:	Only applicable if specified amount of freight is moved.
Minus (-) Interpretation:	n/a
Dependencies:	Must be used in conjunction with TVTP, and may be used with TVAP. Use PSMT to handle per shipment minimum tenders (block size). Use TVTR to handle prices that change based on volume tendered over time.

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid Per Code in Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Amount associated with aggregate minimum type expressed in VALUE field.	
	Format:	N
	Field Length:	10.0
	Ref. Marks (Appendix H):	3
Range T Field:	Optional, maximum value associated with aggregate minimum type expressed in VALUE field.	
	Format:	N
	Field Length:	10.0
	Ref. Marks (Appendix H):	5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• A minimum volume requirement of 'F' 'V' with a maximum volume of 'T' 'V'. • A minimum volume requirement of 'F' 'V'.
Index:	Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

TVAP

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TVAP
Application Category:	4
Title:	Tendered Aggregate Percentage
Description:	Subjects price to a percentage of total freight shipped by a customer.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Volume Incentive
Plus (+) Interpretation:	Subjects price to a percentage of total freight shipped by a customer.
Minus (-) Interpretation:	n/a
Dependencies:	Must be used with time-volume condition TVTP.

SECTION 2 – VALUE ANALYSIS

Value Field:	Aggregate minimums in the type found in Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Minimum percentage expressed in whole numbers.	
	Format:	N
	Field Length:	3.0
	Ref. Marks (Appendix H):	3
Range T Field:	Maximum percentage expressed in whole numbers (optional).	
	Format:	N
	Field Length:	10.0
	Ref. Marks (Appendix H):	5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• A minimum volume requirement of 'F' percent of 'V' shipped. • A minimum volume requirement of 'F' percent of 'V' shipped with a maximum volume of 'T' percent of 'V' shipped.
Index:	Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

TVEA

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TVEA
Application Category:	2
Title:	Equipment Availability
Description:	Establish an alternate per shipment minimum tender when origin railroad is unable to supply the necessary equipment to meet the primary per shipment minimum tender.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	To protect price in case of inability to provide equipment.
Plus (+) Interpretation:	Applicable with stated alternative per shipment minimum tender.
Minus (-) Interpretation:	n/a
Dependencies:	May be used with PSMT.

SECTION 2 – VALUE ANALYSIS

Value Field:	Value Per Code in Appendix F	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Amount associated with aggregate minimum type expressed in VALUE field.	
	Format:	N
	Field Length:	8.0
	Ref. Marks (Appendix H):	3
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Alternative per shipment minimum tender is 'F' 'V'.
Index:	Volume, Equipment Usage
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

TVTP

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TVTP
Application Category:	7
Title:	Time Volume Time Period
Description:	Indicates time period in connection with volume requirements.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	ZR
Data Element:	373 (ZR)
Business Use:	Expresses time period to accomplish volume requirements.
Plus (+) Interpretation:	Defines time period.
Minus (-) Interpretation:	n/a
Dependencies:	Must be accompanied by time volume condition TVAM, TVTR, or TVAP.

SECTION 2 – VALUE ANALYSIS

Value Field:	Time period designation: 'DAY', 'WEEK', 'MONTH', 'YEAR', or 'DATES' for a range.	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	Amount associated with time period designated in VALUE field or the beginning date if the VALUE field contains 'DATES'. Dates will be specified as CCYYMMDD.	
	Format:	N
	Field Length:	8.0
	Ref. Marks ([Appendix H](#)):	3
Range T Field:	The ending date if the VALUE field contains 'DATES'. Date will be specified as CCYYMMDD. Required if VALUE field is 'DATES'; otherwise, not allowed.	
	Format:	D
	Field Length:	8.0
	Ref. Marks ([Appendix H](#)):	1
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Volume period equal to 'F' 'V'. • If 'V' is 'DATES': Volume period is 'F' through 'T'.
Index:	Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

TVTR

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	TVTR
Application Category:	7
Title:	Total Volume; Tier Rate
Description:	Allows for price structures with multiple aggregate volumes.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Volume incentive
Plus (+) Interpretation:	Tier rates apply.
Minus (-) Interpretation:	n/a
Dependencies:	Must be tied to TVTP (Time Volume Time Period).

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid Per Code in Appendix F.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Range 1 - beginning point of tier (minimum).	
	Format:	N
	Field Length:	10.0
	Ref. Marks (Appendix H):	3
Range T Field:	Range 2 - ending point of tier (maximum).	
	Format:	N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price subject to aggregate minimums. 'V' must be between 'F' and 'T' for price to apply. • Price subject to aggregate minimum. 'V' must be at least 'F' for the price to apply.
Index:	Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

UFCR

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	UFCR
Application Category:	4
Title:	UFC Rule Number
Description:	Subject to or not subject to a specific UFC rule number.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	Yes
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Price restricted by specified rule number and/or rule section or rule sub-section.
Plus (+) Interpretation:	Subject to specified rule number.
Minus (-) Interpretation:	Not subject to specified rule number.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid UFC rule number.	
	Format:	N
	Field Length:	2.0
	Ref. Marks (Appendix H):	3
Range F Field:	Valid section of UFC rule.	
	Format:	N
	Field Length:	2.1
	Ref. Marks (Appendix H):	n/a
Range T Field:	Valid sub-section of UFC rule. If present, 'F' field must be used.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	12
Data Source:	Uniform Freight Classification	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price is subject to Section 'F', Sub-section 'T', Rule 'V' of UFC. • Price is subject to Section 'F', Rule 'V' of UFC. • Price is subject to Rule 'V' of UFC. • Price is not subject to Section 'F', Sub-section 'T', Rule 'V' of UFC. • Price is not subject to Section 'F', Rule 'V' of UFC. • Price is not subject to Rule 'V' of UFC.
Index:	Rules
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

UNLD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	UNLD
Application Category:	4
Title:	Allowance to Unload
Description:	Indicates maximum allowable free time to unload and rate chargeable for time in excess of free time.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	This condition is used to specify free time to unload and price chargeable for time in excess of free time.
Plus (+) Interpretation:	Shipment is subject to maximum allowable free time specified with price chargeable for excess.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Free time allowed as expressed as hours, days.	
	Format:	N
	Field Length:	3.0
	Ref. Marks (Appendix H):	3
Range F Field:	The charge for each time period in excess of free time as expressed in dollars and cents.	
	Format:	N
	Field Length:	3.2
	Ref. Marks (Appendix H):	n/a
Range T Field:	Codes 'Hour', 'Day'.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Free time to unload will be 'V' 'T' and time thereafter will be charged at $'F' per 'T'. • Free time to unload will be 'V' 'T'.
Index:	Demurrage
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

VLAD

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	VLAD
Application Category:	4
Title:	Volume Administrator
Description:	Designates the carrier responsible for collection of freight charges and designates which party is responsible to notify carrier of their intention to use the price. Used with Time/Volume prices.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	N1
Data Element:	93 (N1), 98 (N1)
Business Use:	Provides information on administration of time/volume prices.
Plus (+) Interpretation:	Specifies carrier responsible for collection of freight charges and indicates who must notify carrier of intention to use the price.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	SCAC of carrier administering the time volume provisions.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	3,1
Range F Field:	'E' - Consignee 'R' - Consignor	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks ([Appendix H](#)):	3,1
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	Directory of Multi-Modal Carrier and Tariff Agents Codes (NMF-101)	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	The 'V' administers the time-volume provision of this price and the 'F' must notify the railroad of its intention to use this price.
Index:	Volume
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

VNID

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	VNID
Application Category:	2
Title:	Vehicle Identification Number
Description:	Price applies on vehicle with specific Vehicle Identification Number.
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	VC
Data Element:	539 (VC)
Business Use:	Restricts price application by Vehicle's Identification Number.
Plus (+) Interpretation:	Price applies when Vehicle Identification Number is VALUE.
Minus (-) Interpretation:	Price does not apply when Vehicle Identification Number is VALUE.
Dependencies:	When used, rate per code must be 'PV'.

SECTION 2 – VALUE ANALYSIS

Value Field:	A code, as defined in Positions 1 through 3 of the Vehicle Identification Number (VIN), as outlined by the National Highway Safety Administration, Department of Transportation. This field identifies the country of origin and manufacturer.	
	Format:	A/N
	Field Length:	3.0
	Ref. Marks ([Appendix H](#)):	3
Range F Field:	A code, as defined in Positions 4 through 7 of the Vehicle Identification Number (VIN), as outlined by the National Highway Traffic Safety Administration, Department of Transportation. This field identifies the vehicle's model. Dashes indicate that the position is missing. Trailing dashes not allowed.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	8
Range T Field:	A code, as defined in Positions 8 through11 of the Vehicle Identification Number (VIN), as outlined by the National Highway Traffic Safety Administration, Department of Transportation. This field identifies vehicle characteristics. Dashes indicate that the position is missing. Trailing dashes not allowed.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	12
Data Source:	Department of Transportation, National Highway Traffic and Safety Administration Division.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Price applies when vehicle's Vehicle Identification Number (VIN) is 'V'. • Price does not apply when vehicle's Vehicle Identification Number (VIN) is 'V'. • Price applies when vehicle's Vehicle Identification Number (VIN) is 'V' 'F'. • Price does not apply when vehicle's Vehicle Identification Number (VIN) is 'V' 'F'. • Price applies when vehicle's Vehicle Identification Number (VIN) is 'V' 'F' 'T'. • Price does not apply when vehicle's Vehicle Identification Number (VIN) is 'V' 'F' 'T'.
Index:	Geography
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

VNPL

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	VNPL
Application Category:	2
Title:	Auto Manufacturing Origin Plant
Description:	Price applies when vehicle was manufactured at a specific plant, denoted in Position 11 of the Vehicle Identification Number (VIN).
Needed For Rate Application:	Yes
Needed To Calculate Total Charges:	No
426 Data Segment:	VC
Data Element:	539 (VC)
Business Use:	To restrict price application by plant origin.
Plus (+) Interpretation:	Price applies when vehicle manufactured at VALUE.
Minus (-) Interpretation:	Price does not apply when vehicle manufactured at VALUE.
Dependencies:	When used, Rate Per Code must be 'PV'.

SECTION 2 – VALUE ANALYSIS

Value Field:	A code, as defined in Position 11 of the Vehicle Identification Number (VIN), as outlined by the National Highway Traffic Safety Administration, Department of Transportation.	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	n/a
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	n/a
Data Source:	Department of Transportation, National Highway Traffic Safety Administration Division	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Price applies when vehicle manufacturing plant is 'V' as designated in Position 11 of the Vehicle Identification Number (VIN).
Index:	Geography
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

WCOM

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	WCOM
Application Category:	3
Title:	Weight Computation
Description:	Specifies an actual or estimated weight per gallon stated as Imperial or US. Optionally, a heated temperature can be stated as Fahrenheit. Freight charges will be assessed on basis of weight calculated from those fields. At least one field must be entered.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	Yes
426 Data Segment:	L0
Data Element:	80 (L0), 81 (L0), 184 (L0), 187 (L0), 211 (L0)
Business Use:	To determine the weight per gallon to be used in computing the weight on rail.
Plus (+) Interpretation:	Specifies an actual or estimated weight per gallon stated as Imperial or US. Optionally, a heated temperature can be stated as Fahrenheit. Freight charges will be assessed on the basis of weight calculated from these fields. At least one field must be entered.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Loading temperature in degrees Fahrenheit, expressed as NNN.	
	Format:	N
	Field Length:	3.0
	Ref. Marks (Appendix H):	11
Range F Field:	Weight per gallon expressed as NN.NN. Must be entered if RANGE TO is 'ESWI' or 'ESWU'.	
	Format:	N
	Field Length:	2.2
	Ref. Marks (Appendix H):	11
Range T Field:	Type of gallon weight: 'ACTI' - Actual weight Imperial gallons in pounds. 'ACTU' - Actual weight US gallons in pounds. 'ESWI' - Estimated weight Imperial gallons in pounds. 'ESWU' - Estimated weight US gallons in pounds.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,11
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	1. Data in 'V' field, Data in 'F' field and 'ESWI' in 'T' field: Freight charges will be assessed on basis of estimated weight of 'F' pounds per Imperial gallon at temperature of 'V' degrees Fahrenheit. 2. Data in 'V' field, Data in 'F' field and 'ESWU' in 'T' field: Freight charges will be assessed on basis of estimated weight of 'F' pounds per US gallon at temperature of 'V' degrees Fahrenheit. 3. Data in 'V' field, Data in 'F' field and 'ACTI' in 'T' field: Freight charges will be assessed on basis of actual weight of 'F' pounds per Imperial gallon at temperature of 'V' degrees Fahrenheit. 4. Data in 'V' field, Data in 'F' field and 'ACTU' in 'T' field: Freight charges will be assessed on basis of actual weight of 'F' pounds per US gallon at temperature of 'V' degrees Fahrenheit. 5. Data in 'V' field, 'F' field is blank and 'ACTI' in 'T' field: Freight charges will be assessed on basis of actual weight per Imperial gallon at temperature of 'V' degrees Fahrenheit. 6. Data in 'V' field, 'F' field is blank and 'ACTU' in 'T' field: Freight charges will be assessed on basis of actual weight per US gallon at temperature of 'V' degrees Fahrenheit. 7. 'V' field is blank, 'F' field is blank and 'ACTI' in 'T' field: Freight charges will be assessed on basis of actual weight per Imperial gallon. 8. 'V' field is blank, 'F' field is blank and 'ACTU' in 'T' field: Freight charges will be assessed on basis of actual weight per US gallon. 9. 'V' field is blank, 'F' field is blank and 'ESWI' in 'T' field: Freight charges will be assessed on basis of estimated weight of 'F' pounds per Imperial gallon. 10. 'V' field is blank, 'F' field is blank and 'ESWU' in 'T' field: Freight charges will be assessed on basis of estimated weight of 'F' pounds per US gallon. 11. 'V' field is blank, 'F' field is blank and 'ACTI' in 'T' field: Freight charges will be assessed on basis of actual weight of 'F' pounds per Imperial gallon. 12. 'V' field is blank, 'F' field is blank and 'ACTU' in 'T' field: Freight charges will be assessed on basis of actual weight of 'F' pounds per US gallon.
Index:	Weight
Recommendations and Comments:	
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

Appendix A: Package Codes

Shipment Conditions   Effective Date: 09/01/2004

Codes which use this appendix: PACK

When the last two positions of the value are blank, it indicates a generic packaging material.

Material Package Type	Condition Value
Bags	BAG
Burlap Bags	BAG07
Cloth Bags	BAG13
Multiple Walled Paper Bags	BAG67
Paper Bags	BAG76
Bales	BAL
Barrels	BBL
Bundles	BDL
Bins	BIN
Bulk	BLK
Boxes	BOX
Baskets	BSK
Cans	CAN
Containers	CNT
Carboys (Plastic)	CBY79
Carboys	CBY
Cases	CAS
Coil	COL
Cores	COR
Crate	CRT
Cartons	CTN
Cylinders	CYL
Drums	DRM
Metal Drums	DRM58
Loose	LSE
Pails	PAL
Pieces	PCS
Packages	PKG
Pallets	PLT
Racks	RCK
Rolls	ROL
Sacks	SAK
Sheets	SHT
Shrink Wrap	SRW
Stretch Wrap	STW
Tanks	TNK

Appendix C: Accessorial Service/Charge and Handling Codes

Shipment Conditions   Effective Date: 09/01/2004

Codes which use this appendix: RIAS, RRAS

Privilege/service/handling codes to be used with RIAS and RRAS condition codes. Also shown is 426 waybill data element cross-reference code for recording the charges.

Condition Value	Element 150 or 152 Code	Description	Notes
ATTENDANT	RID	Attendant – A person to accompany the shipment.	
BLOC/BRAC	BLK	Blocking And Bracing – A method of protecting the lading of a car to prevent the shifting of goods.	
BRIDGETOLL	BRD	Bridge Toll – A charge for crossing a bridge owned by another entity other than a railroad such as a city.	
CLEANING	CLN	Cleaning – Equipment cleaning.	
CUSERFEE	CUS	Customs User Fee – A government fee for customs service.	
RUBBERDLY		Delivery by Truck – Over the road delivery (rubber tire). Also used for destination drayage of intermodal movements.	
DIVERSION	DIC	Diversion – Any change in the billing after the shipment has been received by the carrier at point of origin and prior to delivery at destination.	
DOORCLOSE		Door Closing Charge – Charge for closing the door of a rail car.	
DRIVERASST		Driver Assistance – A service where the driver remains with the tractor and helps to unload equipment contents.	
EMTREPODT		Empty Repositioning From Destination – The empty return of equipment from the destination point.	
EMTREPORG		Empty Repositioning To Origin – The empty return of equipment back to the origin point.	
FEEDING	BFD	Feeding – Stopping the car in transit for feeding livestock.	3. 150 data element applies for bedding/ feeding/ disinfecting.
FLOTAGE	FLT	Floatage – Shipment over-the-water.	
GENSET		Generator Power Set – Generator power provided for temperature control of containers.	
HANDLING	HHB	Handling – The movement of goods into position for storage and out again when storage is terminated.	
HEATING	HET	Heating – Freeze protection or maintaining product in equipment at a temperature above freezing in non-mechanical equipment.	
HDUTYFLATC		Heavy Duty Flat Car Charge – The charge for the use of heavy capacity or special type flat cars.	
HELPER	LAB	Helper Service – A service where the helper, only, remains to unload equipment contents.	
HIGHWIDE	HW	High Wide Load – A load whose dimensions are such that either prevents the shipment from moving in standard service or that element applies requires special handling.	8. 152 data for high wide loads.

Condition Value	Element 150 or 152 Code	Description	Notes
HOLDCARS	HDG	Holding Cars – To hold a shipment for later diversion, billing, reconsignment or other processing.	
INSPECTION	IAC	Inspection – Visual inspection of equipment and/or lading.	
INCHGDELAY		Interchange Delivery – Over-the-road interchange of intermodal equipment.	
LIFTING	HUL	Lifting – To provide lifting service to load or unload freight from rail equipment.	4. 150 data element applies for heavy lifting.
LOADING	LDG	Loading – Placing lading in or on equipment.	
MECHPNNN	ZNN	Mechanical Protective Services (MPS) – Providing protection from heat or cold to maintain product in equipment at a programmed temperature.	5. MPS rule number (optional) goes in position NNN. Blanks and zeros also allowed. ZNN indicates several 150 values allowed.
OUTOFRTE	ORM	Out of Route – A charge for moving a car to or from as station not directly located in normal route of movement between origin and destination.	
OVERREDCHG		Overweight Reduction Charge – Removing lading from a piece of equipment loaded in excess of carrying capacity or in excess of the track or road capacity.	
RUBBERPICK		Pickup by Truck – Over the road pickup (rubber tire). Also used for origin drayage of intermodal movements.	
PLACECAR	PPS	Placement of Cars – The placement of railcars where required to be loaded or unloaded.	6. 150 data element applies for placement and removal.
PLACEECONT	PPS	Placement of Empty Equipment – The placement of empty intermodal equipment where required to be loaded.	6. 150 data element applies for placement and removal.
PLACELCONT	PPS	Placement of Loaded Equipment – The placement of loaded intermodal equipment where required to be unloaded.	6. 150 data element applies for placement and removal.
PRECOOLING		Precooling – Delivering equipment for loading at required inside temperature.	
RECONSIGN	RCC	Reconsignment – Any change in the name of the consignee or consignor after the shipment has arrived at the billed destination.	
RELEASING		Releasing – Releasing from or receiving at auto compound (preparation, documentation, handling and inspection).	
REPOSITION	RCL	Repositioning – Moving a piece of equipment from location to another other than in normal line haul or switching service.	
SPECTRAIN	SFT	Special Train Movement – Special train handling service such as dimensional or hazardous shipments requiring exceptions to normal train handling.	
SPLITDELY	SDL	Split Delivery – Intermodal or truck stop off to partially unload.	
DELYSPLIT		Split Delivery of Multicar Shipments – Split delivery of multicar shipment into two or more sections. i.e. one split = two sections; 2 splits = 3 sections, etc.	

Condition Value	Element 150 or 152 Code	Description	Notes
SPLITPU	SPU	Split Pickup – Intermodal or truck stop off to partially unload.	
STOPOFF		Stop Off – Stopping of railcar to complete loading or to partially unload.	
SOLOAD	STP	Stopping to Complete Loading – Stopping of railcar to complete loading.	
SOUNLOAD	STP	Stopping to Partially Unload – Stopping of railcar to partially unload.	7. 150 data element applies for stopping in transit.
STORTRAN	STR	Storage In Transit – The privilege of interrupting a movement to enable the contents of the equipment to be stored in a warehouse.	
SURVEIL	SVL	Surveillance Of Shipment – Inspection of stopped Department of Defense cargo by qualified railroad personnel.	
TARPING		Tarping – Provided by a tarpaulin.	
TERMCHARGE	TER	Terminal Charges – A charge for the handling of containers and trailers. e.g. Unloading of container from chassis to ground and later loading onto a railcar.	
TIPPLING		Tippling – Loading product from a tipple.	
TRANSFER	TFR	Transfer of Lading – To move contents from one railcar to another or from one intermodal unit to another. From railcar to truck, use code TLDD. From truck to railcar, use TLDO.	
TRANSIT	TRN	Transit Privileges – Stopping a car while in route to perform a service. Diversion, reconsignment and stopping to complete loading or unloading are NOT considered transit privileges.	
TRIMMING		Trimming raw coal to size.	
UNLOADING	UND	Unloading – Removing lading from or out of equipment.	
USEOFEQ		Use of Equipment – Charge for use of special equipment.	
WEIGHING	WRC	Weighing – Weighing of equipment to determine content weight.	
WHARFAGE	WWC	Wharfage – Handling lading on a wharf.	

Few of these conditions are captured on the 404/417. Therefore, application of these charges is suspect. When it is possible to determine that this service was performed, data element 150 or 152 should be used to communicate the event on the 404/417.

Appendix E: Geographic Codes

Shipment Conditions   Effective Date: 09/01/2004

Codes which use this appendix: ACFD, ACPO, GEOP, PCMS

Note: OPSL number includes only the integer value. If decimal station numbers exist, the number would include all stations with the same integer value.

Allowable in Value Field	Allowable in RANGE F Field	Published Tariff
AC	City SPLC (N{6}) Examples: 207800, 030314	ICC NMF 102; NTA
CL	NRB Basepoint SPLC (N{6}) Example: 207800	ICC NRB 6000 for Basepoints ICC NMF 102 and NTA for SPLCs
CO	U.S. County SPLC (N{4}) Examples: 2078, 0303	ICC NMF 102
OL	OPSL Number (A/N{4} and N{5}) Examples: NS 08030, BNSF 10855	ICC OPSL 6000
PQ	3 Digit U.S. Zip Code (N{3}) Example: 191	USPS Directory
PS	5 Digit U.S. Zip Code (N{5}) Example: 18034	UPSP Directory
PU	6 Digit Canadian Postal Code (A/N{6}) Example: H3B2M9	Canadian Postal Code Directory
RS	FSAC Number (A/N{4} and N{5}) Examples: NS 10032, UP 09090, BNSF 61520	ICC FSAC 6000
SP	State Postal Abbreviation (A/N{2}) Examples: CA, TX	USPS and Canadian Postal Code Directory
TC	Country Code (A/N{2}) Examples: CA, MX, US	

Appendix F: Per Codes

Shipment Conditions   Effective Date: 09/01/2004

Codes which use this appendix: LIBO, LIMC, LIMD, MMCA, MPSC, PSMT, RETS, RBOV, RLVU, SACC, SHPY, SHPZ, SPCM, SPCU, SURC, TVAM, TVAP, TVEA, TVTR

Used to determine the calculation unit necessary to determine the price or minimum quantity.

Code	Description
BF	1,000 Board Feet
CM	Cubic Meter
CU	Cubic Foot Unit
GT	Gross Ton
HM	Hundredweight per Mile
IM	Intermodal Unit
KG	Kilogram
KP	Kilometer
LB	Pound
LR	Liter
LU	Locomotive Unit
MM	Metric Ton (Tonne)
MV	Mile per Vehicle (Rail Car)
PA	Container
PC	Car
PE	20 Foot Equivalent (TEU)
PF	Cubic Foot
PG	Gallon
PH	Hundred Pounds (Hundredweight)
PK	Cord
PM	Mile
PS	Shipment
PT	Net Ton
PV	Vehicle
PW	Percentage of Charges
SU	Stack Car Unit
TN	Train
TR	Trailer

Appendix H: Edit Codes/Format Reference Marks

Shipment Conditions   Effective Date: 09/01/2004

Codes which use this appendix: ALL

Code	Description
N (X.Y)	Field must be numeric. X is the number of digits to the left of the decimal. Y is the number of digits to the right of the decimal point. If Y is G/T zero, the decimal point is required.
D	Date format CCYYMMDD in numeric characters.
A/N(X)	Field must contain "alpha" characters not exceeding X in number.
1	The entry, if present, must equal a specific value as described within the condition or in a referenced appendix on external reference file.
2	Field must be blank (no entry allowed).
3	Field must contain an entry (required field).
4	VALUE and RANGE F must contain entries or RANGE T must contain an entry. Entries in all three fields – VALUE, RANGE F and RANGE T – is an option.
5	RANGE T, if present, must be greater than or equal to RANGE F.
6	Field must contain an entry if code is used in a positive (+) application, but cannot contain an entry if code is used in the negative (-).
7	Field cannot contain an entry if code is used in the negative (-).
8	Field must contain an entry if RANGE T field contains an entry.
9	Field must contain an entry if RANGE F field contains an entry.
10	Field must contain an entry if VALUE field contains an entry.
11	1) VALUE, RANGE F, and RANGE T must all be present. OR 2) VALUE and RANGE T must be present. OR 3) RANGE F and RANGE T must be present. OR 4) RANGE T alone must be present.
12	Field only may contain an entry when RANGE F contains an entry.
13	Field must contain an entry if RANGE F contains an entry other than zero.
14	Both VALUE and RANGE F fields are optional, but only one may contain an entry.
15	Field must contain an entry if code is used in a negative (-) application, but cannot contain an entry if code is used in the positive (+).
16	If this field contains zero, then condition must be positive (+). (Example: EQPD.)
17	RANGE F is valid only with a specific set of values from the list of valid values identified in the VALUE field. (Example: PFOR.)
18	RANGE T may be used only if RANGE F is zero. (Example: RIAS.)
19	RANGE T may not be used if RANGE F is zero. (Example: SPCT.)
20	This field's value must be greater than one. (Example: SPCT.)
21	When this field is used, this condition may not be paired with (Name of Dependency Code). (Example: SWCA.)
22	Field may optionally contain an entry if code is used in a positive (+) application, but cannot contain an entry if code is used in the negative (-). (Example: EQOD – FROM field.)
23	Code may not be used alone. (Example: SCAC.)
24	Minus interpretation only applies to specific values within a valid list of values. (Example: COMB.)

Appendix I: General Car Types

Shipment Conditions   Effective Date: 04/01/2018

Codes which use this appendix: GECT

General Car Types - when using the ARCT codes, dashes are used to qualify "all values". The trailing dash is not shown. For example, 'F' would include all values in the 2nd, 3rd, and 4th position. "F-8" would include all values in the 2nd and 4th position.

GECT Code	Description	ARCT Code
AC	All Car Types	A
		B
		C
		D
		E
		F
		G
		H
		J
		K
		L
		M
		R
		T
		V
BC	Cushioned Box Car	A2
		A4
		A6
		A8
		B2
		B4
		B6
		B8
BH	Bulkhead	F-4
		F-5
		F-8
BI	Insulated Box Car	A-1
		A-4
		B-7
		B-8
		R-0
		R-1
		R-2
		R-9
BL	Bl-Level	V6
		V7
		V8
		V9

GECT Code	Description	ARCT Code
BX	Box Car	A
		B
		L04
		L07
		R-0
		R-1
		R-2
		R-9
C	Closed	A
		B
		E-1
		E-2
		E-4
		E-9
		K-1
		K-3
		K-5
		K-6
		K-7
		L04
		L06
		L07
		R-0
		R-1
		R-2
		R-9
CB	Closed Bi-Level	V6
		V7
		V9
CD	Covered Coil	E-11
		E-12
		E-21
		E-22
		E-41
		E-42
		E-91
		E-92

Code	Description	Type
CG	Covered Gondola	E-1
		E-2
		E-4
		E-9
CL	Coil	E--1
		F-1
		F-2
CT	Closed Tri-Level	V1
		V2
		V4
FP	Flat Pedestal	F61
		F62
		F71
		F72
GF	Gravity Flow	C1
		C3
		C4
GO	Gondola	E
		G
		J
		L01
MR	Mechanical Refrigerator	R-5
		R-6
		R-7
		R-8
O	Open	E-0
		E-3
		E-5
		E-6
		E-8
		F
		G
		H
		J
		K-0
		K-2
		K-4
		K-8
		L00
		L01
		L02

Code	Description	Type
		L03
		L09
OC	Open Coil Cars	E-01
		E-31
		E-51
		E-61
		E-81
OG	Open Gondola	E-0
		E-3
		E-5
		E-6
		E-8
		G
		J
		L01
OH	Open Hopper	H
		K-0
		K-2
		K-4
		K-8
PD	Plug Doors	A-4
		A--5
		A--6
		A--7
		B--4
		B--5
		B--6
		B--7
TH	Triple Cross Hopper	C-2
		H-5
		H-6
		K-3
		K-4
		K-6
TL	Tri-Level	V1
		V2
		V3
		V4

Appendix J: Risk of Damage Codes

Shipment Conditions   Effective Date: 09/01/2004

Codes which use this appendix: RISK

Risk Type	Code
Breakage	BREAKAGE
Breakage and Chafing	BREAKCHAF
Chafing	CHAFING
Contamination	CONTAMINAT
Deterioration	DETERIORAT
Deterioration or Leak	DETERLEAK
Fire	FIRE
Leakage	LEAKAGE
Loss	LOSS
Pilferage	PILFERAGE
Weather	WEATHER

Appendix K: Intermodal Service Codes

Shipment Conditions   Effective Date: 09/01/2004

Codes which use this appendix: ISCO

Intermodal Service Codes represent the type of intermodal service to be performed and the ownership of equipment utilized for the shipment. For example, door-to-ramp domestic service in private equipment is described with Intermodal Service Code 62.

Shipment Type Service ↓	Domestic				International			
	Equipment Ownership							
	Rail	Steamship	Private	Motor Carrier or Rail	Rail	Steamship	Private	Motor Carrier or Rail
Door-to-Door	20	40	60	10	20	80	60	10
Door-to-Ramp	22	42	62	12	22	82	62	12
Ramp-to-Ramp	25	45	65	15	25	85	65	15
Ramp-to-Door	27	47	67	17	27	87	67	17

Appendix L: Umler Clearance Codes

Shipment Conditions

Effective Date: 09/01/2004

Codes which use this appendix: EQCP

Alphabetic code to denote plate clearance of car. This code letter is found in position 129 of the UMLER record. Specifications are described in Line 2, Column 19 of the Umler Specification Manual – Section 1.

Clearance Code	Clearance Code Description
A	If clearance equals Plate B and extreme width is greater than 10'8" and does not exceed 10'10".
B	If clearance does not exceed Plate B.
C	If clearance is greater than Plate B, but does not exceed Plate C.
E	If clearance is greater than Plates B and C, but does not exceed Plate E.
F	If clearance is greater than Plates B, C, and E, but does not exceed Plate F.
G	If clearance exceeds Plates B, C, E, and F.
H	For double stack cars, if clearance is greater than Plates B, C, E, and F, but does not exceed Plate H.
I	For double stack cars that exceed Plate H.

Appendix M: Accessorial Codes

Shipment Conditions   Effective Date: 09/01/2004

Codes which use this appendix: BUND

Condition Value	Element	Description	Notes
RUBBERDLY		Delivery by Truck – Over the road delivery (rubber tire).	
RUBBERPICK		Pickup by Truck – Over the road pickup (rubber tire). Also used for origin drayage of intermodal movements.	
TRANSLOAD		Transloading to or from railcars into trucks, trailers, or containers.	
STORAGE		Storage of goods.	

Using Shipment Condition Codes in Rail Rate EDI Transactions

Shipment Conditions   Effective Date: 09/01/2004
EDI Process

This document has been developed to assist users of EDI (Electronic Data Interchange) to understand the standardized codes for shipment conditions that are used to qualify prices in an electronic format. One primary goal of this process is to permit transportation shipments to be mechanically rated by computers without manual intervention of any kind. When the condition codes are described in this document, there is a reference to the 426 transaction set segments and data elements which will permit evaluation as to the success or failure of a condition test. The 426 is only one of several sets which are needed to permit mechanical rating to occur. For a better understanding of the relationship of the transaction sets, let's review the transportation process in terms of pricing and rating.

A transportation shipment begins with the shipper preparing a bill of lading. This is transmitted with the 404 transaction set (Shipment Information – Rail). The 404 is converted by the originating carrier into a transportation waybill for interchange to connecting carriers (417 transaction set). The transportation waybill is then enhanced with rates to become a revenue waybill, containing all charges. This is a 426 transaction set.

Prices, on the other hand, are transmitted through the use of two transaction sets. The 460 set contains all the particulars concerning the price such as origin, destination, route, rate, divisions, as well as shipment conditions. The 490 set is used in conjunction with the 460 set to transmit information concerning groups (geography, commodity, patron, and conditions). The carrier who is the source of the price sends the price data to the other carriers in the route via the Rate EDI Network (REN).

To create a 417 transportation waybill, information contained in the 404 bill of lading is enhanced with other information such as UMLER (the railroad equipment file). This 417 data is compared to information contained in 460 transmissions to rate the bill of lading and create a 426 revenue waybill.

The relationship of these transaction sets is shown below in *Figure 1*: REN Transaction Set Flow Chart.

For electronic rating and billing to work successfully, information must be accurately provided by the purveyors of data throughout the process from bill of lading to revenue waybill creation. Therefore, a requirement for data on the 426 revenue waybill may also require information to be placed on the bill of lading by the shipper.

Figure 1. REN Transaction Set Flow Chart

```
┌──────────────────┐
│       404        │
│     Shipper      │
│  Bill of Lading  │
└──────────────────┘
         │
         ▼
┌──────────────────┐              ┌──────────────────┐
│       417        │              │       460        │
│     Movement     │         ┌───▶│    New Price     │◀───┐
│     Waybill      │         │    │   Distribution   │    │
└──────────────────┘         │    └──────────────────┘    │
         │                   │                            │
         ▼                   │                            ▼
┌──────────────────┐         │    ┌──────────────────┐
│ Railroad Internal│◀────────┘    │                  │
│ Price Management │◀─────────────│  Rate EDI Network│
│     System       │─────────────▶│      (REN)       │
└──────────────────┘              │                  │
         │      ◀────┐            └──────────────────┘
         ▼           │                     │      ▲
┌──────────────────┐ │  ┌──────────────────┐│      │
│       426        │ │  │       490        ││      │
│  Revenue Waybill │ │  │ Group Response/  │◀┘      │
└──────────────────┘ │  │   Distribution   │        │
                     │  └──────────────────┘        │
                     │                              │
                     │  ┌──────────────────┐        │
                     └─▶│       486        │◀───────┘
                        │  Price Expiration│
                        └──────────────────┘
```
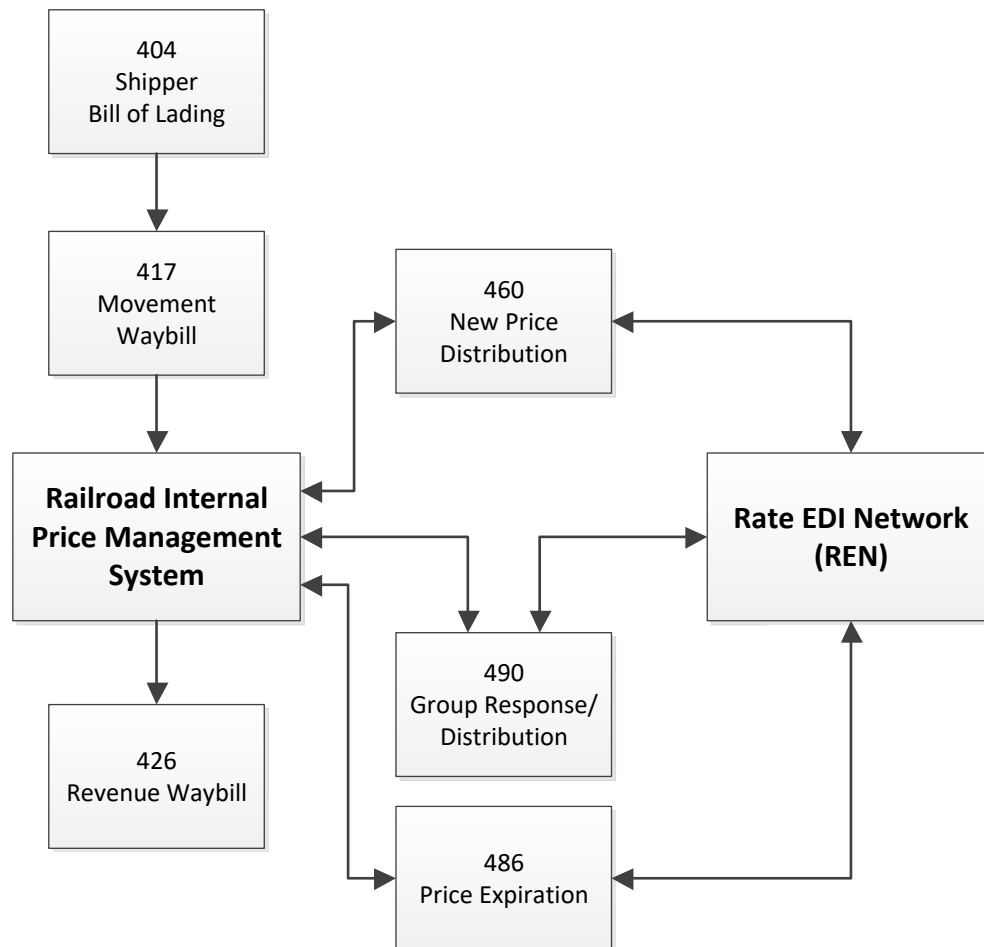
Transmission of Shipment Conditions

Shipment condition codes are used in two EDI transaction sets:

1) 460 – Price Distribution or Response Format
2) 490 – Rate Group Definition

The transaction sets described below represent those from EDI Version 5010, and their presence is intended only for the convenience of the user. For the definitive source concerning 460 and 490 transaction sets, refer to Transaction Sets & Guidelines in the Rate EDI Network implementation manual for rail rate data. The methodology of use will be discussed separately for each transaction set. This section will refer only to the segments used to transmit shipment conditions.

460 – Price Distribution or Response Format

This transaction set is used to communicate prices (rates and associated information) between two or more parties. It sends a rate docket which includes maintenance status, conditions qualifying, geographic data, routes, rates and interline divisions.

Shipment condition codes are found in the "CD – SHIPMENT CONDITION " segment. This segment is used in two places in the transaction set; at position number 080 and at position number 180. The CD segment can be repeated up to 150 times at either position.

When the CD segment is used at position 080, the shipment conditions apply to the entire docket. This is where general level conditions would be transmitted.

When the CD segment is used at position 180, the shipment conditions apply only to rates at the sub-level indicated in the associated "SC – Docket Sub - level" segment. This is where specific level conditions would be transmitted. Conditions at this level may further describe or qualify conditions at the general level.

The CD segment of the 460 Transaction Set consists of 10 data elements which are described below. CD07 NOT USED

Data Elements CD01 to CD06 are the only ones which need to be transmitted when sending stand alone shipment condition codes.

Data elements CD08 to CD11 are used exclusively to refer to a shipment condition code group which has been previously defined in a 490 transaction set.

CD02 through CD05 and CD08 through CD10 are mutually exclusive. If CD02 through CD05 are used, the shipment condition is defined in this segment. If CD08 through CD10 are used, the shipment condition (s) is defined in a group definition and this segment points to that group definition.

460 CD – Sʜɪᴘᴍᴇɴᴛ Cᴏɴᴅɪᴛɪᴏɴꜱ

			Effective Date: 9/01/2004
Segment Position Number	**Length/ Type**	**Data Element**	**Data Element Name**
CD01	1-3/ A/N	495	CONDITION SEGMENT LOGICAL CONNECTOR Indicates how a specific segment's rate restriction is evaluated, and its relationship to rate restrictions within other segments of the same segment definition. This is a three-part code which combines the PLUS/MINUS indicator ("P" or "M") in position one; the AND/OR code ("A", "O", or "I") in position two; and GROUP NUMBER (any alphanumeric character for grouping) in position three. If position two is "I", then position three is optional; otherwise, all three positions must be sent and none can be blank. If CD08 is used, then position one must be "P", position two "I", and position three blank.
CD02	4/ A/N	498	CONDITION CODE This is where the CODE is transmitted, and must be recognized as an industry standard shipment condition code as outlined in this directory. Identifies the type of restriction or provision applicable to a rate. When combined with element 499, a specific rate restriction or provision is represented. This field is required unless CD08 is present.
CD03	1-10/ A/N	499	CONDITION VALUE This is where the VALUE is transmitted, and identifies rate restrictions or provisions of CODE identified in data element 498. When no VALUE is required, this data element is skipped.
CD04	1-10/ A/N	499	CONDITION VALUE This is where RANGE FROM is transmitted, and identifies rate restrictions or provisions of CODE identified in data element 498. When no RANGE FROM is required, this data element is skipped.
CD05	1-10/ A/N	499	CONDITION VALUE This is where RANGE TO is transmitted, and identifies rate restrictions or provisions of CODE identified in data element 498. When no RANGE TO is required, this data element is skipped
CD06	1-6/ N	554	ASSIGNED NUMBER This data element can be used to transmit a column number if the condition in this segment is to be applied against one column only. When it is used in this manner, it must match the ASSIGNED NUMBER in the RD01, "RATE DATA" segment, to which it relates. This makes the shipment condition or shipment condition group apply only to the rate in that column. If the value in this field is zero or if field is not used, this shipment condition or shipment condition group applies to all columns.

			Effective Date: 9/01/2004
Segment Position Number	**Length/ Type**	**Data Element**	**Data Element Name**
CD08	140	2-4	STANDARD CARRIER ALPHA CODE This is used as the first piece of condition code group identification. It is the SCAC in the "DK – DOCKET HEADER" segment of the 490 transaction set in which the group was originally defined. If used, CD01 must be 'PI'.
CD09	1-7/ A/N	697	DOCKET CONTROL NUMBER This used as the second piece of a condition code group identification. It is the DOCKET CONTROL NUMBER in the DK02 data element of the "DK – DOCKET header" segment of the 490 transaction set in which the group was originally defined. When combined with elements 140 and 690, provides a unique identity to a condition group docket.
CD10	1-11/ A/N	690	DOCKET IDENTIFICATION This is used as the third piece of a condition code group identification. It is the DOCKET CONTROL NUMBER in the DK03 data element of the "DK – DOCKET HEADER" segment of the 490 transaction set in which the group was originally defined. When combined with elements 140 and 697, provides a unique identity to a condition group docket. If used, this field must be pure numeric.
CD11	2-30/ A/N	260	GROUP TITLE This is used as the fourth piece of condition code group identification. It is the name of the group in data element GH04 of the "GH – GROUP HEADER" segment of the 490 transaction set in which the group was originally defined. Use of this field is not recommended, but if present, CD08, CD09, and CD10 are required.

490 – Rate Group Definition

This transaction set is used to define and name a group of elements (patron, geography, commodity or shipments) pertinent to a price.

Groups of shipment conditions are defined using the "DK – DOCKET HEADER" segment to provide a group identification, the "GH – GROUP HEADER" to provide an effective and expiry date for the group, and the "CD – SHIPMENT CONDITIONS" segment to provide the details of the conditions which form the group.

The DK segment of the 490 Transaction Set consists of 12 data elements which are described below.

490 DK – DOCKET HEADER

			Effective Date: 9/01/2004
Segment Position Number	Length/ Type	Data Element	Data Element Name
DK01	2-4	140	STANDARD CARRIER ALPHA CODE This is the first piece of a condition code group identification. It is the SCAC of the carrier creating the group.
DK02	1-7/ A/N	697	DOCKET CONTROL NUMBER This is the second piece of a condition code group identification. When combined with elements 140 and 690, provides a unique identity to a condition group docket.
DK03	1-11/ A/N	690	DOCKET IDENTIFICATION This is the third piece of a condition code group identification. When combined with elements 140 and 697, provides a unique identity to a condition group docket. This field must be pure numeric.
DK04	1-4/ N	691	REVISION NUMBER Indicates the chronological sequence of revisions and updates to a condition group docket.
DK05	1	692	CONVEYANCE CODE Not used for condition groups.
DK06	1	693	DOCKET TYPE CODE Will be value "C" to indicate a condition group.
DK07	8	373	DATE The beginning date of the docket (CCYYMMDD).
DK08	8	373	DATE The ending date of the docket (CCYYMMDD).
DK09	2	346	APPLICATION TYPE Code identifying an application. Not used in this transaction set.
DK10	2-30/ A/N	260	GROUP TITLE The name assigned to the condition code group. Required on initial distribution.

490 GH – GROUP HEADER

			Effective Date: 9/01/2004
Segment Position Number	**Length/ Type**	**Data Element**	**Data Element Name**
GH01	2	353	TRANSACTION SET PURPOSE CODE Identifies purpose of transaction set, as follows: <u>Value</u> <u>Description</u> **02** Add Group distribution **05** Change. If used, GH02 and GH04 are required. **18** Reissue
GH02	8	373	DATE The expiration date of the revision identified in GH04. Only used if GH01 is "05".
GH03	6/ N	354	NUMBER OF LINE ITEMS Total number of conditions in the group.
GH04	1-4/ N	691	REVISION NUMBER Indicates the chronological sequence of revisions and updates to a condition group docket. *This is being expired: only used if GH01 is "05".*

490 CD – SHIPMENT CONDITIONS

The CD segment of the 490 Transaction Set consists of 5 data elements which are described below.

Data Elements CD01 to CD05 are the only ones which need to be transmitted when sending stand-alone shipment condition codes.

CD08-CD11 cannot be used in 490 EDI. A group definition cannot point to another group definition.

			Effective Date: 9/01/2004
Segment Position Number	**Length/ Type**	**Data Element**	**Data Element Name**
CD01	1-3/ A/N	495	CONDITION SEGMENT LOGICAL CONNECTOR Indicates how a specific segment's rate restriction is evaluated, and its relationship to rate restrictions within other segments of the same segment definition. This is a three-part code which combines the PLUS/MINUS indicator ("P" or "M") in position one; the AND/OR code ("A", "O", or "I") in position two; and GROUP NUMBER (any alphanumeric character for grouping) in position three. If position two is "I", then position three is optional; otherwise, all three positions must be sent and none can be blank.
CD02	4/ A/N	498	CONDITION CODE This is where the CODE is transmitted, and must be recognized as an industry standard shipment condition code as outlined in this directory. Identifies the type of restriction or provision applicable to a rate. When combined with element 499, a specific rate restriction or provision is represented.
CD03	1-10/ A/N	499	CONDITION VALUE This is where the VALUE is transmitted, and identifies rate restrictions or provisions of CODE identified in data element 498. When no VALUE is required, this data element is skipped.
CD04	1-10/ A/N	499	CONDITION VALUE This is where RANGE FROM is transmitted, and identifies rate restrictions or provisions of CODE identified in data element 498. When no RANGE FROM is required, this data element is skipped.
CD05	1-10/ A/N	499	CONDITION VALUE This is where RANGE TO is transmitted and identifies rate restrictions or provisions of CODE identified in data element 498. When no RANGE TO is required, this data element is skipped.

SCRS Condition Code Index

			Effective Date: 09/01/2004
Code	**Subject**	**Title**	**Category**
RSAS	SCRS File Restrictions	SCRS Accessorial Service Restriction	8
RSAT	SCRS File Restrictions	SCRS AAR Car Type Restriction	8
RSCA	SCRS File Restrictions	SCRS Carrier Restriction	8
RSCG	SCRS File Restrictions	SCRS Carrier/Geography Restriction	8
RSCO	SCRS File Restrictions	SCRS Commodity Restriction	8
RSCS	SCRS File Restrictions	SCRS Commonly Served Rail Points Restriction	8
RSCT	SCRS File Restrictions	SCRS Car Type Restriction	8
RSDR	SCRS File Restrictions	SCRS Direct Route Restriction	8
RSDS	SCRS File Restrictions	SCRS Designation Service Restriction	8
RSGR	SCRS File Restrictions	SCRS Geography Restriction	8
RSHJ	SCRS File Restrictions	Serving Carrier Relationship	8
RSHZ	SCRS File Restrictions	TIH/PIH/HAZMAT Restriction	8
RSIN	SCRS File Restrictions	SCRS Interstate/Intrastate Restriction	8
RSIS	SCRS File Restrictions	SCRS Interchange Service Restriction	8
RSJF	SCRS File Restrictions	SCRS Joint Facility Restriction	8
RSLC	SCRS File Restrictions	SCRS Line Haul Carrier Restriction	8
RSMD	SCRS File Restrictions	SCRS Mechanical Designation Restriction	8
RSNC	SCRS File Restrictions	SCRS Non-Competitive Restriction	8
RSOC	SCRS File Restrictions	SCRS Other Serving Carrier Restriction	8
RSOS	SCRS File Restrictions	SCRS Origin Service Restriction	8
RSPT	SCRS File Restrictions	Access Restricted By Patron	8
RSSR	SCRS File Restrictions	SCRS SPLC Range Restriction	8
RSVR	SCRS File Restrictions	SCRS Volume Restriction	8

SCRS Condition Standards

RSAS

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSAS
Application Category:	8
Title:	SCRS Accessorial Service Restriction
Description:	Restricts reciprocal switching to apply or not apply when specified accessorial services are allowed.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict reciprocal switching to apply/not apply when specified accessorial services are allowed.
Plus (+) Interpretation:	Reciprocal switching applies only when named accessorial services are allowed.
Minus (-) Interpretation:	Reciprocal switching does not apply when named accessorial services are allowed.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Accessorial service as specified in Appendix C.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Optional second accessorial service as specified in Appendix C.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1
Range T Field:	Optional third accessorial service as specified in Appendix C.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Reciprocal switching will apply only when the following accessorial service is allowed: 'V', 'F', 'T' • Reciprocal switching will not apply when the following accessorial service is allowed: 'V', 'F', 'T'.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict reciprocal switching to accessorial services allowed.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSAT

Effective Date: 03/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSAT
Application Category:	8
Title:	SCRS AAR Car Type Restriction
Description:	Restricts reciprocal switching by AAR car type
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	
Data Element:	
Business Use:	Restricts reciprocal switching by AAR car type.
Plus (+) Interpretation:	Access applies in AAR car type 'V'
Minus (-) Interpretation:	Access does not apply in AAR car type 'V'
Dependencies:	

SECTION 2 – VALUE ANALYSIS

Value Field:	AAR Car Type. Dashes to qualify 'all values.' Do not show trailing dash. (e.g., 'F' would include all values in the 2nd, 3rd, and 4th positions. 'F-8' would include all values in the 2nd and 4th positions.)	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Access applies to AAR car type 'V' • Access does not apply to AAR car type 'V'
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use in SCRS to restrict access by AAR Car Type
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	Umler

RSCA

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSCA
Application Category:	8
Title:	SCRS Carrier Restriction
Description:	Restricts reciprocal switching to apply or not apply via specified carrier(s).
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict reciprocal switching to specific carrier(s).
Plus (+) Interpretation:	Reciprocal switching applies only for the named carrier(s).
Minus (-) Interpretation:	Reciprocal switching does not apply for the named carrier(s).
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid SCAC of restricted carrier.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	'I' indicates inbound freight from the named carrier. 'O' indicates outbound freight from the named carrier.	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	IRF MARK for SCACs.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	- Reciprocal switching will apply only for 'V'. - Reciprocal switching will apply only on 'F', 'V'. - Reciprocal switching will not apply for 'V'. - Reciprocal switching will not apply on 'F' 'V'.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict reciprocal switching to specified carrier(s).
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSCG

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSCG
Application Category:	8
Title:	SCRS Carrier/Geography Restriction
Description:	Restricts reciprocal switching to apply/not apply from, to, or in connection with specified carriers.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict reciprocal switching to apply/not apply from, to, or in connection with specified carriers.
Plus (+) Interpretation:	Reciprocal switching applies only when from, to, or in connection with carrier specified in the VALUE and RANGE F fields.
Minus (-) Interpretation:	Reciprocal switching does not apply only when from, to, or in connection with carrier specified in the VALUE and RANGE F fields.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'F' – From origins on 'T' – To destinations on 'C' – In connection with	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	Valid SCAC of specified carrier.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,3
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	IRF MARK for SCACs.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Reciprocal switching will apply only 'V' the 'F'. • Reciprocal switching will not apply 'V' the 'F'.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict reciprocal switching only to apply from, to, or in connection with the specified carrier.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSCO

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSCO
Application Category:	8
Title:	SCRS Commodity Restriction
Description:	Restricts reciprocal switching to specific commodities and optionally to inbound or outbound movements.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict reciprocal switching at a facility by commodity and optionally by inbound or outbound movements.
Plus (+) Interpretation:	Reciprocal switching applies only on specified commodities.
Minus (-) Interpretation:	Reciprocal switching does not apply on specified commodities.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'I' – Inbound movements 'O' – Outbound movements	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1
Range F Field:	2 to 7-digit STCC of restricted commodities or low end of STCC range.	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	2 to 7-digit high end of STCC range.	
	Format:	A/N
	Field Length:	7.0
	Ref. Marks (Appendix H):	1,5
Data Source:	IRF STCC.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Reciprocal switching will apply only on 'V' shipments of STCC 'F'. • Reciprocal switching will apply only on 'V' shipments of STCC 'F' through 'T'. • Reciprocal switching will not apply on 'V' shipments of STCC 'F'. • Reciprocal switching will not apply on shipments of STCC 'F' through 'T'. • Reciprocal switching will apply only on shipments of STCC 'F'. • Reciprocal switching will apply only on shipments of STCC 'F' through 'T'. • Reciprocal switching will not apply on shipments of STCC 'F'. • Reciprocal switching will not apply on shipments of STCC 'F' through 'T'.
Index:	SCRS File Restrictions
Recommendations and Comments:	Because commodity restrictions are not always tied to inbound or outbound moves, changed the VALUE fields to be an optional entry. Asses Recommended Text statements for use when the VALUE field is blank.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSCS

Effective Date: 03/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSCS
Application Category:	8
Title:	SCRS Commonly Served Rail Points Restriction
Description:	Restricts access based on stations which either are or are not commonly served by serving carrier and carrier specified.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict access based on stations which either are or are not commonly served by serving carrier and carrier specified.
Plus (+) Interpretation:	Access applies only when from or to points that are/are not commonly served by the carrier.
Minus (-) Interpretation:	Access does not apply when from or to points that are/are not commonly served by a specific carrier.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'F' – From origins 'T' – To destinations 'E' – Either From origins or To destinations (allows applicability in either direction using one VALUE)	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	'A' – Are commonly rail-served 'N' – Are not commonly rail served	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks ([Appendix H](#)):	1,3
Range T Field:	Valid SCAC	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,3
Data Source:	IRF MARK for SCACs.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Access will apply only 'V' which 'F' commonly rail served by 'T'. • Access will not apply 'V' which 'F' commonly rail served by 'T'.
Index:	SCRS File Restrictions
Recommendations and Comments:	Adding "E" VALUE to eliminate the need to use more condition code "Or" groups when this condition applies for both inbound & outbound shipments; provides for easier SCRS maintenance.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	IRF MARK File for SCACs

RSCT

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSCT
Application Category:	8
Title:	SCRS Car Type Restriction
Description:	Restricts reciprocal switching to apply or not apply via specified car types.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict reciprocal switching to specified car types.
Plus (+) Interpretation:	Reciprocal switching applies only for the named car type.
Minus (-) Interpretation:	Reciprocal switching does not apply for the named car type.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	General car type as specified in Appendix I.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler to first determine AAR Car Type that can be used to determine G.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Reciprocal switching will apply only in or on car type 'V'. • Reciprocal switching will not apply in or on car type 'V'.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict reciprocal switching to specified car types.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSDR

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSDR
Application Category:	8
Title:	SCRS Direct Route Restriction
Description:	Restricts reciprocal switching to apply/not apply when shipment is routed by specified carriers.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict reciprocal switching to apply/not apply when shipment is routed direct via specified carriers.
Plus (+) Interpretation:	Reciprocal switching applies only when shipment is routed direct via specified carrier.
Minus (-) Interpretation:	Reciprocal switching does not apply when shipment is routed direct via specified carrier.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid SCAC of carrier.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	IRF MARK for SCACs.	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Reciprocal switching will apply only when shipment is routed via 'V' direct. • Reciprocal switching will not apply when shipment is routed via 'V' direct.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict reciprocal switching to apply/not apply when shipment is routed direct via specified carrier.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSDS

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSDS
Application Category:	8
Title:	SCRS Destination Service Restriction
Description:	Restricts reciprocal switching to apply only when certain specified carriers serve the destination.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict the application of reciprocal switching to certain specified carriers serving the destination.
Plus (+) Interpretation:	Reciprocal switching applies when the destination is served by the carrier specified in the VALUE or RANGE F field.
Minus (-) Interpretation:	Reciprocal switching will apply when the destination is NOT served by the carrier specified in the VALUE or RANGE F field.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	ORIGCARR – Origin carrier OTHER – Any other carrier Either the VALUE field OR the RANGE F field must contain an entry, but not both.	
	Format:	A/N
	Field Length:	8.0
	Ref. Marks ([Appendix H](#)):	1,14
Range F Field:	Valid carrier SCAC. This field OR the VALUE field must contain an entry, but not both.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,4
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	IRF MARK for SCACs	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Reciprocal switching will apply only when the destination point is served by 'V'. • Reciprocal switching will apply only when the destination point is served by 'F'. • Reciprocal switching will only apply when the destination point is not served by 'V'. • Reciprocal switching will apply only when the destination point is not served by 'F'.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict reciprocal switching by the carrier serving the destination
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSGR

Effective Date: 03/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSGR
Application Category:	8
Title:	SCRS Geography Restriction
Description:	Restricts reciprocal switching to apply or not apply when from or to specified geography.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict access to apply/not apply when from or to specified geography.
Plus (+) Interpretation:	Access applies only from/to named geography.
Minus (-) Interpretation:	Access does not apply when from/to named geography.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'F' – From named geography 'T' – To named geography 'E' – Either From or To named geography	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Geography Type as specified in Appendix E	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	Geographic value as found in the CSM corresponding to the Geographic Type specified in the RANGE F field.	
	Format:	A/N
	Field Length:	10.0
	Ref. Marks (Appendix H):	1,3
Data Source:	IRF CSM for geographic values	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Access will apply only 'V' 'F' 'T'. • Access will not apply 'V' 'F' 'T'.
Index:	SCRS File Restrictions
Recommendations and Comments:	Adding "E" VALUE to eliminate the need to use more condition code "Or" groups when this condition applies for both inbound & outbound shipments; provides for easier SCRS maintenance. Also updated text from "reciprocal switching" to "access" since SCRS displays all types of access/relationships.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	IRF CSM for geographic values

RSHJ

Effective Date: 03/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSHJ
Application Category:	8
Title:	Serving Carrier Relationship
Description:	Used to indicate the relationship between the physically serving carrier & another carrier with access to the industry.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	For use on a Short Line's Restricted SCRS record to indicate relationship between each line haul carrier with access to a customer industry (in lieu of RSCA or RSCG used historically).
Plus (+) Interpretation:	Carrier in From field has access to facility via HC, or JS relationship with serving carrier
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'HC' – Handling Carrier 'JS' – Junction Settlement	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	SCAC of Carrier with relationship to serving carrier	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	FSAC of Carrier	
	Format:	A/N
	Field Length:	5
	Ref. Marks (Appendix H):	1,22
Data Source:	IRF CSM for geographic values	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Serving carrier is a 'V' for 'F'. • Serving carrier is a 'V' for 'F' at 'T'.
Index:	SCRS File Restrictions
Recommendations and Comments:	New condition ~~proposal~~ to simplify entry and maintenance of HC & JS customer records.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	

RSHZ

Effective Date: 03/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSHZ
Application Category:	8
Title:	TIH/PIH/HAZMAT Restriction
Description:	Indicates whether or not industry access applies for TIH, PIH, and/or hazardous materials
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to include/exclude industry access for TIH/PIH, and/or other hazardous materials
Plus (+) Interpretation:	Industry access applies on hazardous type indicated.
Minus (-) Interpretation:	Industry access does not apply on hazardous type indicated.
Dependencies:	n/a

SECTION 2 – VALUE ANALYSIS

Value Field:	PIH – Toxic/Poison Inhalation Hazards (TIH/PIH commodities) HAZ – Hazardous Materials (includes TIH/PIH commodities)	
	Format:	A/N
	Field Length:	3.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:		

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Access applies on shipments of "V". • Access does not apply on shipments of "V".
Index:	SCRS File Restrictions
Recommendations and Comments:	New condition to simplify capture of TIH/PIH and/or all Hazmat commodity restrictions on SCRS records.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	

RSIN

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSIN
Application Category:	8
Title:	SCRS Interstate/Intrastate Restriction
Description:	Restricts reciprocal switching to apply/not apply on interstate/intrastate traffic as specified.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict reciprocal switching to apply/not apply on interstate/intrastate traffic as specified.
Plus (+) Interpretation:	Reciprocal switching applies only on interstate/intrastate traffic as specified.
Minus (-) Interpretation:	Reciprocal switching does not apply on interstate/intrastate traffic as specified.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'INTER' – Interstate traffic 'INTRA' – Intrastate traffic	
	Format:	A/N
	Field Length:	5.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Geography Type as specified in Appendix E	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Reciprocal switching will apply only on 'V' traffic. • Reciprocal switching will not apply on 'V' traffic.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict reciprocal switching to apply/not apply on interstate/intrastate traffic as specified.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSIS

Effective Date: 03/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSIS
Application Category:	8
Title:	SCRS Interchange Service Restriction
Description:	Restricts reciprocal switching by the interchanges between the origin and destination carriers.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict reciprocal switching by the interchanges between the origin and destination carriers.
Plus (+) Interpretation:	Access applies when the carrier named in the VALUE field interchanges with the carrier named in the RANGE F field.
Minus (-) Interpretation:	Access does not apply when the carrier named in the VALUE field interchanges with the carrier named in the RANGE T field.
Dependencies:	May be used with RSNC

SECTION 2 – VALUE ANALYSIS

Value Field:	'DESTCARR' – Destination carrier 'ORIGCARR' – Origin carrier	
	Format:	A/N
	Field Length:	8.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	'DESTCARR' – Destination carrier 'ORIGCARR' – Origin carrier This field is required when the code is used in the positive (+), but not allowed in the negative (-).	
	Format:	A/N
	Field Length:	8.0
	Ref. Marks (Appendix H):	1,3,6
Range T Field:	Valid carrier SCAC. This field is required when the code is used in the negative (-), but not allowed when used in the positive (+).	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,15
Data Source:	IRF MARK file for SCACs	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Access will apply when the 'V' interchanges with the 'F'. • Access will not apply when the 'V' has no interchange with 'T'.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict access by how the origin or destination carriers interchange with other carriers.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSJF

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSJF
Application Category:	8
Title:	SCRS Joint Facility (operating agreement) customers to apply or not to apply via specified carriers.
Description:	Restricts reciprocal switching to specific commodities and optionally to inbound or outbound movements.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict joint facility customers to specified carriers.
Plus (+) Interpretation:	Joint facility applies only for the named carrier(s).
Minus (-) Interpretation:	Joint facility does not apply for the named carrier(s).
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid SCAC of restricted carrier.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	'O' – Open 'C' – Closed	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks ([Appendix H](#)):	1,8
Range T Field:	Valid SCAC	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,9
Data Source:	IRF MARK file for SCACs	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Joint facility will apply only for 'V'. • Joint facility will not apply for 'V'. • Joint facility will apply for 'V', but 'F' to 'T'. • Joint facility will not apply for 'V', but 'F' to 'T'.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict joint facility customers to specified carriers.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSLC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSLC
Application Category:	8
Title:	SCRS Line Haul Carrier Restriction
Description:	Restricts reciprocal switching to apply only when specified carriers participate as line haul carriers.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict reciprocal switching to apply only when specified carriers participate as line haul carriers.
Plus (+) Interpretation:	Reciprocal switching applies only when specified carrier participates as a line haul carrier.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Valid SCAC of line haul carrier.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	'I' – Participates as an inbound carrier. 'O' – Participates as an outbound carrier. 'B' – Participates as an inbound or outbound carrier.	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	IRF MARK file for SCACs	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Reciprocal switching will apply only when 'V' participates as an 'F' line haul carrier.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict reciprocal switching to apply only when specified carrier participates as a line haul carrier.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSMD

Effective Date: 03/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSMD
Application Category:	8
Title:	SCRS Mechanical Designation Restriction
Description:	Restricts reciprocal switching by mechanical designation
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Restricts reciprocal switching by mechanical designation.
Plus (+) Interpretation:	Access applies in equipment with mechanical designation 'V'
Minus (-) Interpretation:	Access does not apply in equipment with mechanical designation 'V'
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	AAR mechanical designation code. Values must be a perfect match. No dashes or blanks.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	Umler	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Access applies in equipment with mechanical designation code 'V' • Access does not apply in equipment with mechanical designation code 'V'
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use in SCRS to restrict access by mechanical designation.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	Umler

RSNC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSNC
Application Category:	8
Title:	SCRS Non-Competitive Traffic
Description:	Restricts reciprocal switching to apply only on non-competitive traffic.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict reciprocal switching to apply only on non-competitive traffic.
Plus (+) Interpretation:	Reciprocal switching applies only on non-competitive traffic.
Minus (-) Interpretation:	n/a
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range F Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks (Appendix H):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Reciprocal switching will apply only on non-competitive traffic.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict reciprocal switching to non-competitive traffic only.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSPT

Effective Date: 03/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSRT
Application Category:	8
Title:	Access Restricted By Patron
Description:	States that industry access applies/does not apply when the specified customer fulfills the specified role on the waybill.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Railroads may restrict industry access depending on how the customer's role is designated on the waybill.
Plus (+) Interpretation:	Industry access applies when specified customer fulfills specified role on waybill.
Minus (-) Interpretation:	Industry access does not apply when specified customer fulfills specified role on waybill.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	BN – Beneficial Owner CN – Consignee (Receiver) C1 – In Care of Party SH – Shipper (Consignor)	SF – Shipped From AP – Account of Origin Party PU – Party at Pick Up Location PF – Party to Receive Freight Bill
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	First 9 digits of the CIF number	
	Format:	A/N
	Field Length:	9.0
	Ref. Marks (Appendix H):	1,3
Range T Field:	Last 4 digits of the CIF number	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks (Appendix H):	1,3
Data Source:	IRF for CIF	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	Note: The numeric values in the 'F' and 'T' fields will be translated for print into the alpha spelling of the customer's name. • Access applies when 'F' 'T' is the 'V'. • Access does not apply when 'F' 'T' is the 'V'.
Index:	SCRS File Restrictions
Recommendations and Comments:	Request for new SCRS condition code similar to PATR, but with additional VALUE of PF. Only for use on SCRS records.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	IRF for CIF

RSOC

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSOC
Application Category:	8
Title:	SCRS Other Serving Carrier Restriction
Description:	Restricts reciprocal switching by the carriers serving the origin/destination.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to designate that the origin or destination in the VALIE field must or must not be served (+/-) by carriers other than the origin/destination carrier specified in the RANGE F field.
Plus (+) Interpretation:	Reciprocal switching applies if the origin or destination as specified in the VALUE field is served by carriers other than the origin/destination carrier as specified in RANGE F.
Minus (-) Interpretation:	Reciprocal switching applies if the origin or destination as specified in the VALUE field is not served by carriers other than the origin/destination carrier as specified in RANGE F.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'DEST' – destination 'ORIG' – origin	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,4
Range F Field:	'DESTCARR' – Destination carrier 'ORIGCARR' – Origin carrier	
	Format:	A/N
	Field Length:	8.0
	Ref. Marks ([Appendix H](#)):	1,3
Range T Field:	n/a	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	2
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Reciprocal switching will apply when the 'v' is served by carriers other than the 'F'. • Reciprocal switching will apply when the 'V' is not served by carriers other then the 'F'.
Index:	SCRS File Restrictions
Recommendations and Comments:	Corrected the Plus (+) and Minus (-) Interpretation descriptions to indicate that the origin/destination carrier is specified in the RANGE F field – not in the RANGE T field.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSOS

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSOS
Application Category:	8
Title:	SCRS Origin Service Restriction
Description:	Restricts reciprocal switching to apply only when certain specified carriers serve the origin.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict the application of reciprocal switching to certain specified carriers serving the origin.
Plus (+) Interpretation:	Reciprocal switching applies only when the origin is served by the carrier specified in the VALUE or RANGE F field.
Minus (-) Interpretation:	Reciprocal switching will not apply when the origin is served by the carrier specified in the VALUE or RANGE F field.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'DESTCARR' – Destination carrier 'OTHER' – Any other carrier	
	Format:	A/N
	Field Length:	8.0
	Ref. Marks ([Appendix H](#)):	1,14
Range F Field:	Valid carrier SCAC. Either this field or the VALUE field must contain an entry, but not both.	
	Format:	A/N
	Field Length:	4.0
	Ref. Marks ([Appendix H](#)):	1,14
Range T Field:	n/a	
	Format:	n/a
	Field Length:	n/a
	Ref. Marks ([Appendix H](#)):	2
Data Source:	IRF MARK file for SCACs	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Reciprocal switching applies only when the origin point is served by 'V'. • Reciprocal switching applies only when the origin point is served by 'F'. • Reciprocal switching applies only when the origin point is not served by 'V'. • Reciprocal switching applies only when the origin point is not served by 'F'.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict reciprocal switching by the carrier serving the origin.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSSR

Effective Date: 03/01/2013

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSSR
Application Category:	8
Title:	SCRS SPLC Range Restriction
Description:	Restricts access to apply from or to the range of SPLCs specified in this code. Use code RSGR for single SPLC restrictions.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict access to shipments from or to a range of SPLCs.
Plus (+) Interpretation:	Access applies only from/to the specified SPLC range.
Minus (-) Interpretation:	Access does not apply from/to the specified SPLC range.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	'F' – From origins 'T' – To destinations 'E' – Either From origins or To destinations	
	Format:	A/N
	Field Length:	1.0
	Ref. Marks ([Appendix H](#)):	1,3
Range F Field:	6-position SPLC. Low end of range.	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks ([Appendix H](#)):	1,3
Range T Field:	6-position SPLC. High end of range.	
	Format:	A/N
	Field Length:	6.0
	Ref. Marks ([Appendix H](#)):	1,3
Data Source:	IRF MARK for SCACs	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Access will only apply 'V' 'F' through 'T'. • Access will not apply 'V' 'F' through 'T'.
Index:	SCRS File Restrictions
Recommendations and Comments:	Adding "E" VALUE to eliminate the need to use more condition code "Or" groups when this condition applies for both inbound & outbound shipments; provides for easier SCRS maintenance. Also made corrections to recommended text and Range T field.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

RSVR

Effective Date: 09/01/2004

SECTION 1 – CONDITION ANALYSIS

Condition Code:	RSVR
Application Category:	8
Title:	SCRS Volume Restriction
Description:	Restricts reciprocal switching to shipment volumes specified in this code. Generally paired with code RSCA for carrier restrictions.
Needed For Rate Application:	No
Needed To Calculate Total Charges:	No
426 Data Segment:	n/a
Data Element:	n/a
Business Use:	Used to restrict reciprocal switching at a facility by shipping volumes.
Plus (+) Interpretation:	Reciprocal switching applies only when specified volumes are met.
Minus (-) Interpretation:	Reciprocal switching does not apply when specific volumes are present.
Dependencies:	None

SECTION 2 – VALUE ANALYSIS

Value Field:	Per code as found in Appendix 'F' to specify the unit of volume.	
	Format:	A/N
	Field Length:	2.0
	Ref. Marks (Appendix H):	1,3
Range F Field:	Volume amount of the unit specified in the VALUE field.	
	Format:	N
	Field Length:	7.2
	Ref. Marks (Appendix H):	3
Range T Field:	Optional upper end of a volume range.	
	Format:	N
	Field Length:	7.2
	Ref. Marks (Appendix H):	5
Data Source:	n/a	

SECTION 3 – PUBLISHED TEXT

Recommended Text:	• Reciprocal switching will apply only on shipment volumes of 'F' 'V'. • Reciprocal switching will not apply on shipment volumes of 'F' 'V'. • Reciprocal switching will only apply on shipment volumes of 'F' through 'T' 'V'. • Reciprocal switching will not apply on shipment volumes of 'F' through 'T' 'V'.
Index:	SCRS File Restrictions
Recommendations and Comments:	New code for use on SCRS to restrict reciprocal switching by specified shipment volumes.
Should There Be a REN Edit:	No
If Yes, what should be Edited:	n/a
Data Source for The Edit:	n/a

Summary of Changes Index

Effective Dates	Recommendations and Comments
11/15/2005	Changes to PATR (per Judy Blecha):
	Need to have the Value Field List for the PATR shipment condition corrected. It has been brought to my attention that "SB" for "Shipped By" party is invalid. In looking through my records, I notice that my copy of PATR on 7/15/97 does not have "SB" on the list. However, on 11/15/02, "SB" was added. According to the 4060 data element dictionary and more recently the 5010 data element dictionary, the PATR condition should instead be using the value "SF" - "Shipped From" Party. The values used in PATR are supposed to be derived from the EDI Standards.
	The Data Element Dictionary states:
	"SF - Ship From The party at the actual origin location, physically originating a shipment. In Rail Transportation, this party is a non-rail origin, generally used in intermodal shipments to relay the party name and address prior to the rail origin."
	If you look at the "Recommendations and Comments" section of PATR dated 11/15/02, we state "Added (SB) to allow for transloading at the origin." So, with that said, I think our intent would be covered in "SF".
	Changes to SPCU (per Jim Arnett):
	Referring to the "V"alue field, then the proper reference marks for SPCU are 1,6 - indicating that if the field is used, then it must have a valid value AND that the field must contain an entry when condition is used as "P" or "+" (plus) but the field cannot be used when condition is used as "M" or "-" (minus).
	If "3" is used, then the field must ALWAYS have a value, which would seem to be a problem for "M".
12/15/2005	Changes to SHSS (per Jim Arnett):
	Remove the sentence "The switch charge is included in the price and, therefore, totally absorbed," from the description.
	The description now reads:
	This code is used to differentiate prices depending on who performs the switch at an origin/destination station when such station is served by several carriers.

Effective Dates	Recommendations and Comments
03/15/2006	Changes to SPCU (per Emily Pate)
	Can you please research or have someone research the tape or data file that CSXT received pertaining to Shipment Conditions at the end of 2005. Apparently, the SPCU shipment condition had the "interpretation" segment expired. As such, all of the CSXT Shipment Condition groups that contained the following...
	* category = Equipment Type * condition = idler car usage * minus interpretation that "Price will not apply if an idler car is used."
	is showing no longer applicable or expired. In turn, rating & billing problems have also resulted. Please confirm that...
	* the above should not have been expired * the information furnished CSXT did indeed show it as being expired
	Thanks! Emily M. Pate CSX Transportation Commercial Administration, Sr. Manager
05/15/2006	(Changes to SPCU per Jim Arnett and Alby Pfieffer)
	Please change the reference marks for the 'V'alue field of shipment condition SPCU, to read as follows:
	REF. MARKS (APPENDIX H): 1,6
	Thanks, Jim Arnett
	I agree, all that needs to be changed is to remove the 3 reference from the Value field.
	Alby Pfeiffer
04/01/2007	Addition of new code MILE; edits to MMCA; edits to SURC.
	The following changes to TAG Members:
	Removed Richard Rode, Lori Kennedy, Cookie Gadson, Rebecca Parrish, Grant Ozburn
	Add the following:
	Dan McGavock CPRS dan_mcgavock@cpr.ca 403-319-7078
	Kelly Platt KCS KPlatt@KCSouthern.com 816-983-1589
	Brian Rommel UP BAROMMEL@UP.com 402-544-4714
	Kristi Talley RIC Kristi.talley@railinc.com 919-651-5024
	Dave Mears ASLRRA dmears@aslrra.org 202-585-3436
08/1/2007	Addition of new codes CMPA and SACD; edits to MILE, MMCA and SWCA.

Effective Dates	Recommendations and Comments
09/02/08	Made updates to the wording of SCRS Condition Standards RSCS, RSIS, and RSSR.
05/07/09	Added missing codes for 'AP' - Account of Origin Party and 'PU' - Party at Pick Up Location to the PATR Shipment Condition Code.
09/01/09	Updated the list of TAG Members. Made updates to codes LAPM and LASM
10/2-5/2012	Completed reformat of entire book. (shorter by 185 pages) - Added Table of Contents - Added convenience links throughout document (blue links) - Incorporated changes from early 2012. Changes to the following: - Introductory materials (pages 1–2) - EQCM - EQCW - EQLA - EQOS - LAFC - RSCS - RSGR - RSIS - RSSR - TAG members removed from Supporting Committees section - Created and attached new request form (page 2) - Identified issues found: - Missing subject for Price and Charges for MILE - Changed Section IV to Section 4 in LAPM and LASM - Corrected book alphabetical code order (SACC, SACD, SCAC)
12/18–20/2012	- Reverted changes made to EQCM, EQCW, EQLA, and SPCU. - Corrected MILE to replace Range T field from n/a to have two values (R and M). - Corrected all occurrences of "Sourcefor" to "Source for" in Published Text. - Started each code on new page. - Backed out changes to the following SCRS codes: - RSCS - RSGR - RSIS - RSSR

Effective Dates	Recommendations and Comments

03/01/2013	• Finalized changes:
	  – EQCM (Removed three values, GT, PT, and MM; equipment for car; reference to Usage Document, Data Source fields)
	  – EQCW (equipment for car, reference to Usage Document, Data Source fields)
	  – EQLA (equipment for car, reference to Usage Document, Data Source fields)
	  – SPCU (added buffer values B and N, and new published text. Changed lead car to load car in text; added references to Usage Document, Data Source fields)
	• Made SCRS code revisions to:
	  – RSCS (Add 'E' value)
	  – RSGR (Add 'E' value)
	  – RSIS (Access for reciprocal switch editorials)
	  – RSSR (Add 'E' value)
	• Added new SCRS codes:
	  – RSAT
	  – RSHJ
	  – RSHZ
	  – RSMD
	  – RSPT
	• Updated SCRS Condition Code Index:

05/01/2013	• EQCM changed effective date to 5/1/2013 • EQCW changed effective date to 5/1/2013 • EQLA changed effective date to 5/1/2013 • PATR removed last sentence in Description, still effective 5/7/2009 • SPCU changed effective date to 5/1/2013
06/14/13	• SCAC (modified dependencies)
07/12/13	• Corrected rate of Intermodal Service Code for Domestic, Steamship, Door-to-Ramp from 45 to 42 in Appendix K.
10/15/13	• SCAC (modified dependencies)

04/1/15	• Added new SCF codes:
	  – TCCC
	  – TCJM
	  – TCSS

Effective Dates	Recommendations and Comments

04/25/15	• Added new SCF codes:
	   – EQCC
	   – EQTC
	• Revised SCF code:
	   – ABPR

06/03/24	• Added TCIT and TCSS to Shipment Condition Code Index • Changed field length of SWCA Section 2 Range T Field from 4.2 to 5.2