TRAIN II USER MANUAL

TRAIN II, LCS,
and Interline Tracing

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Table of Contents

1   Overview

1.1   The TeleRail Automated Information Network (TRAIN II)

The TRAIN II® (TeleRail Automated Information Network) system was developed from the need for industry-wide control of car location and utilization to enable better management of the car fleet. It is used to monitor the full movement cycle of equipment from the time it is loaded to the time it is unloaded and returned to its owner. The system provides up-to-date information on railroad car locations and increases the flow of the car fleet industry wide. Any access to information must comply with Railinc's data access policy.

TRAIN II® input includes:

- Placements
- Loading Reports
- Origin and Destination Reports
- Interchanges
- Regional Boundary Crossings
- Arrivals at Destination
- Unloadings

- Bad Order Storage/Hold Reports
- Empty Car Destination Reports
- Car Grade Inspections
- Early Warning Inspections
- ETAs (Estimated Time of Arrival)
- Ramped and Deramped
- Shipper Rejection Reasons

With the TRAIN II® system a railroad can request a status (location) on any car and Railinc will respond with the latest data. This is done in a real–time environment. Parameter Trace and Service Monitoring provides tracing without a need to query or otherwise know the equipment initial and number. A parameter record (TRAIN17&18) containing selection criteria will be matched against every Waybill which contains the requesting road in the route. If a match is found, car movement and interchange data (TRAIN76) will be sent to the requesting road until that loaded cycle is complete. Data can be furnished in batch (every 30 minutes) or real time (as received at Railinc).

Interchange Reports are sent to Railinc using a TRAIN10, TRAIN01 or TRAIN31 message and inform the TRAIN II® System of the exchange of freight equipment between railroads. **Use of the TRAIN10 syntax is encouraged**. The TRAIN10 is the most comprehensive of the event reporting messages and includes new features not available in TRAIN01/31 messages.

1.2   Standard Message Layouts

The following diagram is provided as an illustration of the TRAIN II® message structure.
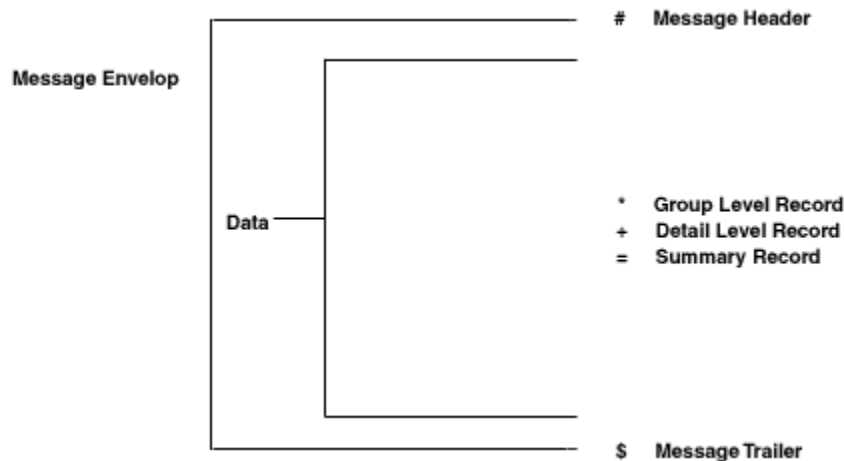
1.2.1   Standard Message Header

Field Name		START	Origin		Message Number	System		Preparation						Destination	END	Total Number Of Positions Per Record
								Date			Time					
			Road Mark	Sub-Address		Id	Suffix	YY	MM	DD	HH	MN				
Length		1	4	4	4	5	2	2	2	2	2	2	4	1	Record
	A	#	ATSF	OKCY	0014	Train	01	80	04	02	22	30	RRDC	/	
Example	B	#	RRDC		0010	Train	68	87	04	18	20	52	CO	/	39

The following is an explanation of the fields and codes contained in this format.

Name	Content
Start Character	Always a pound sign (#); identifies the beginning of a Message Header.
Origin	**Network Address**—4-character, alphabetic; network address of the originator of the message. **Subaddress**—4-character, alpha/numeric; the office within the railroad originating the message.
Message Number	4-digit, numeric; generated by the originator of the message or Railinc; ranges sequentially from 0001 to 9999; identifies the message for purposes of reference and control; discontinuity or duplication in the number alerts the addressee to possible loss or repetition of messages.
System	**Identity**—5-character, alphabetic; the message type and the processing system required at the destination station to process the data in this message. **Suffix**—2-digit, numeric; further identifies the data within the message for specific processing requirements.
Preparation	**Date**—6-digit, numeric; (2-digit year, 2-digit month and 2-digit day) of message preparation or transmission depending on the procedure used in individual railroad Telecommunications System. – Messages from Railinc contain *Date of Transmission*. **Time**—4–digit, numeric; (2-digit hour, 2-digit minute) of message preparation or transmission depending on the procedure used in individual railroad telecommunications system. – Messages from Railinc contain *Time Of Transmission*.
Destination	*Network Address*—4–character, alphabetic; network address of destination station. – For messages sent to Railinc, the Network Address field will usually be RRDC. Other values are possible, particularly for application specific switched messages (e.g., SWSAM). – Carriers will be advised in cases where a destination other than RRDC is appropriate. *Subaddress*—4–character, alpha/numeric; the office within the destination station. – May be left blank.
End Character	Always a slash (/); indicates the end of a Message Header.

1.2.2   Standard Summary Record

Field Name	S T A R T	Group Sequence Number	Text	Detail Count	Total Number of Positions Per Record
Length	1	4	3	4	12
Example	=	0112	Sum	0005	

The following is an explanation of the fields and codes contained in this format.

Name	Content
Start Character	Always an equal sign (=); identifies the beginning of a Summary record.
Group Sequence Number	4-digit, numeric; corresponds to the *Group Sequence Number* of the Group Level record preceding the Detail Level records in the message; repetition of this identifying number is part of the data control function.
Text	Always SUM; facilitates visual clarity.
Detail Count	4-digit, numeric; identifies the Total Number of Detail Level records within the Group.

1.2.3   Standard Message Trailer

Field Name	S T A R T	Group Count	Text	End	Total Number Of Positions Per Record
Length	1	4	3	1	9
Example	$	0001	EOM	9C	

The following is an explanation of the fields and codes contained in this format.

Name	Content
Start Character	Always a dollar sign ($); identifies the beginning of a Message Trailer.
Group Count	4–digit, numeric; total number of Group Level records within the message for detection of possible data loss. – Always 0001 for SWCH messages.
Text	Always EOM (end of message); facilitates visual clarity.
End Character	Always **hex 9C** (non–printable character); indicates the end of a Message Trailer. **Note:** Railinc's midrange RMS system sends '**e6**' in ASCII, which is equivalent to '**9c**' on the mainframe.

2   Interchange Reports

2.1   Interchange Event Reporting Formats

Interchange Reports are sent to Railinc using a TRAIN10, TRAIN01 or TRAIN31 message and inform the TRAIN II® System of the exchange of freight equipment between railroads. **Use of the TRAIN10 syntax is encouraged**. The TRAIN10 is the most comprehensive of the event reporting messages and includes new features not available in TRAIN01/31 messages. Reports are made by users authorized to report interchanges between specific parties at specific junctions. An interchange report can be either a delivery or receipt event. Both events are normally required to properly report the interchange of freight and intermodal equipment between carriers and the interchange of intermodal equipment (trailers and containers) to equipment owners or draymen. The TRAIN10 syntax provides an event type code to indicate whether the report is a delivery or receipt. The TRAIN01/31 syntax has no such code. Delivery or receipt is determined by the relationship of the party reporting the event to the two roads involved in the interchange. If the sender of the message is related to the FROM road, the event is a delivery. If the sender of the message is related to the TO road, the event is a receipt. For all messages, time zone is inferred as local time based on the location of the event reported, unless otherwise noted using a Time Zone Indicator.

Special interchange events are used to indicate the start of a **haulage agreement** where one or more carriers are performing a service for another. The start of haulage interchange events causes the TRAIN II system to modify events as they are presented to the external world through tracing or query output to appear as if the haulage rights carrier is in possession of the equipment and reporting the events. These special interchange events are indicated by the presence of an alphabetic Action Code in the TRAIN10 or TRAIN31 Group Record.

Other special interchange events can be reported with a TRAIN10 or TRAIN31. An **Action Code of 4** indicates that this interchange event is subject to **junction advice suppression** (also known as a junction inhibited interchange). That is, the delivering carrier remains responsible for car hire while the equipment is in the receiving carrier's possession. No junction advice will be issued to the equipment owner when this interchange is evaluated by the Liability Continuity System (LCS). LCS will issue messages to the involved carriers indicating that no transfer of car hire responsibility occurred as a result of this interchange. When the equipment is eventually delivered by the receiving carrier in the suppressed or inhibited interchange, LCS will modify the reported interchange to indicate the correct transfer of car hire responsibility.

If event reporting has caused car hire responsibility to be assigned to a carrier other than the carrier to whom it belongs, a TRAIN10 or TRAIN31 message with an **Action Code of 5** can be used to **correct the assignment of car hire responsibility**. This Car Hire Liability Acceptance report will result in an LCS gap record from the current responsible road to the road submitting the acceptance interchange event.

A special **"inventory" interchange event** is used to transfer equipment inventory between merging carriers. This interchange event is reported as a TRAIN10 or TRAIN31 with an **Action Code of 8**. This event can only be reported within a very narrow time window around an official merger date and requires advance consultation with Railinc to permit proper editing.

Interchange events can be corrected by **deleting the original event report** with a TRAIN 10 or TRAIN31 (**action code 1**) and submitting a new add for the proper event. There is no "change" transaction for event reporting. An event must be corrected before it becomes more than 120 hours old (based on event occurrence time). Once this time limit is passed, the event becomes official for LCS Car Accounting purposes and can no longer be modified.

A special TRAIN10 report is used to indicate the interchange time of an entire train. This report is stored in a separate data repository and is used to monitor compliance to Interline Service Agreements (ISA). This TRAIN10 report is identified with a report type of "**70**". Since this type of interchange is reported at the train level, no detail records are associated with the interchange report.

Interchange reports normally involve two operating rail carriers. There are several special circumstances where one of the interchanging parties is not a railroad. They are:

- **SHOP**—interchange to/from a repair facility. The interchange to/from SHOP must be registered in the INTERCHANGE table of the JUNCTION Industry Reference File.

- **TRUK**—interchange to/from highway. This type of interchange should be reported when an intermodal trailer, container or chassis is delivered to or received from a non-rail entity (trucker/drayman/etc.). This type of interchange may not be reported for freight equipment. TRUK interchanges do not require an entry in the INTERCHANGE table of the JUNCTION Industry Reference File.

- **PORT**—interchange to/from an ocean-going facility. The interchange to/from PORT must be registered in the INTERCHANGE table of the JUNCTION Industry Reference File.

- **Trailer Owner**—Railroad controlled trailers can be interchanged to their owners at designated interchanges when not required for loading. This type of interchange is often referred to as a "per diem relief" interchange. This interchange must be registered in the INTERCHANGE table of the JUNCTION Industry Reference File.

For all of these special interchange types only the FROM or TO road may contain the special entity. If both the FROM and TO road contain a special entity identifier, the interchange report will be rejected.

2.1.1   TRAIN10 Group Level Record

	G01	G02	G03	G04	G05				G06		G07	G08	G09	G10
	S T A R T				Date				Time					
Field Name		Group Sequence Number	Reserved	Location SPLC	CC	YY	MM	DD	HH	MN	Report Type	Action Code	Train ID	Event Source
Length	1	4	4	9	2	2	2	2	2	2	2	1	10	1
Example	*	0001		380000000	19	96	08	22	06	29	40	1	Q27PW	A

	G11	G12	G13	G14	G15	G16	G17	Total Number of Positions Per Record
	Road From	Road To	Reserved	Delimeriter	Intermodal Indicator	Time Zone Indicator	Advance Report Indicator	
...	4	4	8	1	1	3	1	66
	UP	CSXT		:	Y	EDT	Y	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Reserved	4-spaces reserved for future use
G04	Location (SPLC)	9-digit, numeric; Standard Point Location Code identifying where the Interchange occurred. The 6-digit rail locations must be the left most 6 digits with 3 zeros to the right (e.g., the 6-digit rail SPLC 123456 should be represented as 123456000). For railroad to railroad reporting, *Location* and *Road To* and *Road From* must be in the *Junction/Interchange Industry Reference File.*

ID	Name	Content
G05	Date	8-digit, numeric; (2-digit century, 2-digit year, 2-digit month, and 2-digit day) the Interchange occurred.
G06	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the Interchange occurred.
G07	Report Type	2-digit, numeric; valid values are: **40** Delivery **41** Receipt
G08	Action Code	1-digit, alphanumeric; valid values are: **1** Delete a previous report. **2** Add a new report. **4** Add a new report. Suppress creation of Junction Advice Messages (TRAIN61/62/63) for this report. **5** An action code of 5 indicates a liability acceptance interchange report. **8** Indicates an interchange between merging railroads. This is accounting transfer and can occur at any SPLC. The interchanging railroads and the SPLC do not have to be pre–registered. This code can only be used after contacting Railinc's Customer Success Center and establishing a 15–day period for restricted use during the merger. **A–J** An alphabetic Action Code indicates the reporting of a haulage interchange. This interchange report will be validated against the Haulage Agreement table to determine the Haulage Rights carrier. If no matching entry is found in the Haulage Agreement table, this interchange report will be rejected.
G09	Train ID	10-position, alpha/numeric; identifier of Train.
G10	Event Source	1-character, alphabetic; identifies source of this event report; valid values are: **A** AEI Reader Scan **C** Customer Service Center **I** 322 Message **O** On–board Locomotive Computer **P** Program Generated **Y** Yard/Terminal Input **Z** Other
G11	FROM Road	4-character, alphabetic.
G12	TO Road	4-character, alphabetic.
G13	Reserved	8 spaces reserved for future use
G14	Delimiteriter	1-position; always a colon (:), used to indicate the presence of the following three optional elements. If the Delimiteriter is present, all three elements are required.
G15	Intermodal Indicator	1-position; value of "Y" indicates that the equipment referenced in the following detail records is intermodal equipment that may not bear valid reporting marks. Any other value indicates that the equipment referenced in the following detail records does bear valid reporting marks.

ID	Name	Content
G16	Time Zone Indicator	3-position; a value indicating the time zone appropriate to the event time shown in this group header. This time zone is different from the time zone that would be inferred based on the location of the event report. Valid values are: **TST** Atlantic Standard Time **TDT** Atlantic Daylight Time **EST** Eastern Standard Time **EDT** Eastern Daylight Time **CST** Central Standard Time **CDT** Central Daylight Time **MST** Mountain Standard Time **MDT** Mountain Daylight Time **PST** Pacific Standard Time **PDT** Pacific Daylight Time **AST** Alaska Standard Time **ADT** Alaska Daylight Time **NST** Newfoundland Standard Time **NDT** Newfoundland Daylight Time
G17	Advance Report Indicator	1-position; value of Y indicates that the event is being reported in advance of its actual occurrence.

2.1.2   TRAIN10 Group Level Record—ISA Interchange

Field Name	G01 START	G02 Group Sequence Number	G03 Reserved	G04 Location SPLC	G05 Date				G06 Time		G07 Report Type	G08 Action Code	G09 Train ID	G10 Event Source
					CC	YY	MM	DD	HH	MN				
Length	1	4	4	9	2	2	2	2	2	2	2	1	10	1
Example	*	0001		380000000	20	03	03	07	14	39	70	2	Q27PW	A

	G11 Road From	G12 Road To	G13 Train Departure Date				G14 Delimiter	G15 Intermodal Indicator	G16 Time Zone Indicator	G17 Advance Report Indicator	Total Number of Positions Per Record
			CC	YY	MM	DD					
…	4	4	2	2	2	2	1	1	3	1	65
	UP	CSXT	20	20	03	04	:	Y	EDT	Y	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Reserved	4-spaces reserved for future use

ID	Name	Content
G04	Location (SPLC)	9-digit, numeric; Standard Point Location Code identifying where the Interchange occurred. The 6-digit rail locations must be the left most 6 digits with 3 zeros to the right (e.g., the 6-digit rail SPLC 123456 should be represented as 123456000). For railroad to railroad reporting, *Location* and *Road To* and *Road From* must be in the *Junction/Interchange Industry Reference File.*
G05	Date	8-digit, numeric; (2-digit century, 2-digit year, 2-digit month, and 2-digit day) the Interchange occurred.
G06	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the Interchange occurred.
G07	Report Type	2-digit, numeric; valid values are: **70** ISA Interchange
G08	Action Code	1-digit, alphanumeric; valid values are: **1** Delete a previous report. **2** Add a new report.
G09	Train ID	10–position, alpha/numeric; identifier of Train.
G10	Event Source	1-character, alphabetic; identifies source of this event report; valid values are: **A** AEI Reader Scan **C** Customer Service Center **I** 322 Message **O** On–board Locomotive Computer **P** Program Generated **Y** Yard/Terminal Input **Z** Other
G11	FROM Road	4-character, alphabetic.
G12	TO Road	4-character, alphabetic.
G13	Train Departure Date	8-digit, numeric; the date (CCYYMMDD) the train referenced by the Train ID in G09 departed the origin station.
G14	Delimiteriter	1-position; always a colon (:), used to indicate the presence of the following two optional elements. If the Delimiteriter is present, both elements are required.
G15	Intermodal Indicator	1-position; value of "Y" indicates that the equipment referenced in the following detail records is intermodal equipment that may not bear valid reporting marks. Any other value indicates that the equipment referenced in the following detail records does bear valid reporting marks.

ID	Name	Content
G16	Time Zone Indicator	3-position; a value indicating the time zone appropriate to the event time shown in this group header. This time zone is different from the time zone that would be inferred based on the location of the event report. Valid values are: **TST** Atlantic Standard Time **TDT** Atlantic Daylight Time **EST** Eastern Standard Time **EDT** Eastern Daylight Time **CST** Central Standard Time **CDT** Central Daylight Time **MST** Mountain Standard Time **MDT** Mountain Daylight Time **PST** Pacific Standard Time **PDT** Pacific Daylight Time **AST** Alaska Standard Time **ADT** Alaska Daylight Time **NST** Newfoundland Standard Time **NDT** Newfoundland Daylight Time
G17	Advance Report Indicator	1-position; value of Y indicates that the event is being reported in advance of its actual occurrence.

2.1.3   TRAIN10 Group Level Record—Car Movement, Bad Order, and Transfer of Liability Reporting Except Rule 15 Type 82

Field Name	G01 START	G02 Group Sequence Number	G03 Switch or Location Road	G04 Location SPLC	G05 Date				G06 Time		G07 Report Type
					CC	YY	MM	DD	HH	MN	
Length	1	4	4	9	2	2	2	2	2	2	2
Example	*	0001	CSXT	380000000	19	96	08	22	12	29	06

	G08 Action Code	G09 Train ID	G10 Event Source	G11 Reserved	G12 Delimiteriter	G13 Intermodal Indicator	G14 Time Zone Indicator	G15 Advance Report Indicator	Total Number Of Positions Per Record
…	1	10	1	16	1	1	3	1	66
	1	AB47WX	A		:	Y	EDT	Y	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Switch or Location Road	4-character, alphabetic: – For Rule 15—Car Hire Transfer of Liability, Reporting Mark of the holding road. – For Reporting Events—Reporting Mark of the road on which the event occurred.
G04	Location (SPLC)	9-digit, numeric; Standard Point Location Code identifying where the Interchange occurred. The 6-digit rail locations must be the left most 6 digits with 3 zeros to the right (e.g., the 6-digit rail SPLC 123456 should be represented as 123456000).
G05	Date	8-digit, numeric; (2-digit century, 2-digit year, 2-digit month, and 2-digit day) the Interchange occurred.
G06	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the Interchange occurred.
G07	Report Type	2-digit, numeric; valid values are described in the Event Code Table.
G08	Action Code	1-digit, alphanumeric; valid values are: **1** Delete a previous report. **2** Add a new report.
G09	Train ID	10-position, alpha/numeric; identifier of Train.
G10	Event Source	1-character, alphabetic; identifies source of this event report; valid values are: **A** AEI Reader Scan **C** Customer Service Center **I** 322 Message **O** On–board Locomotive Computer **P** Program Generated **Y** Yard/Terminal Input **Z** Other

ID	Name	Content
G11	Reserved	16–positions; always blank, reserved for future use.
G12	Delimiteriter	1–position; always a colon (:), used to indicate the presence of the following three elements.
G13	Intermodal Indicator	1–position; value of Y indicates that the equipment referenced in the following detail records is intermodal equipment.
G14	Time Zone Indicator	3-position; a value indicating the time zone appropriate to the event time shown in this group header. This time zone is different from the time zone that would be inferred based on the location of the event report. Valid values are: **TST** Atlantic Standard Time **TDT** Atlantic Daylight Time **EST** Eastern Standard Time **EDT** Eastern Daylight Time **CST** Central Standard Time **CDT** Central Daylight Time **MST** Mountain Standard Time **MDT** Mountain Daylight Time **PST** Pacific Standard Time **PDT** Pacific Daylight Time **AST** Alaska Standard Time **ADT** Alaska Daylight Time **NST** Newfoundland Standard Time **NDT** Newfoundland Daylight Time
G15	Advance Report Indicator	1-position; value of Y indicates that the event is being reported in advance of its actual occurrence.

2.1.4   TRAIN10 Detail Level Record

Field Name	D01 START	D02 Equipment Initial	D03 Equipment Number	D04 STATUS	Total Number Of Positions Per Record
Length	1	4	6	1	12
Example	+	ATSF	117043	I	
	+	CNW	008425	E	
	+	PC	012345	I	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the equipment being reported.
D03	Number	6-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported.
D04	Status	1-character, alphabetic; valid values for all event types except 45 and 46 are: **L** Loaded **E** Empty If reporting a Shipper Reject event (code 45), the valid values are shown in Shipper Reject Codes. If reporting a Car Grade Inspection event (code 46), the valid values are shown in Examples of Car Grading.

2.1.5 TRAIN10 Detail Level Record—EOT Shipment Tracking

Field Name	D01	D02 Equipment	D03 Equipment	D04	D05	D06	
	S T A R T	Initial	Number	S T A T U S	Tracking Number	Shipping Carrier	Total Number Of Positions Per Record
Length	1	4	6	1	40	5	
Example	+	ATSF	117043	I	7489010015036319 9421	FEDEX	
	+	CNW	008425	E	1ZY8F4770360750 718	UPS	57
	+	PC	012345	I	9405511699000424 096477	USPS	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the equipment being reported.
D03	Number	6-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported.
D04	Status	1-character, alphabetic; valid values for all event types except 45 and 46 are: **L** Loaded **E** Empty If reporting a Shipper Reject event (code 45), the valid values are shown in Shipper Reject Codes. If reporting a Car Grade Inspection event (code 46), the valid values are shown in Examples of Car Grading.
D05	Tracking Number	40-character, mixed numeric and alphabetic; trailing blanks; identification code of the EOT shipment for tracking
D06	Shipping Carrier	5-character, alphabetic; left-justified, trailing blanks; shipping company of the EOT shipment **DHL** – DHL Freight **FEDEX** – FedEx **UPS** – UPS **USPS** – United States Postal Service

2.1.6 TRAIN01 Group Level Record

	G01	G02	G03	G04	G05	G06		G07		Total
	S T A R T	Group Sequence Number	Road From	Road To	Junction (SPLC)	Date		Time		Number Of Positions Per Record
Field Name						MM	DD	HH	MN	
Length	1	4	4	4	6	2	2	2	2	
Example	*	0001	ATSF	BN	626200	04	02	18	30	27

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	FROM Road	4-character, alphabetic.
G04	TO Road	4-character, alphabetic.
G05	Junction (SPLC)	6-digit, numeric; Standard Point Location Code identifying where the Interchange occurred. The 6-digit rail locations must be the leftmost 6 digits with 3 zeros to the right (e.g., the 6-digit rail SPLC 123456 should be represented as 123456000).
		For railroad to railroad reporting, *Location* and *Road To* and *Road From* must be in the *Junction/Interchange Industry Reference File.*
G06	Date	4-digit, numeric; (2-digit month and 2-digit day) the event occurred.
G07	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred.

2.1.7   TRAIN01 Detail Level Record

Field Name	D01 S T A R T	D02 Equipment Initial	D03 Number	D04 S T A T U S	Total Number Of Positions Per Record
Length	1	2-4	1-6	1	
Example	+	ATSF	117043	L	
	+	"	125467	E	
	+	"	000124	L	
	+	CNW	008425	E	Min=5/
	+	PC	012345	L	Max=12
	+	TP	1245	E	
	+	"	9	L	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. Trailing blanks may be specified but are not required. For a string of units of the same reporting mark, ditto marks (") may replace each reporting mark beyond the first.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. Leading zeros may be dropped and the number placed immediately following initial or ditto (").
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)

2.1.8   TRAIN31 Group Level Record

Field Name	G01 S T A R T	G02 Group Sequence Number	GO3 From Road	GO4 To Road	GO5 Junction (SPLC)	GO6 Date		GO7 Time		G08 Action Code	Total Number of Positions Per Record
						MM	DD	HH	MN		
Length	1	4	4	4	6	2	2	2	2	1	
Example	*	0001	ATSF	BN	626200	04	02	08	30	2	28

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	FROM Road	4-character, alphabetic.
G04	TO Road	4-character, alphabetic.
G05	Junction (SPLC)	6-digit, numeric; Standard Point Location Code identifying where the Interchange occurred. The 6-digit rail locations must be the left most 6 digits with 3 zeros to the right (e.g., the 6-digit rail SPLC 123456 should be represented as 123456000). For railroad to railroad reporting, *Location* and *Road To* and *Road From* must be in the *Junction/Interchange Industry Reference File.*
G06	Date	4-digit, numeric; (2-digit month and 2-digit day) the event occurred.
G07	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred.
G08	Action Code	**1** Delete a previous event. **2** Add a corrected report. **4** An Action Code of 4 indicates an *Add* record which is to have the Junction Advice inhibited. That is, the event record is processed normally through the TRAIN II™ System in all ways except that no Junction Advices (TRAIN61/62/63) are created. **5** An Action Code of 5 indicates a *liability acceptance interchange report*. **8** An Action Code of 8 indicates an interchange between merging railroads. This is an accounting transfer and can occur at any SPLC. The interchanging railroads and SPLC do not have to be pre–registered. This code can only be used after contacting Railinc's Customer Success Center and establishing a 15-day period for restricted use during the initial merger. **A–J** An alphabetic Action Code indicates the reporting of a haulage interchange. This interchange report will be validated against the *Haulage Agreement* table to determine the *Haulage Rights* carrier. If no matching entry is found in the *Haulage Agreement* table, this interchange report will be rejected.

2.1.9   TRAIN31 Detail Level Record

Field Name	D01 START	D02 Equipment		D03	D04 STATUS	Total Number Of Positions Per Record
		Initial	Number			
Length	1	2-4	1-6	1		
Example	+	ATSF	117043	L		
	+	"	125467	E		
	+	"	000124	L		**Min=5/ Max=12**
	+	CNW	008425	E		
	+	PC	012345	L		
	+	TP	1245	E		
	+	"	9	L		

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. Trailing blanks may be specified but are not required. For a string of units of the same reporting mark, ditto marks (") may replace each reporting mark beyond the first.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. Leading zeros can be dropped and the number placed immediately following initial or ditto (").
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)

2.2   Interchange Report Error Responses

When an interchange event does not pass all industry defined edits the TRAIN II Event Repository (ER) system generates an error response message. This error message indicates the nature of the error and provides a link to the original incorrect message. If a TRAIN10 input message contains an error, the response will be a TRAIN50 message. If a TRAIN01 or TRAIN31 message contains an error, the response will be a TRAIN51 message. While the receipt of error messages is optional, event submitters are *strongly* encouraged to receive them and act on the content. Incorrect interchange reporting results in incorrect assignment of car hire responsibility, causing over/under payments and reclaim work.

2.2.1   TRAIN50 Group Level Record

	G01	G02	G03					G04	G05	G06
	S T A R T	**Group Sequence Number**	**Message Reference**					**Original Group Sequence Number**	**Report Type**	**Location (SPLC)**
Field Name			**CC**	**YY**	**MM**	**DD**	**Message Number**			
Length	1	4	2	2	2	2	4	4	2	9
Example	*	0002	19	87	04	08	0010	0005	11	626200000

	G07 Date				G08 Time		G09 (Exceptions)							Total Number of Positions Per Record
							1				**5**			
							Field	**S E P 1**	**Code**	**S E P 2**	**Field**	**S E P 1**	**Code**	
...	**CC**	**YY**	**MM**	**DD**	**HH**	**MN**				...				**Min-50/ Max-78**
	2	2	2	2	2	2	3	1	2	1	3	1	2	
	19	87	04	09	21	30	G01	-	04	,	G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Message Reference	Information used to identify the original message that contained the error(s) that follow. *Message Preparation Date* (CCYYMMDD) taken from the original message header. *Message Number* taken from the original message header.
G04	Original Group Sequence Number	4-digit, numeric. *Group Sequence Number* from the Group Level record of the referenced report that caused the error.
G05	Report Type	2-digit, numeric code; type of movement; code reported in the original message that contained the referenced error.
G06	Location (SPLC)	9-digit, numeric; Standard Point Location Code (SPLC) where the event occurred; code reported in the original message that contained the referenced error.
G07	Date	8-digit; numeric (2-digit century, 2-digit year, 2-digit month, and 2-digit day), the event occurred; date reported in the original message that contained the referenced error.
G08	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred; time reported in the original message that contained the referenced error.
G09	Exceptions	Maximum of five (5) exceptions as defined below. *Field*—2-digit, numeric; preceded by G; identifies the Group Level data field in question. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always contains a comma (,). The separator is used to separate data fields.

2.2.2 TRAIN50 Detail Level Record

Field Name	D01	D02		D03		D04	D05	D06									Total Number of Positions Per Record
								Exceptions									
								1				...	3				
	S T A R T	Equipment					Relative Detail Record Number	Field	S E P 1	Code	S E P 2		Field	S E P 1	Code		
		Initial		Number		Status											
Length	1	4		10		1	4	3	1	2	1		3	1	2		Min=26/
Example	+	ATSF		0000616043		L	0005	D01	-	04	,		D03	-	09		Max=40

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)
D05	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message found in error.
D06	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always a comma (,); separates data fields.

2.2.3   TRAIN51 Group Level Record

	G01	G02	G03					G04	G05	G06	G07
	S T A R T	Group Sequence Number	Message Reference					Original Group Sequence Number	Road From	Road To	Junction (SPLC)
				Date			Original Message Number				
Field Name				YY	MM	DD					
Length	1	4		2	2	2	4	4	4	4	6
Example	*	0003		87	04	08	0015	0035	ATSF	BN	626200

	G08 Date			G09 Time		G10 (Exceptions)									Total Number of Positions Per Record
						1					5			
...	YY	MM	DD	HH	MN	Field	S E P 1	Code	S E P 2	...	Field	S E P 1	Code	Min=49/ Max=77
	2	2	2	2	2	3	1	2	1		3	1	2	
	87	04	06	15	30	G01	-	04	,		G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Message Reference	Information used to identify the original message that contained the error(s) that follow. Message Preparation date (YYMMDD) taken from the original message header. Message Number taken from the original message header.
G04	Original Group Sequence Number	4-digit, numeric. *Group Sequence Number* from the Group Level record of the referenced report that caused the error.
G05	Road FROM	4-character, alphabetic; reporting mark of the delivering road specified in the original message that contained the referenced error.
G06	Road TO	4-character, alphabetic; reporting mark of the receiving road specified in the original message that contained the referenced error.
G07	Junction (SPLC)	6-digit, numeric; Standard Point Location Code identifying the interchange location specified in the original message that contained the referenced error.
G08	Date	6-digit; numeric (2-digit year, 2-digit month, and 2-digit day) the event occurred; date reported in the original message that contained the referenced error.
G09	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred; time reported in the original message that contained the referenced error.
G10	Exceptions	Maximum of five (5) exceptions as defined below. *Field*—2-digit, numeric; preceded by G; identifies the Group Level data field in question. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always contains a comma (,). The separator is used to separate data fields.

2.2.4   TRAIN51 Detail Level Record

Field Name	D01	D02	D03	D04	D05	D06 (Exceptions)								Total Number of Positions Per Record
	S T A R T	Equipment			Relative Detail Record Number	1				...	3			
		Initial	Number	Status		Field	S E P 1	Code	S E P 2		Field	S E P 1	Code	Min=22/ Max=36
Length	1	4	6	1	4	3	1	2	1		3	1	2	
Example	+	ATSF	616043	L	0005	D01	-	04	,		D03	-	09	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)
D05	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message found in error.
D06	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always a comma (,); separates data fields.

2.3   Interchange Response Messages

Certain output messages are produced and sent to subscribers when a posted interchange event meets certain criteria. A TRAIN24 is produced whenever certain illogical combinations of to/from TRUK intermodal interchanges are reported. A TRAIN76 message will be sent to any authorized party that is tracing the equipment unit to which this interchange applies.

2.3.1   TRAIN24 Bad TRUK Notification Message

This message advises the road which reported a **TRUK** Interchange (**Road to TRUK/TRUK to road**) on a trailer or container that the subsequent or prior event reported to TRAIN II ▯was not an Interchange to or from **TRUK**. The TRAIN II▯ System contains logic to accept as valid a **ROAD A** to **TRUK** delivery followed by a **ROAD A** to **ROAD B** receipt. It will also accept the reverse, a **ROAD A** to **ROAD B** delivery followed by a **TRUK** to **ROAD B** receipt. These two sets and the standard **ROAD A** to **TRUK/TRUK** to **ROAD B** interchange will be referred to as valid interchanges or valid interchange pairs. When an activity record such as boundary crossing, car move or invalid interchange (as defined in the previous paragraph) is reported following a **ROAD–TO–TRUK** delivery and the reporting roads are *not* the same, a TRAIN24 message is sent to the road reporting the **TRUK** delivery. Conversely, if a **TRUK–TO–ROAD** receipt is preceded by an activity (same type as above) reported by other than the receiving road, a TRAIN24 message is sent to the road reporting the TRUK receipt.

A TRAIN24 message is also sent if:

- A **ROAD–TO–TRUK** is followed immediately by another **ROAD–TO–TRUK**, or
- **TRUK–TO–ROAD** is followed immediately by another **TRUK–TO–ROAD**.

The TRAIN24 contains a standard Message Header, a Group Level record, and a standard Message Trailer.

2.3.2   TRAIN24 Group Level Record

Field Name	G01 S T A R T	G02 Group Sequence Number	G03 Equipment Data Initial	G04 Number	G05 Status	G06 Report Type	G07 Movement Code	G08 Reporting Road
Length	1	4	4	6	1	1	2	4
Example	*	0001	SFTZ	201021	L	3	40	UP

	G09 Event Date YY	MM	DD	G10 Time HH	MN	G11 Location (SPLC)	G12 Interchange Road	Total Number Of Positions Per Record
	2	2	2	2	2	6	4	
…	87	03	15	10	00	376560	CSXT	43

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Equipment Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of equipment.
G04	Equipment Number	6-digit, numeric; right-justified, preceding zeros; identification number of equipment.
G05	Equipment Status	1-character, alphabetic; valid values are: **I** Loaded **E** Empty **U** Unknown
G06	Report Type	Always 3 for illogical interchange.
G07	Movement Code	2-digit, numeric; defines the various activities within Report Type; valid values are: **40** Report Type 3, Non–TRUK Interchange–Delivery **50** Report Type 3, Non–TRUK Interchange–Receipt
G08	Reporting Road	4-character, alphabetic; reporting mark of the road submitting the report.
G09	Event Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred.
G10	Event Time	4-digit, numeric; (2-digit hour, and 2-digit minute) the event occurred; time reported in the original message that contained the referenced error.
G11	Location (SPLC)	6-digit, numeric; Standard Point Location Code of the location where the event occurred.
G12	Interchange Road	4-character, alphabetic; reporting mark of the road trailer or container was interchanged to.

3   Equipment Movement Reports

Equipment Movement Reports are reported using one of four different message types:

TRAIN10	For all movement types
TRAIN02	For boundary crossings
TRAIN03	For all wheel moves
TRAIN08	For bad order, Rule 5 & 15 TOL, arrival/departure with TRAIN ID

The TRAIN 10 syntax permits the reporting of all event types with a single defined syntax and is the preferred method for reporting events. Among other features, the TRAIN 10 syntax permits the reporting of events up to 4 hours in the future. Certain events (Bad Order and Rule 5 TOL, for example) may not be advance reported. For all messages, time zone is inferred as local time based on the location of the event reported, unless otherwise noted using a Time Zone Indicator.

3.1   Equipment Movement Event Reporting Formats

3.1.1   TRAIN10 Group Level Record

	G01	G02	G03	G04	G05				G06		G07
					Date				Time		
Field Name	S T A R T	Group Sequence Number	Location Road	Location SPLC	CC	YY	MM	DD	HH	MN	Event Code
Length	1	4	4	9	2	2	2	2	2	2	2
Example	*	0001	CSXT	380000000	19	96	08	22	12	29	06

	G08	G09	G10	G11	G12	G13	G14	G15	Total Number of Positions Per Record 60-66
…	Action Code	Train ID	Event Source	Reserved	Delimiter	Intermodal Indicator	Time Zone Indicator	Advance Report Indicator	
	1	10	1	16	1	1	3	1	
	1	AB47WX	A		:	N	EST	Y	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Location Road	4-character, alphabetic: *Reporting Mark* of the road on which the event occurred.
G04	Location (SPLC)	9-digit, numeric; Standard Point Location Code identifying the place at which this event occurred. The 6-digit rail locations must be the left most 6 digits with 3 zeros to the right (e.g., the 6-digit rail SPLC 123456 should be represented as 123456000).
G05	Date	8-digit; numeric (2-digit century, 2-digit year, 2-digit month, and 2-digit day), the event occurred.
G06	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred.
G07	Event Code	2-digit, numeric; valid values are described in Event Code Table.

ID	Name	Content
G08	Action Code	1-digit, numeric; valid values are: **1** Delete a previous report **2** Add a new report
G09	Train ID	10–position, alpha/numeric; identifier of Train.
G10	Event Source	1-character, alphabetic; identifies source of this event report; valid values are: **A** AEI Reader Scan **C** Customer Service Center **O** On–board Locomotive Computer **P** Program Generated **Y** Yard/Terminal Input **Z** Other
G11	Reserved	16–positions; always blank. Space reserved for future use.
G12	Delimiteriter	1–position; always a colon (:), used to indicate the presence of the following three elements.
G13	Intermodal Indicator	1–position; value of Y indicates that the equipment referenced in the following detail records is intermodal equipment.
G14	Time Zone Indicator	3–position; value indicating the time zone appropriate to the event time shown in this group header. This time zone is different from the time zone that would be inferred based on the location of the event report. Valid values are: **TST** Atlantic Standard Time **TDT** Atlantic Daylight Time **EST** Eastern Standard Time **EDT** Eastern Daylight Time **CST** Central Standard Time **CDT** Central Daylight Time **MST** Mountain Standard Time **MDT** Mountain Daylight Time **PST** Pacific Standard Time **PDT** Pacific Daylight Time **AST** Alaska Standard Time **ADT** Alaska Daylight Time **NST** Newfoundland Standard Time **NDT** Newfoundland Daylight Time
G15	Advance Report Indicator	1–position; value of Y indicates that the event is being reported in advance of its actual occurrence.

3.1.2   TRAIN10 Detail Level Record

Field Name	D01	D02	D03	D04	Total Number Of Positions Per Record
	S T A R T	Equipment		S T A T U S	
		Initial	Number		
Length	1	4	6	1	
Example	+	ATSF	117043	L	12
	+	CNW	008425	E	
	+	PC	012345	L	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the equipment being reported.
D03	Number	6-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported.
D04	Status	1-character, alphabetic; valid values for all event types except 45 and 46 are: **L** Loaded **E** Empty If reporting a Shipper Reject event (code 45), the valid values are shown in Shipper Reject Codes. If reporting a Car Grade Inspection event (code 46), the valid values are shown in Examples of Car Grading.

3.1.3   TRAIN10 Detail Level Record—Report Types 67 (Ramp) and 68 (Deramp)

	D01	D02	D03	D04	D05	D06	Total Number Of Positions Per Record
	S T A R T	Equipment		S T A T U S	Conveying Equipment Initial	Conveying Equipment Number	
Field Name		Initial	Number				
Length	1	4	10	1	4	10	30
Example	+	ATSF	0000117043	L	CSXT	0000947891	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the equipment being reported.
D03	Equipment Number	10-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported.
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty
D05	Conveying Equipment Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the conveying equipment associated with the equipment being reported.
D06	Conveying Equip-ment Number	10-digit, numeric; right-justified, preceding zeros; identification number of the conveying equipment associated with the equipment being reported.

3.1.4   TRAIN03 Group Level Record (Single Unit Events)

Field Name	G01 S T A R T	G02 Group Sequence Number	G03 Event Code	G04 Location (SPLC)	G05 Date/Time				G06 Equipment		G08 S T A T U S	Total Number of Positions Per Record Min=25/ Max=32
					MM	DD	HH	MN	Initial	Number		
Length	1	4	2	6	2	2	2	2	2-4	1-6	1	
Example	*	0001	11	626200	04	01	15	30	SLSF	111031	L	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Report Type	2-digit, numeric code; distinguish the various report types. Valid Values are shown in Event Code Table.
G04	Location (SPLC)	6-digit, numeric; Standard Point Location Code where the event occurred.
G05	Date/Time	8-digit, numeric; (2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of the event occurrence.
G06	Equipment Initial	4-character, alphabetic; *Reporting Mark* of equipment being reported. Trailing blanks may be omitted.
G07	Equipment Number	6-digit, numeric; identification number of the equipment being reported. Leading zeros may be omitted and the number placed immediately following initial.
G08	Status	For all events except car grade inspections and shipper rejections; valid values are: **L** Loaded **E** Empty **U** Unknown If reporting a Shipper Rejection Event (45), the valid values are shown in Shipper Reject Codes. If reporting a Car Grade Inspection (46), the valid values are shown in Examples of Car Grading.

3.1.5   TRAIN03 Group Level Record (Multiple Units/Same Event)

Field Name	G01 S T A R T	G02 Group Sequence Number	G03 Event Code	G04 Location (SPLC)	G05 Date/Time				Total Number Of Positions Per Record
					MM	DD	HH	MN	
Length	1	4	2	6	2	2	2	2	21
Example	*	0001	11	626200	04	01	15	30	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Event Code	2-digit, numeric code; distinguishes the various report types. For valid values see Event Code Table.
G04	Location (SPLC)	6-digit, numeric; Standard Point Location Code (SPLC) where the event occurred.
G05	Date/Time	8-digit, numeric; (2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) the event occurred.

3.1.6　TRAIN03 Detail Level Record

Field Name	D01	D02	D03	D04	Total Number Of Positions Per Record
	S T A R T	Equipment		S T A T U S	
		Initial	Number		
Length	1	2-4	1-6	1	
Example	+	ATSF	117043	L	
	+	"	125467	E	Min=5/ Max=12
	+	"	000124	L	
	+	CNW	008425	E	
	+	PC	012345	L	
	+	TP	1245	E	
	+	"	9	L	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. Trailing blanks may be shown but not required. For a string of units of the same reporting mark, ditto marks (") may replace each reporting mark beyond the first.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. Leading zeros may be dropped and the number placed immediately following initial or ditto (").
D04	Status	For all events except car grade inspections and shipper rejections; valid values are: **L**　Loaded **E**　Empty **U**　Unknown If reporting a Shipper Rejection Event (45), the valid values are shown in Shipper Reject Codes. If reporting a Car Grade Inspection (46), the valid values are shown in Examples of Car Grading.

3.1.7 TRAIN08 Group Level Record, Arrival, Bad order and Departure Events

	G01	G02	G03	G04	G05			G06		G07	G08	D E L I M	G09	D E L I M	G10	Total Number of Positions Per Record
	S T A R T	Group Sequence Number	Switch Or Location Road	Junction (SPLC)	Start Date			Start Time		Report Type	Action		Train ID		Reserved	
Field Name					YY	MM	DD	HH	MN							
Length	1	4	4	6	2	2	2	2	2	2	1	1	10	1	5	Min=28/
Example	*	0001	CSXT	123456	92	09	01	22	08	*NN*	2	:		:		Max=45

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Switch or Location Road	2- to 4-character, alphabetic. – or Bad Order—*Reporting Mark* of the road on which the event occurred. – For Reporting Events—*Reporting Mark* of the carrier reporting the event.
G04	Junction (SPLC)	6-digit, numeric; Standard Point Location Code. For Bad Order, Intransit Arrival or Departure must be the Standard Point Location Code where the event occurred.
G05	Event Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day). For Bad Order, Intransit Arrival, Departure must be the date of event occurrence.
G06	Event Time	4-digit, numeric; (2-digit hour, and 2-digit minute). For Bad Order, Intransit Arrival, Departure must be the time of event occurrence.
G07	Report Type	2-digit, numeric; valid values are: – Intransit Arrival—Always 06. – Bad Order Reporting—Always 10. – Departure—Always 16.
G08	Action	1-digit, numeric; valid values are: **1** Delete a previously reported event **2** Add events to file
	Delimiteriter	Always a colon (:); separates ancillary information.
G09	Train ID	10–positions, alphanumeric; identifier of train. Used only for events 06 (Intransit Arrival) and 16 (Departure)
	Delimiteriter	Always a colon (:); separates ancillary information.
G10	Reserved	5–positions; always blank—reserved for future use

3.1.8   TRAIN08 Detail Level Record—Arrival and Departure

Field Name	D01 S T A R T	D02 Equipment		D03	D04 S T A T U S	Total Number of Positions Per Record
		Initial	Number			
Length	1	2-4	1-6		1	Min=5/ Max=12
Example	+	ATSF	117043		L	
	+	"	125467		E	
	+	"	000124		L	
	+	CNW	008425		E	
	+	PC	012345		L	
	+	TP	1245		E	
	+	"	9		L	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. Trailing blanks may be omitted; but not required. For a string of units of the same reporting mark, ditto marks (") may replace each reporting mark beyond the first.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. Leading zeros may be dropped and the number placed immediately following initial or ditto (").
D04	Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)

3.1.9 TRAIN08 Detail Level Record—Bad Order Reporting

	D01	D02	D03	D04		D05	D06	D07	D08	D09	Total Number of Positions Per Record
	S T A R T	Equipment		S T A T U S		D E L I M	Bad Order		D E L I M	Hours to Repair HHH	
							Reason Code				
Field Name		Initial	Number				Car Hire Rule	Bad Order			Min=12/ Max=19
Length	1	4	6	1		1	1	1	1	3	
Example	+	CSXT	001234	L		:	7	A	:	011	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	*Initial*—4-character, alphabetic; reporting mark of equipment being reported. Trailing blanks are not required and may be omitted. For a string of equipment of same reporting mark, ditto marks (") may replace each reporting mark beyond the first.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. Leading zeros may be dropped and the number placed immediately following initial or ditto (").
D04	Status	The status relates to the event reported in the Group Level record; valid values are: **L** Loaded **E** Empty **U** Unknown
D05	Delimiteriter	Always a colon (:); separates ancillary information.
D06	Bad Order Car Hire Rule	1–position, numeric; used to indicate a railroad car moving to SHOP. **7** Car Hire Rule 7 Reclaim for Damaged Equipment Handling Line Responsibility **8** Car Hire Rule 8 Reclaim for Defective Equipment Owners Responsibility **B** Blank; Default
D07	Bad Order Reason/ Status Code	Report one of the valid codes shown in Bad Order Reason/Status Codes.
D08	Delimiteriter	Always a colon (:); separates ancillary information.
D09	Bad Order Hours to Repair	3-digit, numeric. Defined as the *Number of Hours*, when added to the *Date and Time*, until the unit will be back in service. The maximum value allowed is 999 hours. A value of 999 indicates the time to repair is unknown.

Last Updated: November 2024

3.1.10   TRAIN33 Correction Messages

This message format is sent to Railinc and allows an entry to be deleted from or added to the Event Repository (ER) File under any of the categories of Car Movements reported in a TRAIN03 message. Movements with dates more than **5** days old will not be accepted.

Although sharing the same format, deletions are grouped in messages according to the category of input they relate to.

- When correcting *single unit* reports, only the Group Level record is required which contains *Equipment Identity* and *Status* and no Summary record is needed.

- When correcting *multiple unit* reports:

  - A separate Group Level record must be used followed by individual Detail Level records for each unit being corrected; and

  - A Summary record must follow each set of Detail Level records.

The formats which apply to this message type are as follows.

3.1.11   TRAIN33 Group Level Record (Single Unit Events)

Field Name	G01 START	G02 Group Sequence Number	G03 Event Code	G04 Location (SPLC)	G05 Date		G06 Time		G07 Action Code	G08 Equipment	G09	G10 STATUS	Total Number of Positions Per Record
					MM	DD	HH	MN		Initial	Number		
Length	1	4	2	6	2	2	2	2	1	2-4	1-6	1	Min=26/ Max=33
Example	*	0001	11	626200	04	01	15	30	1	SLSF	111032	L	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Event Code	2-digit, numeric; distinguishes the various report types. Must be one of the codes shown in Event Code Table.
G04	Location (SPLC)	6-digit, numeric; Standard Point Location Code where the event occurred.
G05	Date	4-digit, numeric; (2-digit month, 2-digit day) the event occurred.
G06	Time	4-digit, numeric; (2-digit hour, and 2-digit minute) the event occurred.
G07	Action Code	Valid values are: **1** Delete a previous Car Movement Report In order to delete a record; fields in the Group Level record must contain data exactly as it was submitted on the original entry. **2** Add a corrected report
G08	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. Trailing blanks may be omitted.
G09	Equipment Number	6-digit, numeric; identification number of the equipment being reported. Leading zeros may be omitted and the number placed immediately following the initial.
G10	Status	Valid values are: **L** Loaded **E** Empty **U** Unknown If reporting a Shipper Rejection Event (45), the valid values are shown in Shipper Reject Codes. If reporting a Car Grade Inspection (46), the valid values are shown in Examples of Car Grading.

3.1.12   TRAIN33 Group Level Record (Multiple Units/Same Event)

Field Name	G01 START	G02 Group Sequence Number	G03 Event Code	G04 Location (SPLC)	G05 Date		G06 Time		G07 Action Code	Total Number Of Positions Per Record
					MM	DD	HH	MN		
Length	1	4	2	6	2	2	2	2	1	
Example	*	0001	11	626200	04	01	15	30	1	22

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Report Type	2-digit, numeric; distinguishes the various report types. Must be one of the values in Event Code Table.
G04	Location (SPLC)	6-digit, numeric; Standard Point Location Code (SPLC) where the event occurred.
G05	Date	4-digit, numeric; (2-digit month, 2-digit day) of the event occurrence.
G06	Time	4-digit, numeric; (2-digit hour, and 2-digit minute) of the event occurrence.
G07	Action Code	Valid values are: **1** Delete a previous Car Movement Report In order to delete a record; fields in the Group Level record must contain data exactly as it was submitted on the original entry. **2** Add a corrected report.

3–36   Last Updated: November 2024

3.1.13 TRAIN33 Detail Level Record

Field Name	D01	D02	D03	D04	Total Number of Positions Per Record
	S T A R T	Equipment		S T A T U S	
		Initial	Number		
Length	1	2-4	1-6	1	Min=5/ Max=12
Example	+	ATSF	117043	L	
	+	"	125467	E	
	+	"	000124	L	
	+	CNW	008425	E	
	+	PC	012345	L	
	+	TP	1245	E	
	+	"	9	L	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. Trailing blanks may be shown but not required. For a string of units of the same reporting mark, ditto marks (") may replace each reporting mark beyond the first.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. Leading zeros may be dropped and the number placed immediately following initial or ditto (").
D04	Status	For all events except car grade inspections and shipper rejections; valid values are: **L** Loaded **E** Empty **U** Unknown If reporting a Shipper Rejection Event (45), the valid values are shown in Shipper Reject Codes. If reporting a Car Grade Inspection (46), the valid values are shown in Examples of Car Grading.

3.2 Movement Event Reporting Errors

3.2.1 TRAIN50 Group Level Record

	G01	G02	G03					G04	G05	G06
	S T A R T	Group Sequence Number	Message Reference					Original Group Sequence Number	Report Type	Location (SPLC)
Field Name			CC	YY	MM	DD	MESSAGE NUMBER			
Length	1	4	2	2	2	2	4	4	2	9
Example	*	0002	19	87	04	08	0010	0005	11	626200000

	G07				G08		G09							Total Number of Positions Per Record Min-50/ Max-78
	Date				Time		(Exceptions)						
							1				5		
...							Field	S E P 1	Code	S E P 2	Field	S E P 1	Code
	CC	YY	MM	DD	HH	MN	3	1	2	1	3	1	2
	19	87	04	09	21	30	G01	-	04	,	G00	-	00

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Message Reference	Information used to identify the original message that contained the error(s) that follow. Message Preparation date (CCYYMMDD) taken from the original message header. Message Number taken from the original message header.
G04	Original Group Sequence Number	4-digit, numeric. *Group Sequence Number* from the Group Level record of the referenced report that caused the error.
G05	Report Type	2-digit, numeric code; type of movement; code reported in the original message that contained the referenced error.
G06	Location (SPLC)	9-digit, numeric; Standard Point Location Code (SPLC) where the event occurred; code reported in the original message that contained the referenced error.
G07	Date	8-digit; numeric (2-digit century, 2-digit year, 2-digit month, and 2-digit day) the event occurred; date reported in the original message that contained the referenced error.
G08	Time	4-digit, numeric; (2-digit hour, and 2-digit minute) the event occurred; time reported in the original message that contained the referenced error.
G09	Exceptions	Maximum of five (5) exceptions as defined below. *Field*—2-digit, numeric; preceded by G; identifies the Group Level data field in question. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always contains a comma (,). The separator is used to separate data fields.

3.2.2 TRAIN50 Detail Level Record

	D01	D02	D03	D04	D05	D06								Total Number Of Positions Per Record
						Exceptions								
						1					3			
Field Name	S T A R T	Equipment			Relative Detail Record Number	Field	S E P 1	Code	S E P 2		Field	S E P 1	Code	
		Initial	Number	Status										
Length	1	4	10	1	4	3	1	2	1		3	1	2	Min=26/
Example	+	ATSF	0000616043	L	0005	D01	-	04	,		D03	-	09	Max=40

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)
D05	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message found in error.
D06	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always a comma (,); separates data fields.

3.2.3   TRAIN53 Exception Messages

This message is sent to the road from Railinc and identifies the violations of edit criteria found in the *Group Level* or *Detail Level* records of the referenced Car Movement Report (TRAIN03).

- In the Group Level record of the TRAIN53, space is provided to report up to **5** errors associated with the *Group Level* record with the exception of the *Equipment Initial* and *Number* fields.

- The Group Level record of the TRAIN53 is followed by a Detail Level record. This advises the originating road of errors found in the *Equipment Initial* and *Number* fields of the *Group Level* record used when reporting a *single unit* or errors in the *Detail Level* records of the Car Movement Report used for *multiple units*. Space is provided for reporting up to **3** errors.

  - If no errors are detected, the *Exception* fields (indicating the *Field* in error, a *Separator*, and the error *Code*) will be blank.

  - If there is only **1** error, the **1st** exception will be followed by a comma and the remaining *Exception* fields will be blank.

  - If there are more errors detected than provided for, the last *Exception* field reads **G00–00** (for Group Level) or **D00–00** (for Detail Level) indicating that the number of exceptions exceeds the number of reporting spaces provided.

3.2.4 TRAIN53 Group Level Record

Field Name	G01 S T A R T	G02 Group Sequence Number	G03 Message Reference				G04 Original Group Sequence Number	G05 Report Type	G06 Location (SPLC)
			YY	MM	DD	Message Number			
Length	1	4	2	2	2	4	4	2	6
Example	*	0002	07	04	08	0010	0005	11	626200

	G07 Date			G08 Time		G09 (Exceptions) 1					G09 (Exceptions) 5			Total Number Of Positions Per Record
...	YY	MM	DD	HH	MN	Field	S E P 1	Code	S E P 2		Field	S E P 1	Code	Min-44/ Max-72
	2	2	2	2	2	3	1	2	1		3	1	2	
	87	04	09	21	30	G01	-	04	,		G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Message Reference	Information used to identify the original message that contained the error(s) that follow. Message Preparation date (YYMMDD) taken from the original message header. Message Number taken from the original message header.
G04	Original Group Sequence Number	4-digit, numeric. *Group Sequence Number* from the Group Level record of the referenced report that caused the error.
G05	Report Type	2-digit, numeric code; type of movement; code reported in the original message that contained the referenced error.
G06	Location (SPLC)	6-digit, numeric; Standard Point Location Code (SPLC) where the event occurred; code reported in the original message that contained the referenced error.
G07	Date	6-digit; numeric (2-digit year, 2-digit month, and 2-digit day) the event occurred; date reported in the original message that contained the referenced error.
G08	Time	4-digit, numeric; (2-digit hour, and 2-digit minute) the event occurred; time reported in the original message that contained the referenced error.
G09	Exceptions	Maximum of five (5) exceptions as defined below. *Field*—2-digit, numeric; preceded by G; identifies the Group Level data field in question. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always contains a comma (,). The separator is used to separate data fields.

3.2.5 TRAIN53 Detail Level Record

Field Name	D01	D02	D03	D04	D05	D06								Total Number of Positions Per Record
									Exceptions					
							1					3		
		Equipment			Relative Detail Record Number		S E P 1		S E P 2			S E P 1		
	S T A R T	Initial	Number	Status		Field		Code			Field		Code	
Length	1	4	6	1	4	3	1	2	1		3	1	2	Min=26/ Max=40
Example	+	ATSF	616043	L	0005	D01	-	04	,		D03	-	09	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)
D05	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message found in error.
D06	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always a comma (,); separates data fields.

3.2.6 TRAIN58 Group Level Record—Arrival, Bad Order and Departure

This message is sent to the road from Railinc and identifies the violations of edit criteria found in the *Group Level* or *Detail Level* records of the referenced Car Movement Report (TRAIN08).

- In the Group Level record of the TRAIN58, space is provided to report up to **5** errors associated with the *Group Level* record with the exception of the *Equipment Initial* and *Number* fields.

- The Group Level record of the TRAIN58 is followed by a Detail Level record. This advises the originating road of errors found in the *Equipment Initial* and *Number* fields of the *Group Level* record used when reporting a *single unit* or errors in the *Detail Level* records of the Car Movement Report used for *multiple units*. Space is provided for reporting up to **3** errors.

  – If no errors are detected, the *Exception* fields (indicating the *Field* in error, a *Separator*, and the error *Code*) will be blank.

  – If there is only **1** error, the **1st** exception will be followed by a comma and the remaining *Exception* fields will be blank.

- If there are more errors detected than provided for, the last *Exception* field reads **G00–00** (for Group Level) or **D00–00** (for Detail Level) indicating that the number of exceptions exceeds the number of reporting spaces provided.

	G01	G02	G03					G04	G05	G06
	S T A R T	Group Sequence Number	Message Reference					Original Group Sequence Number	Report Type	Location (SPLC)
Field Name			CC	YY	MM	DD	MESSAGE NUMBER			
Length	1	4	2	2	2	2	4	4	2	6
Example	*	0002	19	87	04	08	0010	0005	11	626200

	G07 Date				G08 Time			G09 (Exceptions) 1				5			Total Number Of Positions Per Record
...	CC	YY	MM	DD	HH	MN	Field	S E P 1	Code	S E P 2	Field	S E P 1	Code	Min-47/ Max-75
	2	2	2	2	2	2	3	1	2	1	3	1	2	
	19	87	04	09	21	30	G01	-	04	,	G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Message Reference	Information used to identify the original message that contained the error(s) that follow. Message Preparation date (CCYYMMDD) taken from the original message header. Message Number taken from the original message header.
G04	Original Group Sequence Number	4-digit, numeric. *Group Sequence Number* from the Group Level record of the referenced report that caused the error.
G05	Report Type	2-digit, numeric code; type of movement; code reported in the original message that contained the referenced error.
G06	Location (SPLC)	6-digit, numeric; Standard Point Location Code (SPLC) where the event occurred; code reported in the original message that contained the referenced error.
G07	Date	8-digit; (2-digit century, 2-digit year, 2-digit month, and 2-digit day) the event occurred; date reported in the original message that contained the referenced error.
G08	Time	4-digit, numeric; (2-digit hour, and 2-digit minute) the event occurred; time reported in the original message that contained the referenced error.
G09	Exceptions	Maximum of five (5) exceptions as defined below. *Field*—2-digit, numeric; preceded by G; identifies the Group Level data field in question. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always contains a comma (,). The separator is used to separate data fields.

3.2.7 TRAIN58 Detail Level Record—Arrival and Departure

Field Name	D01 S T A R T	D02	D03	D04	D05 Relative Detail Record Number	D06								Total Number of Positions Per Record
		Equipment				Exceptions								
						1					3			
		Initial	Number	Status		Field	S E P 1	Code	S E P 2		Field	S E P 1	Code	
Length	1	4	10	1	4	3	1	2	1		3	1	2	Min=26/ Max=40
Example	+	ATSF	0000616043	L	0005	D01	-	04	,		D03	-	09	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)
D05	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message found in error.
D06	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always a comma (,); separates data fields.

3.2.8 TRAIN58 Detail Level Record—Bad Order Report

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10 (Exceptions)							Total Number of Positions Per Record
		Equipment								1					3		
Field Name	S T A R T	Initial	Number	Status	D E L I M	Reason Code	D E L I M	Hours to Repair	Relative Detail Record Number	Field	S E P 1	Code	S E P 2	Field	S E P 1	Code	
Length	1	4	6	1	1	2	1	3	4	3	1	2	1	3	1	2	Min=29/ Max=43
Example	+	ATSF	616043	L	:	A	:	011	0005	D02	-	02	,	D03	-	09	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U) This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D05	Delimiteriter	Copied from Detail Level record in error.
D06	Reason Code	A through O and Y through Z are valid values; left-justified; trailing blank.
D07	Delimiteriter	Copied from Detail Level record in error.
D08	Hours To Repair	Must be numeric with preceding zeros.
D09	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message found in error.
D10	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always a comma (,); separates data fields.

3.3　Car Movement Response Messages

The following messages may be sent to the equipment owner from Railinc in response to the Car Movement Report (TRAIN03, TRAIN08 or TRAIN10), depending on the original submission.

TRAIN45 and TRAIN46 Joint Industry Messages
Each time an equipment unit is pulled from joint industry by a different carrier than the carrier that placed the equipment, these two messages will be generated. The placing carrier will receive a TRAIN46 with the pull information and the pulling carrier will receive a TRAIN45 with the placement information. Carriers must sign up to receive these messages.

TRAIN 80 Car Transaction Message
The Car Transaction Message (TRAIN80) is sent to the road from Railinc and is designed to provide the Umler registered owner and/or lessee/appurtenance owner a copy of all records of Boundary Crossings, Car Movements and the Last Commodity transactions reported to the TRAIN II System by *Equipment Initial*.

Note:	Does not include any Interchange data. No records will be sent to the owner or lessee/ appurtenance owner when the original input was furnished by an owner/lessee–appurtenance owner.

The Car Transaction Message is furnished to all requesting roads when a Regional Boundary Crossing (TRAIN02 or TRAIN10 or TRAIN32); Car Movements (TRAIN03 or TRAIN10 or TRAIN33, all Report Types, except **04, 27, 28, 29, 30, 31, 33, 35, 46,** and **47**); or Waybill (TRAIN06) for Last Commodity is processed.

TRAIN 82 Grade Change Notification—Owned Equipment
A TRAIN82 message advises the lessee/appurtenance owner or owner of a unit that its grade has changed due to inspection or Waybill reportings.

TRAIN 83 Grade Change Notification—All Equipment
A TRAIN83 message advises anyone who wants it of all units whose grade has changed due to inspection or Waybill reportings.

The Car Grade Change Message is furnished to all requesting roads when a Car Movement Report (TRAIN03, TRAIN08 or TRAIN10 or TRAIN33; Report Type **46** Car Grade Inspection) is processed or a car grade change results from Waybill reportings. It shows the *Reporting Road*, *Location (SPLC)*, *Grade*, *Change Cause*, and *K STCC* if that is the new grade.

3.3.1   TRAIN45 Group Level Record

Field Name	G01 STA RT	G02 Group Sequence Number	G03 Equipment Initial	G04 Equipment Number	G05 SEP	G06 Status	G07 SEP	G08 Placement Road	G09 Pull Road	G10 SPLC	G11 SEP
Length	1	4	4	4	2	1	1	4	4	6	1
Example	*	0027	PC	005286	-	L	-	CSXT	NS	341800	-

	G12 Placement Information					G14 SEP	G15 Activity Code	G16 SEP	G17 Type Code	G18 SEP	G19 Official/ Unofficial	Total Number of Positions Per Record
	YY	MM	DD	HH	MN							
...	2	2	2	2	2	1	1	1	1	1	1	50
	80	40	06	15	23	-	A	-	K	-	A	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Equipment Initial	4-digit, alphabetic; left-justified, trailing blanks; reporting mark of the equipment being reported.
G04	Equipment Number	6-digit, numeric; right-justified, proceeding zeros; identification number of the equipment being reported.
G05	Equipment Separator	Always a dash (-); separates data fields.
G06	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)
G07	Separator	Always a dash (-); separates data fields.
G08	Placement Road	4-character, alphabetic; reporting mark of the road that placed the equipment at joint industry.
G09	Pull Road	4-character, alphabetic; reporting mark of the road pulling the equipment from joint industry.
G10	SPLC	6-digit, numeric; Standard Point Location Code (SPLC) identifying the event location.
G11	Separator	Always a dash (-); separates data fields.
G12	Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the placement occurred.
G13	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the placement occurred.
G14	Separator	Always a dash (-); separates data fields.
G15	Activity Code	1-character, alphabetic; blank.
G16	Separator	Always a dash (-); separates data fields.
G17	Type Code	1-character, alphabetic; will have a value of K to indicate that this message carries the pull from joint industry information.
G18	Separator	Always a dash (-); separates data fields.
G19	Official/Unofficial Code	1-character, alphabetic; blank.

3.3.2   TRAIN46 Group Level Record

	G01	G02	G03	G04	G05	G06	G07	G08	G09	G10	G11
	S T A R T		Equipment				S E P	Pull Information			
Field Name		Group Sequence Number	Initial	Number	S E P	Status		Placement Road	Pull Road	SPLC	S E P
Length	1	4	4	6	2	1	1	4	4	6	1
Example	*	0027	PC	005286	-	L	-	CSXT	NS	341800	-

	G12					G13	G14	G15	G16	G17	G18	G19	Total Number of Positions Per Record
...	Pull Information						S E P	Activity Code	S E P	Type Code	S E P	Official/ Unofficial	
	YY	MM	DD	HH	MN								
	2	2	2	2	2		1	1	1	1	1	1	50
	80	40	06	15	23		-	A	-	J	-	A	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Equipment Initial	4-digit, alphabetic; left-justified, trailing blanks; reporting mark of the equipment being reported.
G04	Equipment Number	6-digit, numeric; right-justified, proceeding zeros; identification number of the equipment being reported.
G05	Equipment Separator	Always a dash (-); separates data fields.
G06	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)
G07	Separator	Always a dash (-); separates data fields.
G08	Placement Road	4-character, alphabetic; reporting mark of the road that placed the equipment at joint industry.
G09	Pull Road	4-character, alphabetic; reporting mark of the road pulling the equipment from joint industry.
G10	SPLC	6-digit, numeric; Standard Point Location Code (SPLC) identifying the event location.
G11	Separator	Always a dash (-); separates data fields.
G12	Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the pull occurred.
G13	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the pull occurred.
G14	Separator	Always a dash (-); separates data fields.
G15	Activity Code	1-character, alphabetic; blank.
G16	Separator	Always a dash (-); separates data fields.
G17	Type Code	1-character, alphabetic; will have a value of J to indicate that this message carries the placement at joint industry information.
G18	Separator	Always a dash (-); separates data fields.
G19	Official/Unofficial Code	1-character, alphabetic; blank.

3.3.3 TRAIN80 Group Level Record

Field Name	G01 S T A R T	G02 Group Sequence Number	Total Number Of Positions Per Record
Length	1	4	
Example	*	0001	5

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.

3.3.4 TRAIN80 Detail Level Record Car Movement

Field Name	D01 S T A R T	D02	D03	D04	D05	D06	D07	D08			D09	
		Equipment Data						Event Date			Event Time	
		Initial	Number	Status	Type Transaction	Type Report	Type Action	YY	MM	DD	HH	MN
Length	1	4	6	1	2	2	2	2	2	2	2	2
Example	+	ATSF	616004	L	NN	00	02	87	03	15	10	00

	D10	D11		D12	D13		D12	D13		Total Number of Positions Per Record
				Boundary Crossing			Bad Order			
...	Location (SPLC)	Reporting Road		Region From	Region To	or	Reason Code	Hours to Repair		
	6	4		2	2		1	3		42
	376560	CSXT		03	06		E	006		

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of equipment being reported.
D03	Equipment Number	6-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported.
D04	Equipment Status	Valid values are: **L** Loaded **E** Empty **U** Unknown If *Type Report* equals 45, refer to Shipper Reject Codes.

ID	Name	Content
D05	Type Transaction	2-digit, numeric; right-justified, preceding zero; code identifying the type of transaction; valid values are: **30** Boundary Crossing **60** Car Movement
D06	Type Report	2-digit, numeric; distinguishes the various types of reports. – Always 00 for Boundary Crossings. – For Car Movements, refer to – Event Code Table.
D07	Type Action	2-digit, numeric; update activity code; valid values are: **01** Delete Transaction **02** Original Add **03** Correction Add
D08	Event Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred.
D09	Event Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred.
D10	Location (SPLC)	6-digit, numeric; right-justified, preceding zeros; Standard Point Location Code of location where the event occurred.
D11	Reporting Road	4-character, alphabetic; reporting mark of the road submitting the report to TRAIN II.
D12	Boundary Crossing Region From	2-digit, numeric; right-justified, preceding zero; Car Service Region *from* which the unit has moved.
D13	Boundary Crossing Region To	2-digit, numeric; right-justified, preceding zero; Car Service Region *to* which the unit has moved.
D12	Bad Order Reason Code	1-character, alphabetic; valid values are shown in Bad Order Reason/Status Codes.
D13	Bad Order Hours to Repair	3-digit, numeric.

3.3.5   TRAIN80 Detail Level Record (Waybill/Last Commodity)

Field Name	D01 S T A R T	D02 Equipment Data			D03	D04	D05	D06 Waybill					D07 Last Commodity Information		Total Number of Positions Per Record
					Type Transaction	Type Report	Type Action	Date			Time		Not Used	Commodity (STCC)	
		Initial	Number	Status				YY	MM	DD	HH	MN			
Length	1	4	6	1	2	2	2	2	2	2	2	2	7	7	42
Example	+	ATSF	616004	L	70	00	02	87	03	15	04	00	Blank	2655175	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Data	*Initial*—4-character, alphabetic; left-justified, trailing blanks; reporting mark of equipment. *Number*—6-digit, numeric; right-justified, preceding zeros; identification number of the equipment. *Status*—Valid values are: **L** Loaded **E** Empty **U** Unknown
D03	Type Transaction	2-digit, numeric; right-justified, preceding zero; code identifying the type of transaction; valid values are: **70** Waybill Last Commodity
D04	Type Report	Always 00 for Waybill Last Commodity
D05	Type Action	2-digit, numeric; update activity code; valid values are: **01** Delete Transaction **02** Original Add **03** Correction Add
D06	Waybill	*Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred. – *Minute* is always 00.
D07	Last Commodity Information	*Not Used*—Always *bbbbbbb* (blank). *Commodity (STCC)*—7-digit, numeric; right-justified, preceding zeros; STCC number.

3.3.6   TRAIN82/83 Group Level Record

Field Name	G01 S T A R T	G02 Group Sequence Number	G03 Reporting Mark	G04 Location (SPLC)	G05 Date			G06 Time		Total Number Of Positions Per Record
					YY	MM	DD	HH	MN	
Length	1	4	4	6	2	2	2	2	2	
Example	*	0001	SOU	471974	87	07	08	23	00	25

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Reporting Mark	Reporting mark of the road reporting the inspection (as reported on the Car Movement Report); if field contains RRDC, the record is from TRAIN II.
G04	Location (SPLC)	Where the inspection was performed (as reported on the Car Movement Report); if grade change made by TRAIN II, field equals 000000.
G05	Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of event occurrence.
G06	Time	4-digit, numeric; (2-digit hour and 2-digit minute) of event occurrence.

3.3.7   TRAIN82/83 Detail Level Record

Field Name	D01 START	D02 Equipment Initial	D03 Equipment Number	D04 GRADE	D05 Change Cause	D06 Last Commodity	D07 K Field	D08 Inspection Information Car Grade	D09 Date YY	MM	DD	D10 Time HH	MN	Total Number Of Positions Per Record
Length	1	4	6	1	1	7	7	1	2	2	2	2	2	
Example	+	ACY	002339	K	T	1234567	1234567							38

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (**+**); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of equipment.
D03	Equipment Number	6-digit, numeric; right-justified, preceding zeros; identification number of equipment.
D04	Grade	1-character, alphabetic; refer to Examples of Car Grading for details on car grading. If both grades are the same, the grade change is a result of a physical Car Grade Inspection report.
D05	Change Cause	Contains T if car grade was assigned by TRAIN II. Contains I if grade assigned by Inspection Report. Contains D if unit is retired, removed from service or no longer qualifies for grading program.
D06	Last Commodity	Standard Transportation Commodity Code. Value depends on content of K Field described below.
D07	K Field	If the *K* field is *equal* to zeros, the field is irrelevant and the Grade, Change Cause and Last Commodity reflect the current status of the unit. If the *K* field is *not equal* to zeros, then the Car Grade is a **K**. If the *K* field contains a *Road Mark*, then the *K Grade* was the result of an inspection report and the Grade, Change Cause and Commodity reflect the grade status prior to the inspection, unless there is only **1** grade record and then they will reflect that record. If the *K* field contains a *STCC* number, the *K Grade* was determined by the TRAIN II waybill grading procedure and the last commodity shown will be the same *STCC* as the *K* field.
D08	Inspection Grade	1-character, alphabetic; last car grade by physical inspection; refer to Examples of Car Grading for details on car grading.
D09	Inspection Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of the last physical Car Grade Inspection.
D10	Inspection Time	4-digit, numeric; (2-digit hour and 2-digit minute) of the last physical Car Grade Inspection.

4   Regional Boundary Crossings

Reports of Boundary Crossings are sent to Railinc and inform the TRAIN II System of the movement of units from one Car Service Region to another. The data is posted to the Event Repository (ER) File. It is used for international boundary crossings.

4.1   TRAIN10 Messages

4.1.1   TRAIN10 Group Level Record—Boundary Crossing Reporting

	G01	G02	G03	G04	G05				G06		G07	G08	G09
Field Name	S T A R T	Group Sequence Number	Location Road	Location SPLC	Date				Time		Report Type	Action Code	Train ID
					CC	YY	MM	DD	HH	MN			
Length	1	4	4	9	2	2	2	2	2	2	2	1	10
Example	*	0001	ATSF	380000000	19	96	08	22	16	35	90	2	P279

	G10	G11	G12	G13	G14	G15	G16	G17	Total Number Of Positions Per Record
…	Event Source	From Region	To Region	Reserved	Delimiter	Intermodal Indicator	Time Zone Indicator	Advance Report Indicator	
	1	2	2	12	1	1	3	1	66
	A	07	08		:	Y	EDT	Y	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Location Road	4-character, alphabetic; *Reporting Mark* of the road on which the Boundary Crossing occurred.
G04	Location (SPLC)	9-digit, numeric; Standard Point Location Code identifying the place at which this event occurred. The 6-digit rail locations must be the left most 6 digits with 3 zeros to the right (e.g., the 6-digit rail SPLC 123456 should be represented as 123456000).
G05	Date	8-digit, numeric; (2-digit century, 2-digit year, 2-digit month, and 2-digit day) this event occurred.
G06	Time	4-digit, numeric; (2-digit hour and 2-digit minute) this event occurred
G07	Report Type	2-digit, numeric; valid values are: **90** Boundary Crossing
G08	Action Code	1-digit, numeric; valid values are: **1** Delete a previous report **2** Original add
G09	Train ID	10–position, alpha/numeric; identifier of Train.
G10	Event Source	1-character, alphabetic; identifies source of this event report; valid values are: **A** AEI Reader Scan **C** Customer Service Center **I** 322 Message **O** On–board Locomotive Computer **P** Program Generated **Y** Yard/Terminal Input **Z** Other

ID	Name	Content
G11	From Region	2-digit, numeric; region *from* which unit has moved.
G12	To Region	2-digit, numeric; region *to* which unit has moved.
G13	Reserved	12–positions; always blank, reserved for future use.
G14	Delimiteriter	1–position; always a colon (:), used to indicate the presence of the following three elements.
G15	Intermodal Indicator	1–position; value of Y indicates that the equipment referenced in the following detail records is intermodal equipment.
G16	Time Zone Indicator	3–position; value indicating the time zone appropriate to the event time shown in this group header. This time zone is different from the time zone that would be inferred based on the location of the event report. Valid values are: **TST** Atlantic Standard Time **TDT** Atlantic Daylight Time **EST** Eastern Standard Time **EDT** Eastern Daylight Time **CST** Central Standard Time **CDT** Central Daylight Time **MST** Mountain Standard Time **MDT** Mountain Daylight Time **PST** Pacific Standard Time **PDT** Pacific Daylight Time **AST** Alaska Standard Time **ADT** Alaska Daylight Time **NST** Newfoundland Standard Time **NDT** Newfoundland Daylight Time
G17	Advance Report Indicator	1–position; value of Y indicates that the event is being reported in advance of its actual occurrence.

4.1.2   TRAIN10 Detail Level Record

Field Name	D01 S T A R T	D02 Equipment		D03	D04 S T A T U S	Total Number of Positions Per Record
		Initial	Number			
Length	1	4	6		1	
Example	+	ATSF	117043		L	12
	+	CNW	008425		E	
	+	PC	012345		L	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the equipment being reported.
D03	Number	6-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported.
D04	Status	1-character, alphabetic; valid values for all event types except 45 and 46 are: **L** Loaded **E** Empty If reporting a Shipper Reject event (code 45), the valid values are shown in Shipper Reject Codes. If reporting a Car Grade Inspection event (code 46), the valid values are shown in Examples of Car Grading.

4.2   TRAIN02 Original Entry Messages

Reports of Boundary Crossings are sent to Railinc and inform the TRAIN II System of the movement of units from one Car Service Region to another. The data is posted to the Event Repository (ER) File. It is used for international boundary crossings.

The Boundary Crossing Report consists of Group Level, Detail Level, and Summary records between the Message Header and Message Trailer.

- The Group Level record identifies the *From and To Regions*, the *SPLC* at the crossing point, and the *Date/Time* of crossing.

- The Detail Level record reports the *Equipment Initia*l and *Number*, and *Status* (loaded or empty) of each unit involved in the Regional Boundary Crossing.

4.2.1   TRAIN02 Group Level Record

Field Name	G01 S T A R T	G02 Group Sequence Number	G03 Region From	G04 Region To	G05 Crossing Point (SPLC)	G06 Date/Time MM	DD	HH	Total Number of Positions Per Record
Length	1	4	2	2	6	2	2	2	
Example	*	0001	07	08	547500	04	08	23	21

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Region From	2-digit, numeric; region *from* which unit has moved.
G04	Region To	2-digit, numeric; region *to* which unit has moved.
G05	Crossing Point (SPLC)	6-digit, numeric; Standard Point Location Code (SPLC) identifying the point where the event occurred.
G06	Date/Time	6-digit, numeric; (2-digit month, 2-digit day, and 2-digit hour) the event occurred.

4.2.2   TRAIN02 Detail Level Record

Note: This Detail Level record is used for **TRAIN10** Interchange Reporting, Boundary Crossing Reports, and Reporting Events.

Field Name	D01 S T A R T	D02 Equipment		D04 S T A T U S	Total Number Of Positions Per Record
		Initial	Number		
Length	1	2-4	1-6	1	
	+	ATSF	117043	L	
	+	"	125467	E	
	+	"	000124	L	
Example	+	CNW	008425	E	Min=5/ Max=12
	+	PC	012345	L	
	+	TP	1245	E	
	+	"	9	L	

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. – Trailing blanks may be omitted; but not required. For a string of units of the same reporting mark, ditto marks (") may replace each reporting mark beyond the first.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. – Leading zeros may be dropped and the number placed immediately following initial or ditto (").
D04	Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)
D06	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always a comma (,); separates data fields.

4.3 TRAIN32 Correction Messages

This message is sent to Railinc and is used to correct exceptions detected in either the *Group Level* or *Detail Level* records of the Regional Boundary Crossing Report (TRAIN10 or TRAIN02).

- If a Group Level record on original input entry was rejected, the Group Level record and all associated Detail Level records must be corrected and submitted.

- If a Detail Level record was rejected, only it and its related group data must be corrected and submitted.

In general, correction entries to Railinc follow the same format as the original entries.

The formats which apply to this message type are as follows.

4.3.1 TRAIN32 Group Level Record

Field Name	G01 START	G02 Group Sequence Number	G03 Referenced Crossing Information						G04 Correction Code	Total Number Of Positions Per Record
						Date/Time				
			Region From	Region To	Junction (SPLC)	MM	DD	HH		
Length	1	4	2	2	6	2	2	2	1	
Example	*	0005	09	10	216433	04	07	22	2	22

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Referenced Crossing Information	*Region From*—2-digit, numeric; region *from* which the unit moved. *Region To*—2-digit, numeric; region *to* which the unit moved. *Junction (SPLC)*—6-digit, numeric; Standard Point Location Code identifying where the event occurred. *Date/Time*—6-digit, numeric; (2-digit month, 2-digit day, and 2-digit hour) the event occurred.
G04	Correction Code	1-digit, numeric; valid values are: **1** Delete a previous event To delete a transaction, the input data must duplicate that provided in the original entry. **2** Add a corrected report.

4.3.2   TRAIN32 Detail Level Record

Field Name	D01	D02	D03	D04	Total Number Of Positions Per Record
	S T A R T	Equipment		S T A T U S	
		Initial	Number		
Length	1	2-4	1-6	1	
Example	+	ATSF	117043	L	Min=5/ Max=12
	+	"	125467	E	
	+	"	000124	L	
	+	CNW	008425	E	
	+	PC	012345	L	
	+	TP	1245	E	
	+	"	9	L	

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. – Trailing blanks may be omitted; but not required. For a string of units of the same reporting mark, ditto marks (") may replace each reporting mark beyond the first.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. – Leading zeros may be dropped and the number placed immediately following initial or ditto (").
D04	Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)

4.4 TRAIN50 Movement Event Reporting Error

4.4.1 TRAIN50 Group Level Record

	G01	G02	G03					G04	G05	G06
	S T A R T	Group Sequence Number	**Message Reference**					Original Group Sequence Number	Report Type	Location (SPLC)
Field Name			CC	YY	MM	DD	Message Number			
Length	1	4	2	2	2	2	4	4	2	9
Example	*	0002	19	87	04	08	0010	0005	11	626200000

	G07				G08		G09 (Exceptions)								Total Number Of Positions Per Record
	Date				**Time**		**1**					**5**			
...	CC	YY	MM	DD	HH	MN	Field	S E P 1	Code	S E P 2		Field	S E P 1	Code	**Min-50/ Max-78**
	2	2	2	2	2	2	3	1	2	1		3	1	2	
	19	87	04	09	21	30	G01	-	04	,		G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Message Reference	Information used to identify the original message that contained the error(s) that follow.
		Message Preparation date (CCYYMMDD) taken from the original message header.
		Message Number taken from the original message header.
G04	Original Group Sequence Number	4-digit, numeric. *Group Sequence Number* from the Group Level record of the referenced report that caused the error.
G05	Report Type	2-digit, numeric code; type of movement; code reported in the original message that contained the referenced error.
G06	Location (SPLC)	9-digit, numeric; Standard Point Location Code (SPLC) where the event occurred; code reported in the original message that contained the referenced error.
G07	Date	8-digit; (2-digit century, 2-digit year, 2-digit month, and 2-digit day) the event occurred; date reported in the original message that contained the referenced error.
G08	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred; time reported in the original message that contained the referenced error.
G09	Exceptions	Maximum of five (5) exceptions as defined below.
		Field—2-digit, numeric; preceded by G; identifies the Group Level data field in question.
		Separator 1—Always a dash (-); provides visual clarity.
		Code—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings.
		Separator 2—Always contains a comma (,). The separator is used to separate data fields.

4.4.2   TRAIN50 Detail Level Record

	D01	D02	D03	D04	D05	D06								Total Number Of Positions Per Record
						Exceptions								
						1					3			
	S T A R T	Equipment			Relative Detail Record Number	Field	S E P 1	Code	S E P 2		Field	S E P 1	Code	
Field Name		Initial	Number	Status										Min=26/ Max=40
Length	1	4	10	1	4	3	1	2	1		3	1	2	
Example	+	ATSF	0000616043	L	0005	D01	-	04	,		D03	-	09	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)
D05	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message found in error.
D06	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by G; identifies the Group Level data field in question. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values and meanings. *Separator 2*—Always contains a comma (,). The separator is used to separate data fields.

4.5 TRAIN52 Exception Messages

This message is sent to the road from Railinc and identifies the violations of edit criteria found in the *Group Level* or *Detail Level* records of the referenced Regional Boundary Crossing Report (TRAIN02 or TRAIN32).

- In the Group Level record of the TRAIN52, space is provided to report up to **5** errors associated with the *Group Level* record of the Boundary Crossing Report.

- The Group Level record of the TRAIN52 is followed by a Detail Level record. This advises the originating road of errors found in the *Detail Level* record of the Regional Boundary Crossing Report. Space is provided for reporting up to **3** errors.

  – If no errors are detected, the *Exception* fields (indicating the *Field* in error, a *Separator*, and the error *Code*) will be blank.

  – If there is only **1** error, the **1st** exception will be followed by a comma and the remaining *Exception* fields will be suppressed.

  – If there are more errors than is provided for, the last *Exception* field reads **G00–00** ((for Group Level) or **D00–00** (for Detail Level) indicating that the number of exceptions exceeds the number of fields provided.

The formats which apply to this message type are as follows.

4.5.1 TRAIN52 Group Level Record

	G01	G02	G03					G04	G05	G06	G07
			Message Reference					Original			
Field Name	S T A R T	Group Sequence Number	YY	MM	DD	Original Message Number		Group Sequence Number	Region From	Region To	Crossing Point (SPLC)
Length	1	4	2	2	2	4		4	2	2	6
Example	*	0001	87	04	09	0037		0010	07	08	617043

	G08				G09 (Exceptions)							Total Number Of Positions Per Record
					1				5			
...	Date/Time					S E P 1		S E P 2		S E P 1		
	YY	MM	DD	HH	Field		Code		Field		Code	Min=43/ Max=71
	2	2	2	2	3	1	2	1	3	1	2	
	87	04	10	08	G01	-	05	,	G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record. Action Code=1.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.

ID	Name	Content
G03	Message Reference	*Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of preparation of the original event message.
		Original Message Number—4-digit, numeric; *Message Sequence Number* from the Message Header of the message in error.
		Note: The data contained in the *G04* through *G08* fields below is copied from the original input message.
G04	Original Group Sequence Number	4-digit, numeric; *Group Sequence Number* from the Group Level record of the referenced event; must be numeric and one greater than the previously processed Group Level record in the message; Action Code=1 (if not numeric) or 2 (if out of sequence).
G05	Region From	2-digit, numeric; region *from* which the unit has moved; must be numeric and a valid *Car Service Region*; Action Code=1.
G06	Region To	2-digit, numeric; region *to* which the unit has moved; must be numeric, a valid *Car Service Region* and adjacent to the *Region From*; Action Code=1.
G07	Crossing Point (SPLC)	6-digit, numeric; *Standard Point Location Code* (SPLC) identifying the point where the event occurred; must be numeric; Action Code=1.
		–The *Region Code* is derived from the state portion of the *SPLC*. Therefore, the SPLC must match either the *Region From* or the *Region To*—checked against the SPLC State Region Table.
G08	Date/Time	8-digit, numeric; (2-digit year, 2-digit month, 2-digit day, and 2-digit hour) of the referenced event; must be numeric; must be 1) equal to the processing date, 2) earlier than the processing date but not by more than 60 days, or 3) up to 48 hours later than the processing date to accommodate events reported in advance upon departure; Action Code=1.
		– Month must be from 01 to 12.
		– Day must be from 01 to 31 as per the total number of days in the specified month.
		– Hour must be greater than or equal to 00 and less than or equal to 23.
G09	Exceptions	*Field*—2-digit, numeric; preceded by G; identifies the Group Level record data field in question.
		Separator 1—Always a dash (-); separates the Field number from the Exception Code.
		Code—2-digit, numeric; type of exception found.
		– Edit Exception Codes provides an explanation of the exception codes.
		Separator 2—Always a comma (,); separates data fields.

4.5.2   TRAIN52 Detail Level Record

	D01	D02	D03	D04	D05	D06 (Exceptions)								Total Number of Positions Per Record
							1				3			
		S T A R T	Equipment			Relative Detail Record Number		S E P 1		S E P 2		S E P 1		
Field Name			Initial	Number	Status		Field		Code		Field		Code	Min=22/ Max=36
Length	1	4	6	1	4	3	1	2	1	3	1	2	
Example	+	ATSF	616043	L	0005	D01	-	04	,	D03	-	09	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Must be a plus sign (+); identifies the beginning of a Detail Level record; Action Code=1. **Note:** The data contained in the *D02* through *D04* fields below is copied from the original input message.
D02	Equipment Data: Initial	4-character, alphabetic; reporting mark of the equipment; must be an authorized *Reporting Mark* or ditto (") referencing a reporting mark; Action Code=1. – During the update process, the *Equipment Initial* is checked to determine whether or not it is an authorized *Reporting Mark* in the *Roadmark Register Industry Reference File*. This message indicates the condition found. If invalid, the reported event for this record is rejected.
D03	Equipment Data: Number	6-digit, numeric; identification number of the equipment; must be numeric and 1 to 6–bytes; Action Code=1.
D04	Equipment Data: Status	Status of the equipment; if neither L (Loaded) nor E (Empty), the system defaults to U; Action Code=3. **Note:** If the event is a car grade event, then the permissible options are A, B, C, D, E, H, I, J, K, L, M, R, T, U, X, Y, Z; Action Code=1.
D05	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message.
D06	Exceptions	*Field*—2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); separates the Field number from the Exception Code. *Code*—2-digit, numeric; type of exception found. – Refer to Edit Exception Codes for an explanation of the Exception Codes. *Separator 2*—Always a comma (,); separates data fields. **Note:** D00–00—Detail which belongs to a Group Level record which is in error. D00–*nn*—Indicates a problem not related to one specific field but prevents the data from being accepted (refer to Edit Exception Codes for an explanation).

4.6   TRAIN80 Response Messages

The Car Transaction Message (TRAIN80) is sent to the equipment owner from Railinc and is designed to provide the Umler registered owner and/or lessee/appurtenance owner a copy of all records of Boundary Crossings, Car Movements and the Last Commodity transactions reported to the TRAIN II System by *Equipment Initial*.

Note: Does not include any Interchange data. No records will be sent to the owner or lessee/appurtenance owner when the original input was furnished by an owner/lessee–appurtenance owner.

The Car Transaction Message is furnished to all requesting roads when a Regional Boundary Crossing (TRAIN10, TRAIN02 or TRAIN32), Car Movements (TRAIN10, TRAIN03 or TRAIN33; all Report Types, except **04, 27, 28, 29, 30, 31, 33, 35, 46,** and **47**) or Waybill (TRAIN06) for Last Commodity is processed.

4.6.1   TRAIN80 Group Level Record

Field Name	G01 START	G02 Group Sequence Number	Total Number Of Positions Per Record
Length	1	4	
Example	*	0001	5

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.

4.6.2 TRAIN80 Detail Level Record (Boundary Crossing/Car Movement/Bad Order)

Field Name	D01 S T A R T	D02			D03	D04	D05	D06				
		Equipment Data						Event				
								Date			Time	
		Initial	Number	Status	Type Transaction	Type Report	Type Action	YY	MM	DD	HH	MN
Length	1	4	6	1	2	2	2	2	2	2	2	2
Example	+	ATSF	616004	L	*NN*	00	02	87	03	15	10	00

…	D07	D08	D09						Total Number of Positions Per Record
			Boundary Crossing		O R	Bad Order			
	Location (SPLC)	Reporting Road	Region From	Region To		Reason Code	Hours to Repair		
	6	4	2	2		1	3		42
	376560	CSXT	03	06		E	006		**42**

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.

D02	Equipment Data	*Initial*—4-character, alphabetic; left-justified, trailing blanks; reporting mark of equipment being reported.
		Number—6-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported.
		Status—Valid values are:
		  L Loaded
		  E Empty
		  U Unknown
		  – If *Type Report* equals 45, refer to Shipper Reject Codes

D03	Type Transaction	2-digit, numeric; right-justified, preceding zero; code identifying the type of transaction; valid values are:
		  30 Boundary Crossing
		  60 Car Movement

D04	Type Report	2-digit, numeric; distinguishes the various types of reports.
		  – Always 00 for Boundary Crossings.
		  – For Car Movements, refer to
		  – Event Code Table

D05	Type Action	2-digit, numeric; update activity code; valid values are:
		  01 Delete Transaction
		  02 Original Add
		  03 Correction Add

D06	Event	*Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred.
D07	Location (SPLC)	6-digit, numeric; right-justified, preceding zeros; Standard Point Location Code of location where the event occurred.
D08	Reporting Road	4-character, alphabetic; reporting mark of the road submitting the report to TRAIN II.
D09	Boundary Crossing Information (Not applicable for Car Movements)	*Region From*—2-digit, numeric; right-justified, preceding zero; Car Service Region *from* which the unit has moved. *Region To*—2-digit, numeric; right-justified, preceding zero; Car Service Region *to* which the unit has moved.
D09	Bad Order Information (Not applicable to Boundary Crossings)	*Reason Code*—1-character, alphabetic; valid values are shown in Bad Order Reason/Status Codes. *Hours to Repair*—3-digit, numeric.

4.6.3   TRAIN80 Detail Level Record (Waybill/Last Commodity)

Field Name	D01 START	D02 Equipment Data			D03	D04	D05	D06 Waybill					D07 Last Commodity Information		Total Number of Positions Per Record
									Date		Time				
		Initial	Number	Status	Type Transaction	Type Report	Type Action	YY	MM	DD	HH	MN	Not Used	Commodity (STCC)	
Length	1	4	6	1	2	2	2	2	2	2	2	2	7	7	42
Example	+	ATSF	616004	L	70	00	02	87	03	15	04	00	Blank	2655175	42

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Data	*Initial*—4-character, alphabetic; left-justified, trailing blanks; reporting mark of equipment. *Number*—6-digit, numeric; right-justified, preceding zeros; identification number of the equipment. *Status*—Valid values are: **L** Loaded **E** Empty **U** Unknown
D03	Type Transaction	2-digit, numeric; right-justified, preceding zero; code identifying the type of transaction; valid values are: **70** Waybill Last Commodity
D04	Type Report	Always 00 for Waybill Last Commodity
D05	Type Action	2-digit, numeric; update activity code; valid values are: **01** Delete Transaction **02** Original Add **03** Correction Add
D06	Waybill	*Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred. – *Minute* is always 00.
D07	Last Commodity Information	*Not Used*—Always *bbbbbbb* (blank). *Commodity (STCC)*—7-digit, numeric; right-justified, preceding zeros; STCC number.

5   Car Hire Transfer of Liability Reporting

5.1   Car Hire Rule 4

TRAIN28 messages will be generated by Railinc when Rule 4-eligible STCC's (Standard Transportation Commodity Code) are transmitted to Railinc via 417 waybills. Revenue-empty movement events for railroad owned equipment are eligible for Car Hire Rule 4 relief. The following STCCs are Rule 4-eligible:

3742205	3742210	3742213	3742214
3742215	3742216	3742217	3742219
3742233	3742239	3742263	3742264
3742293	3742295	3742298	3742299

Rule 4 TOLs are communicated via TRAIN28 messages, the Car Hire Liability File (CHLF) and the Car Accounting Self-Service (CASS) application.
The following eligible Rule 4 TOLs will not be designated as Rule 4 TOLs:

- Movements that are also DDCT events.
- Movement event sequences that equal less than one hour.

5.2   Rule 5 Switching Car Hire Transfer of Liability

All roads performing switching service will be required to report via the TRAIN II System all data necessary to transfer Car Hire responsibility to the line–haul carrier. The TRAIN II System will provide this information to the Equipment Owner, lessee, and the responsible railroad.

At this time, only railroad marked cars and TTX owned equipment will be accepted under Rule 5 TOLs.

The TRAIN II System will verify that any Transfer of Liability is supported by valid LCS interchanges already on the Event Repository database. The system will use a maximum default allowance of **120** hours per load for Terminal Switching or **24** hours for Intermediate Switching, unless a specific allowance has been authorized by the switch carrier and a connecting carrier at the specific SPLC Junction. This can be reported through the TRAIN II SPLC Junction Table Update Request (refer to TRAIN II SPLC Junction Table Update Request.).

If no matching interchange is on file or the requested Transfer of Liability exceeds the agreed to allowance (or default hours), the transaction will be rejected and an error message will be returned to the Reporting Road. If there are no errors, a TRAIN28 will be sent to the Equipment Owner, Lessee, Switch Carrier, and to the indicated Responsible Road.

The Rule 5 Transfer of Liability record is identified by the TRAIN10 or TRAIN08 message, Report Type of **80** for a terminal switch move, code of **81** for an intermediate switch, **84** for intermediate switch following or preceding an intermediate switch, and **85** for a terminal switch following or preceding an intermediate switch.

Rule 5 TOL limits are increased for the Chicago Switching District. If the SPLC Junction reported is in the ranges **363400** to **363599** or **380000** to **384100,** the maximum default allowance is 144 hours for terminal switches (Report Types 80 and 85) and 48 hours for intermediate switches (Report Types 81 and 84). The following four sections discuss the specific edits for these event types (80, 81, 84, and 85).

5.2.1   Terminal Switch Transfer of Liability (TOL)—Event Type 80

1. The equipment referenced by the TOL must have been registered in Umler prior to the start time of the TOL.

2. The Switching road must have been in possession of the equipment for the time period defined by the TOL start and end times. The TOL end time is determined from End-Time-B (if present) or End-Time-A. Possession is established by the presence of an LCS-validated interchange between the Responsible Road and the Switching Road. Possession ends with an LCS-validated interchange from the Switching Road to another carrier. If no outbound interchange exists in the Event Repository at the time the TOL is being edited, possession is assumed to continue through the TOL end time (either A or B, if present). For the purpose of evaluating Event and TOL times, only hours are used. Minutes and seconds are ignored.

3. The total hours transferred may not exceed the total time of possession or 120 hours, whichever is smaller, unless a specific exception has been made for this combination of Responsible road, Switching road and SPLC. This can be reported through the TRAIN II SPLC Junction Table Update Request (refer to TRAIN II SPLC Junction Table Update Request).

4. If the TOL contains an End-Time-B, the Responsible Road must be the receiving carrier in an outbound interchange from the Switching Road. If no End-Time-B is shown, then the Responsible Road must be the delivering carrier in the inbound interchange to the Switching Road. If no outbound interchange has been posted to the Event Repository at the time the TOL is being edited, then the Responsible Road must be the delivering carrier in the inbound interchange to the Switching Road.

5. Either the A Status or B Status must show a load/empty status of Loaded or the actual interchange with the Responsible Road must show a loaded status.

6. The time period defined by the TOL start and end times must not overlap with any other posted TOL.

7. TOL reports must be received no earlier than 6 days subsequent to the TOL start time and within 25 days of the TOL end time.

5.2.2 Intermediate Switch Transfer of Liability (TOL)—Event Type 81

1. The equipment referenced by the TOL must have been registered in Umler prior to the start time of the TOL.

2. The Switching road must have been in possession of the equipment for the time period defined by the TOL start and end times. The TOL end time is determined from End-Time-A. Possession is established by the presence of an LCS-validated interchange between the Responsible Road and the Switching Road. Possession ends with an LCS-validated interchange from the Switching Road to another carrier. If no outbound interchange exists in the Event Repository at the time the TOL is being edited, possession is assumed to continue through the TOL end time. For the purpose of evaluating Event and TOL times, only hours are used. Minutes and seconds are ignored.

3. The total hours transferred may not exceed the total time of possession or 24 hours, whichever is smaller, unless a specific exception has been made for this combination of Responsible road, Switching road and SPLC. This can be reported through the TRAIN II SPLC Junction Table Update Request (refer to TRAIN II SPLC Junction Table Update Request.).

4. The delivering carrier in the inbound interchange must not be the same as the receiving carrier in the outbound interchange.

5. The time period defined by the TOL start and end times must not overlap with any other posted TOL.

6. TOL reports must be received no earlier than 6 days subsequent to the TOL start time and within 25 days of the TOL end time.

5.2.3 Intermediate Switch following or preceding an Intermediate Switch Transfer of Liability (TOL)—Event Type 84

1. The equipment referenced by the TOL must have been registered in Umler prior to the start time of the TOL.

2. The Switching road must have been in possession of the equipment for the time period defined by the TOL start and end times. The TOL end time is determined from End-Time-A. Possession is established by the presence of an LCS-validated interchange between the Responsible Road and the Switching Road. Possession ends with an LCS-validated interchange from the Switching Road to another carrier. If no outbound interchange exists in the Event Repository at the time the TOL is being edited, possession is assumed to continue through the TOL end time. For the purpose of evaluating Event and TOL times, only hours are used. Minutes and seconds are ignored.

3. The total hours transferred may not exceed the total time of possession or 24 hours, whichever is smaller, unless a specific exception has been made for this combination of Responsible road, Switching road and SPLC. This can be reported through the TRAIN II SPLC Junction Table Update Request (refer to TRAIN II SPLC Junction Table Update Request.).

4. The load/empty status of the equipment may not change while in the Switching Road's possession. The equipment may be either empty or loaded.

5. The delivering carrier in the inbound interchange must not be the same as the receiving carrier in the outbound interchange.

6. The time period defined by the TOL start and end times must not overlap with any other posted TOL.

7. TOL reports must be received no earlier than 6 days subsequent to the TOL start time and within 25 days of the TOL end time.

5.2.4 Terminal Switch following or preceding an Intermediate Switch Transfer of Liability (TOL)—Event Type 85

1. The equipment referenced by the TOL must have been registered in Umler prior to the start time of the TOL.

2. The Switching road must have been in possession of the equipment for the time period defined by the TOL start and end times. The TOL end time is determined from End-Time-B (if present) or End-Time-A. Possession is established by the presence of an LCS-validated interchange between another carrier and the Switching Road. Possession ends with an LCS-validated interchange from the Switching Road to another carrier. If no outbound interchange exists in the Event Repository at the time the TOL is being edited, possession is assumed to continue through the TOL end time (either A or B, if present). For the purpose of evaluating Event and TOL times, only hours are used. Minutes and seconds are ignored.

3. The total hours transferred may not exceed the total time of possession or 120 hours, whichever is smaller, unless a specific exception has been made for this combination of Responsible road, Switching road and SPLC. This can be reported through the TRAIN II SPLC Junction Table Update Request (refer to TRAIN II SPLC Junction Table Update Request). For those switches that occur within the Chicago switching district (defined as those locations that fall within the SPLC ranges 363400000–363599000 and 380000000–384100000) a default maximum time of 144 hours will be used.

4. The delivering carrier in the inbound interchange must not be the same as the receiving carrier in the outbound interchange.

5. The Responsible Road cannot be the actual delivering or receiving road.

6. Either the A Status or B Status must show a load/empty status of Loaded. The actual interchange with the Intermediate Road must show a loaded status.

7. The time period defined by the TOL start and end times must not overlap with any other posted TOL.

8. TOL reports must be received no earlier than 6 days subsequent to the TOL start time and within 25 days of the TOL end time.

The TRAIN28 message contains information furnished by a *Switching Carrier* which is sent to the *Equipment Owner, Lessee, Responsible Road* and *Switch Carrier* informing them of the transfer of Car Hire liability from the Switch Carrier to the Line–Haul Carrier (*Responsible Road*). The record provides for transferring Car Hire liability of the loaded portion and the Empty portion of the move. The TRAIN28 record is based on information reported by a TRAIN10 or TRAIN08 message with a Report Type of **80, 81, 84** or **85**.

The number of hours of Car Hire liability transferred is calculated under *Car Hire Rule 2, paragraph A*, as follows:

- The difference in time between the *Start Time of Relief Part A* and the *End of Time of Relief Part A* gives the number of hours of liability transferred for the status reported in the *A Status* field.

- The difference between *End Time of Relief Part A* and *End Time of Relief Part B* is the number of hours of liability transferred under *B Status*.

- The total hours transferred will not exceed the lesser of:

  – The agreed limit between the Switch Carrier and the Line–Haul Carrier specified by a [TRAIN II Car Hire Rule 5 Table Update Request for Transfer of Car Hire Liability](#).

  – A default of **120** hours for *Terminal Switch* (or **144** hours for *Chicago Switching District*), and **24** hours for an *Intermediate Switch*, or

  – The actual time of possession by the Switch Carrier.

5.2.5   Terminal Switch Example

In Example 13, A (page), the following occurs on a *Terminal Switch*, Report Type 80.

The Line–Haul Carrier (*Road A*) interchanges an empty car to the Switch Carrier (*Road B*) on **03/01/92** at **00:01**, the car is release loaded on **03/01/92** at **18:00**, and interchanged from the Switch Carrier (*Road B*) back to the Line–Haul Carrier (*Road A*) on **03/03/92** at **19:00**.

The number of *Empty Hours* of liability to be transferred is the difference between the date and time of the release load and the empty interchange from the Line–Haul Carrier to the Switch Carrier (i.e., **920301 1800—920301 0001 = 18 hours**).

The number of *Loaded Hours* of liability to be transferred is the difference between the release load and the loaded interchange from the Switch Carrier (*Road B*) and the Line–Haul Carrier (*Road A*) (i.e., **920303 1900—920301 1800 = 49 hours**).

As a result, **67** hours (**18** empty + **49** loaded) of Car Hire liability are transferred to the Responsible Road (*Road A*). Refer to *Circular OT-10*, *Car Hire Rule 2, paragraph A, Calculation of Hours*.

5.2.6   Intermediate Switch Example

In Example 14, A (page 5–96), the following occurs on an *Intermediate Switch*, Report Type 81.

The Line–Haul Carrier (*Road A*) interchanges the loaded car to the Switch Carrier (*Road B*) on **03/01/92** at **00:01**, and then Switch Carrier interchanges the car to another Line–Haul Carrier (*Road C*) on **03/02/92** at **10:00**.

The number of *Loaded Hours* is calculated as the difference between the *Date and Time* of the **2** Interchanges (**920302 1000—920301 0001 = 34**). As this exceeds the maximum allowed of **24** hours, the *End Time of Relief Part A* was changed to **920302 0001** to reflect this adjustment.

As a result, only **24** hours of Car Hire liability are transferred to the Responsible Road (*Road A*). Refer to *Circular OT-10*, *Car Hire Rule 2, paragraph A, Calculation of Hours*.

5.3 Car Hire Rule 5 Transfer of Liability Examples

5.3.1 Rule 5 TOL—Terminal Switching—Example 1, A & B

Empty Supply—Forwarded Switch

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	E	B	L	X*
* X may be the same as inbound carrier or another carrier				

A) Less than or equal to 120 hours on Switch Road

Events	Date/Time	
I/C A to B Empty	03/01/92	00:01
Released Loaded	03/01/92	18:00
I/C B to X Loaded	03/03/92	19:00

Responsible Road X Hours = 49/L, 18/E (67/T)

B) Greater than 120 hours on Switch Road

Events	Date/Time	
I/C A to B Empty	03/01/92	00:01
Released Loaded	03/03/92	04:00
I/C B to X Loaded	03/06/92	04:00

Responsible Road X Hours = 71/L, 49/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM		HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Example A	*		B	001234	92	03	01	00	01	80	2	Blank
Example B	*		B	123400	92	03	01	04	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
								Date			Time					Date			Time	
		Initial	Number					YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Example A	+	ABC	123456	E	:	:	:	92	03	01	18	00	X	:	L	92	03	03	19	00
Example B	+	ABC	123456	E	:	:	:	92	03	03	04	00	X	:	L	92	03	06	04	00

5.3.2   Rule 5 TOL—Terminal Switching—Example 1, A–1, B–1

Empty Supply—Forwarded Switch, Car Owned By Switch Road

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	E	B	L	A

A–1) Less than or equal to 120 hours on Switch Road

Events	Date/Time	
I/C A to B Empty	03/01/92	00:01
Placed Empty	03/01/92	18:00
Released Loaded	03/02/92	18:00
I/C B to A Loaded	03/03/92	19:00

Responsible Road A Hours = 26/L (26/T)

B–1) Greater than 120 hours on Switch Road

Events	Date/Time	
I/C A to B Empty	03/01/92	00:01
Released Loaded	03/03/92	04:00
I/C B to A Loaded	03/09/92	04:00

Responsible Road A Hours = 120/L (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Example A–1	*		B	001234	92	03	02	18	00	80	2	Blank
Example B–1	*		B	123400	92	03	04	04	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
								Date			Time					Date			Time	
		Initial	Number					YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Example A–1	+	ABC	123456	L	:	:	:	92	03	03	19	00	A	:						
Example B–1	+	ABC	123456	L	:	:	:	92	03	09	04	00	A	:						

5.3.3 Rule 5 TOL—Terminal Switching—Example 2, A & B

Empty Supply—Forwarded Switch—Pick Up, Foreign Car on Switch Road

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	E	A	L	B

A) Less than or equal to 120 hours on Switch Road

Events	Date/Time	
Placed Empty	03/01/92	18:00
Released Loaded	03/02/92	18:00
I/C A to B Loaded	03/03/92	19:00

Responsible Road B Hours = 26/L, 24/E (50/T)

B) Greater than 120 hours on Switch Road

Events	Date/Time	
Placed Empty	03/01/92	00:01
Released Loaded	03/02/92	00:01
I/C A to B Loaded	03/06/92	04:00

Responsible Road B Hours = 100/L, 20/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Example A	*		A	001234	92	03	01	18	00	80	2	Blank
Example B	*		A	123400	92	03	01	04	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
								Date			Time					Date			Time	
		Initial	Number					YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Example A	+	ABC	123456	E	:	:	:	92	03	02	18	00	B	:	L	92	03	03	19	00
Example B	+	ABC	123456	E	:	:	:	92	03	02	00	01	B	:	L	92	03	06	04	00

5.3.4 Rule 5 TOL—Terminal Switching—Example 2, A–1 & B–1

Empty Supply—Forwarded Switch—Pick up, Car Owned By Switch Road

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	E	A	L	B

A–1) Less than or equal to 120 hours on Switch Road

Events	Date/Time
Released Loaded	03/01/92 18:00
I/C A to B Loaded	03/03/92 19:00

Responsible Road B Hours = 50/L, 0/E (50/T)

B–1) Greater than 120 hours on Switch Road

Events	Date/Time
Released Loaded	03/01/92 00:01
I/C A to B Loaded	03/06/92 04:00

Responsible Road B Hours = 120/L, 0/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Example A–1	*		A	001234	92	03	01	18	00	80	2	Blank
Example B–1	*		A	123400	92	03	01	04	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
								Date			Time					Date			Time	
		Initial	Number					YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Example A–1	+	ABC	123456	L	:	:	:	92	03	03	19	00	B	:						
Example B–1	+	ABC	123456	L	:	:	:	92	03	06	04	00	B	:						

5.3.5 Rule 5 TOL—Terminal Switching—Example 3

Empty Supply—Empty Return

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	E	B	E	C

Switch Carrier pays all Car Hire

Nothing reported to the AAR.

5.3.6 Rule 5 TOL—Terminal Switching—Example 4, A

Empty Supply—Forwarded Switch to another carrier, Car Owned By Switch Road

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	E	B	L	C

Note: This is the same as Example 1, A–1 except the outbound line–haul carrier is responsible for the Car Hire

A) Less than or equal to 120 hours on Switch Road

Events	Date/Time
I/C A to B	03/01/92 00:01
Released Loaded	03/02/92 18:00
I/C B to C Loaded	03/03/92 19:00

Responsible Road C Hours = 25/L, 0/E (25/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Example A	*		B	001234	92	03	02	18	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Example A	+	ABC	123456	L	:	:	:	92	03	03	19	00	C	:						

5.3.7 Rule 5 TOL—Terminal Switching—Example 5, A

Reload—Received & Forwarded Switch—Foreign Car on Switch Road

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	L	C

A) Less than or equal to 120 hours on Both Switches

Events	Date/Time
I/C A to B Loaded	03/01/92 00:01
Released Empty	03/03/92 06:00
Released Loaded	03/03/92 11:00
I/C B to C Loaded	03/05/92 18:00

Responsible Road A Hours = 54/L, 0/E (54/T)   Responsible Road C Hours = 55/L, 5/E (60/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
MSG 1	*		B	001234	92	03	01	00	01	80	2	Blank
MSG 2	*		B	123400	92	03	03	06	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
								Date			Time					Date			Time	
		Initial	Number					YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
MSG 1	+	ABC	123456	L	:	:	:	92	03	03	06	00	A	:						
MSG 2	+	ABC	123456	E	:	:	:	92	03	03	11	00	C	:	L	92	03	05	18	00

5.3.8   Rule 5 TOL—Terminal Switching—Example 5, A–1

Reload—Received & Forwarded Switch, Car Owned By Switch Road

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	L	C

A) Less than or equal to 120 hours on Both Switches

Events	Date/Time
I/C A to B Loaded	03/01/92 00:01
Released Empty	03/03/92 06:00
Released Loaded	03/03/92 11:00
I/C B to C Loaded	03/05/92 18:00

Responsible Road A Hours = 54/L, 0/E (54/T)   Responsible Road C Hours = 55/L 0/E (55/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A Date YY	MM	DD	Time HH	MN	Report Type	Action	Train ID
Length	1	4	4	6	2	2	2	2	2	2	1	6
MSG 1	*		B	001234	92	03	01	00	01	80	2	Blank
MSG 2	*		B	123400	92	03	03	11	00	80	2	Blank

	START	Equipment Initial	Number	A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A Date YY	MM	DD	Time HH	MN	Responsible Road	DELIM	B STATUS	End Time Of Relief Part B Date YY	MM	DD	Time HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
MSG 1	+	ABC	123456	L	:	:	:	92	03	03	06	00	A							
MSG 2	+	ABC	123456	L	:	:	:	92	03	05	18	00	C							

5.3.9   Rule 5 TOL—Terminal Switching—Example 5, B

Reload—Received & Forwarded Switch

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	L	C

A) Less than or equal to 120 hours on One Switch and Greater than 120 hours on the Other Switch

Events	Date/Time
I/C A to B Loaded	03/01/92 00:01
Released Empty	03/06/92 04:00
Released Loaded	03/06/92 19:00
I/C B to C Loaded	03/09/92 07:00

Responsible Road A Hours = 120/L, 0/E (120/T)   Responsible Road C Hours = 60/L, 15/E (75/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
MSG 1	*		B	001234	92	03	01	00	01	80	2	Blank
MSG 2	*		B	123400	92	03	06	04	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
MSG 1	+	ABC	123456	L	:	:	:	92	03	06	00	01	A	:						
MSG 2	+	ABC	123456	E	:	:	:	92	03	06	19	00	C	:	L	92	03	09	07	00

5.3.10   Rule 5 TOL—Terminal Switching—Example 5, B–1

Reload—Received & Forwarded Switch, Car Owned By Switch Road

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	L	C

A) Less than or equal to 120 hours on One Switch and Greater than 120 hours on the Other Switch

Events	Date/Time
I/C A to B Loaded	03/01/92 00:01
Released Empty	03/06/92 04:00
Released Loaded	03/06/92 19:00
I/C B to C Loaded	03/09/92 07:00

Responsible Road A Hours = 120/L, 0/E (120/T)   Responsible Road C Hours = 60/L, 0/E (60/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
MSG 1	*		B	001234	92	03	01	00	01	80	2	Blank
MSG 2	*		B	123400	92	03	06	19	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
MSG 1	+	ABC	123456	L	:	:	:	92	03	06	00	01	A							
MSG 2	+	ABC	123456	L	:	:	:	92	03	09	07	00	C							

5.3.11   Rule 5 TOL—Terminal Switching—Example 5, C

Reload—Received & Forwarded Switch

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	L	C

A) Greater than 120 hours on Both Switches

Events	Date/Time	
I/C A to B Loaded	03/01/92	00:01
Released Empty	03/06/92	04:00
Released Loaded	03/07/92	19:00
I/C B to C Loaded	03/12/92	09:00

Responsible Road A Hours = 120/L, 0/E (120/T)   Responsible Road C Hours = 110/L, 10/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
MSG 1	*		B	001234	92	03	01	00	01	80	2	Blank
MSG 2	*		B	123400	92	03	07	09	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
MSG 1	+	ABC	123456	L	:	:	:	92	03	06	00	01	A	:						
MSG 2	+	ABC	123456	E	:	:	:	92	03	07	19	00	C	:	L	92	03	12	09	00

5.3.12   Rule 5 TOL—Terminal Switching—Example 5, C–1

Reload—Received & Forwarded Switch, Car Owned By Switch Road

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	L	C

A) Greater than 120 hours on Both Switches

Events	Date/Time
I/C A to B Loaded	03/01/92 00:01
Released Empty	03/06/92 04:00
Released Loaded	03/06/92 19:00
I/C B to C Loaded	03/12/92 09:00

Responsible Road A Hours = 120/L, 0/E (120/T)   Responsible Road C Hours = 120/L, 0/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
MSG 1	*		B	001234	92	03	01	00	01	80	2	Blank
MSG 2	*		B	123400	92	03	07	09	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
MSG 1	+	ABC	123456	L	:	:	:	92	03	06	00	01	A							
MSG 2	+	ABC	123456	L	:	:	:	92	03	12	09	00	C							

5.3.13   Rule 5 TOL—Terminal Switching—Example 5, D

Reload—Received & Forwarded Switch

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	L	C

A) Less than or equal to 120 hours on One Switch and Greater than 120 hours on the Other Switch

Events	Date/Time
I/C A to B Loaded	03/01/92 00:01
Released Empty	03/05/92 04:00
Released Loaded	03/06/92 19:00
I/C B to C Loaded	03/11/92 07:00

Responsible Road A Hours = 100/L, 0/E (100/T)   Responsible Road C Hours = 108/L, 12/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
MSG 1	*		B	001234	92	03	01	00	01	80	2	Blank
MSG 2	*		B	123400	92	03	06	07	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
								Date			Time					Date			Time	
		Initial	Number					YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
MSG 1	+	ABC	123456	L	:	:	:	92	03	05	04	00	A	:						
MSG 2	+	ABC	123456	E	:	:	:	92	03	06	19	00	C	:	L	92	03	11	07	00

5.3.14   Rule 5 TOL—Terminal Switching—Example 5, D–1

Reload—Received & Forwarded Switch, Car Owned By Switch Road

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	L	C

A) Less than or equal to 120 hours on One Switch and Greater than 120 hours on the Other Switch

Events	Date/Time
I/C A to B Loaded	03/01/92 00:01
Released Empty	03/05/92 04:00
Released Loaded	03/06/92 19:00
I/C B to C Loaded	03/12/92 07:00

Responsible Road A Hours = 100/L, 0/E (100/T)   Responsible Road C Hours = 120/L, 0/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
MSG 1	*		B	001234	92	03	01	00	01	80	2	Blank
MSG 2	*		B	123400	92	03	07	07	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
MSG 1	+	ABC	123456	L	:	:	:	92	03	05	04	00	A	:						
MSG 2	+	ABC	123456	L	:	:	:	92	03	12	07	00	C							

5.3.15   Rule 5 TOL—Terminal Switching—Example 6, A & B

Received Switch—Empty Return

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	E	A

A) Less than or equal to 120 hours on Switch Road

Events	Date/Time
I/C A to B Loaded	03/01/92 00:01
Released Empty	03/03/92 11:00
I/C B to A Empty	03/03/92 19:00

Responsible Road A Hours = 59/L, 8/E (67/T)

B) Greater than 120 hours on Switch Road

Events	Date/Time
I/C A to B Loaded	03/01/92 00:01
Released Empty	03/03/92 11:00
I/C B to A Empty	03/06/92 09:00

Responsible Road A Hours = 59/L, 61/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Example A	*		B	001234	92	03	01	00	01	80	2	Blank
Example B	*		B	123400	92	03	01	00	01	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Example A	+	ABC	123456	L	:	:	:	92	03	03	11	00	A	:	E	92	03	03	19	00
Example B	+	ABC	123456	L	:	:	:	92	03	03	11	00	A	:	E	92	03	06	00	01

5.3.16   Rule 5 TOL—Terminal Switching—Example 7, A & B

Received Switch & Outbound Line-haul over Switch Road

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	L	B

A) Less than or equal to 120 hours on Switch Road

Events	Date/Time	
I/C A to B Loaded	03/01/92	00:01
Released Empty	03/04/92	17:00

Responsible Road A Hours = 89/L, 0/E (89/T)

B) Greater than 120 hours on Switch Road

Events	Date/Time	
I/C A to B Loaded	03/01/92	00:01
Released Empty	03/06/92	19:00

Responsible Road A Hours = 120/L, 0/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Example A	*		B	001234	92	03	01	00	01	80	2	Blank
Example B	*		B	123400	92	03	01	00	01	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Example A	+	ABC	123456	L	:	:	:	92	03	04	17	00	A	:						
Example B	+	ABC	123456	L	:	:	:	92	03	06	00	01	A	:						

5.3.17   Rule 5 TOL—Terminal Switching—Example 8, A & B

Intermediate Switch to Received Switch (Terminal Switch with Intermediate Switch Road)

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B-Switch	L	C-Switch

A) Less than or equal to 120 hours on Switch Road C

Events	Date/Time
I/C B to C Loaded	03/01/92 00:01
Released Empty	03/04/92 17:00
I/C C to B Empty	03/04/92 22:00

Responsible Road A Hours = 89/L, 5/E (94/T)

B) Greater than 120 hours on Switch Road C

Events	Date/Time
I/C B to C Loaded	03/01/92 00:01
Released Empty	03/06/92 09:00
I/C C to B Empty	03/06/92 15:00

Responsible Road A Hours = 120/L (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Example A	*		C	001234	92	03	01	00	01	80	2	Blank
Example B	*		C	123400	92	03	01	00	01	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Example A	+	ABC	123456	L	:	:	:	92	03	04	17	00	A	:	E	92	03	04	22	00
Example B	+	ABC	123456	L	:	:	:	92	03	06	00	01	A	:						

5.3.18   Rule 5 TOL—Terminal Switching—Example 9, A & B

Received Switch—Divert

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	E	B

A) Less than or equal to 120 hours on Switch Road

Events	Date/Time
I/C A to B Loaded	03/01/92 00:01
Released Empty	03/04/92 17:00

Responsible Road A Hours = 89/L, 0/E (89/T)

B) Greater than 120 hours on Switch Road

Events	Date/Time
I/C A to B Loaded	03/01/92 00:01
Released Empty	03/06/92 09:00

Responsible Road A Hours = 120/L, 0/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Example A	*		B	001234	92	03	01	00	01	80	2	Blank
Example B	*		B	123400	92	03	01	00	01	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Example A	+	ABC	123456	L	:	:	:	92	03	04	17	00	A	:						
Example B	+	ABC	123456	L	:	:	:	92	03	06	00	01	A	:						

5.3.19   Rule 5 TOL–Intermediate Switching–Example 10, A & B

Intermediate Switch

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L (or E)	B	L (or E)	C

A) Less than or equal to 24 hours on Switch Road

Events	Date/Time
I/C A to B Loaded (or Empty)	03/01/92 00:01
I/C B to C Loaded (or Empty)	03/01/92 08:00

Responsible Road A Hours = 8/L (or E), (8/T)

B) Greater than 24 hours on Switch Road

Events	Date/Time
I/C A to B Loaded (or Empty)	03/01/92 00:01
I/C B to C Loaded (or Empty)	03/02/92 10:00

Responsible Road A Hours = 24/L (or E) (24/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Example A	*		B	001234	92	03	01	00	01	81	2	Blank
Example B	*		B	123400	92	03	01	00	01	81	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Example A	+	ABC	123456	L	:	:	:	92	03	01	08	00	A	:						
Example B	+	ABC	123456	L	:	:	:	92	03	02	00	01	A	:						

5.3.20   Rule 5 TOL–Rule 22 & Terminal Switching–Example 11, A & B

Empty Supply-Rule 22—Forwarded Switch

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	E	B	L	X*

Note: Switch Road reclaims 66 hours under Rule 22 from car owner, from arrival to placement.

*X may be same as inbound carrier or another carrier

A) Less than or equal to 120 hours on Switch Road

Events	Date/Time	
I/C A to B Empty	03/01/92	12:00
Placed Empty	03/04/92	06:00
Released Loaded	03/04/92	14:00
I/C B to X Loaded	03/05/92	08:00

Responsible Road X Hours = 18/L, 8/E (26/T)

B) Greater than 120 hours on Switch Road

Events	Date/Time	
I/C A to B Empty	03/01/92	12:00
Placed Empty	03/04/92	06:00
Released Loaded	03/05/92	14:00
I/C B to X Loaded	03/09/92	17:00

Responsible Road X Hours = 99/L, 21/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Example A	*		B	001234	92	03	04	06	00	80	2	Blank
Example B	*		B	123400	92	03	04	17	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Example A	+	ABC	123456	E	:	:	:	92	03	04	14	00	X	:	L	92	03	05	08	00
Example B	+	ABC	123456	E	:	:	:	92	03	05	14	00	X	:	L	92	03	09	17	00

5.3.21   Rule 5 TOL—Rule 22 & Terminal Switching—Example 12, A

Reload—Received Switch—Rule 22—Forwarded Switch

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	L	X*

Note: Switch Road reclaims 63 hours under Rule 22 from car owner, from arrival (release empty) to placement.

*X may be same as inbound carrier or another carrier

A) Less than or equal to 120 hours on Both Switches

Events	Date/Time	
I/C A to B Loaded	03/01/92	00:01
Placed Loaded	03/02/92	10:00
Released Empty	03/03/92	15:00

Events	Date/Time	
Placed Empty	03/06/92	06:00
Released Loaded	03/07/92	14:00
I/C B to X Loaded	03/09/92	07:00

Responsible Road A Hours = (62/T)   Responsible Road X Hours = (73/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Msg 1	*		B	001234	92	03	01	00	01	80	2	Blank
Msg 2	*		B	123400	92	03	06	06	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time of Relief Part A					Responsible Road	DELIM	B STATUS	End Time of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Msg 1	+	ABC	123456	L	:	:	:	92	03	03	15	00	A	:						
Msg 2	+	ABC	123456	E	:	:	:	92	03	07	14	00	X	:	L	92	03	09	07	00

5.3.22   Rule 5 TOL—Rule 22 & Terminal Switching—Example 12, B

Reload—Received Switch—Rule 22—Forwarded Switch

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L	B	L	X*

Note: Switch Road reclaims 111 hours under Rule 22 from car owner, from arrival (release empty) to placement.

*X may be same as inbound carrier or another carrier

A) Greater than 120 hours on Both Switches

Events	Date/Time	
I/C A to B Loaded	03/01/92	00:01
Placed Loaded	03/03/92	15:00
Released Empty	03/06/92	04:00

Events	Date/Time	
Placed Empty	03/10/92	19:00
Released Loaded	03/12/92	03:00
I/C B to X Loaded	03/16/92	07:00

Responsible Road A Hours = (120/T)   Responsible Road X Hours = 100/L, 20/E (120/T)

	START	Group Sequence Number	Report Road	Junction (SPLC)	Start Time Of Relief Part A					Report Type	Action	Train ID
					Date			Time				
					YY	MM	DD	HH	MN			
Length	1	4	4	6	2	2	2	2	2	2	1	6
Msg 1	*		B	001234	92	03	01	00	01	80	2	Blank
Msg 2	*		B	123400	92	03	11	07	00	80	2	Blank

	START	Equipment		A STATUS	DELIM	DELIM	DELIM	End Time Of Relief Part A					Responsible Road	DELIM	B STATUS	End Time Of Relief Part B				
		Initial	Number					Date			Time					Date			Time	
								YY	MM	DD	HH	MN				YY	MM	DD	HH	MN
Length	1	4	6	1	1	1	1	2	2	2	2	2	4	1	1	2	2	2	2	2
Msg 1	+	ABC	123456	L	:	:	:	92	03	06	00	01	A	:						
Msg 2	+	ABC	123456	E	:	:	:	92	03	12	03	00	X	:	L	92	03	16	07	00

5.3.23   Rule 5 TOL—Terminal Switching—TRAIN28 Example 13, A

Empty Supply—Forwarded Switch

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	E	B	L	A

A) Less than or equal to 120 hours on Switch Road

Events	Date/Time
I/C A to B Empty	03/01/92 00:01
Released Loaded	03/01/92 18:00
I/C B to A Loaded	03/03/92 19:00

Responsible Road A Hours = 49/L, 18/E (67/T)

	START	Group Sequence Number	Report Type	ACTION	Switch Carrier	Junction (SPLC)	Responsible Road	Start Time Of Relief Part A Date YY	MM	DD	Time HH	MN	Equipment Initial	Number	DELIM	A STATUS
Length	1	4	2	1	4	6	4	2	2	2	2	2	4	6	1	1
Example	*	0001	80	2	B	123456	A	92	03	01	00	01	ABC	123456	:	E

End Time Of Relief Part A Date YY	MM	DD	Time HH	MN	DELIM	B STATUS	End Time Of Relief Part A Date YY	MM	DD	Time HH	MN
2	2	2	2	2	1	1	2	2	2	2	2
92	03	01	18	00	:	L	92	03	03	19	00

5.3.24 Rule 5 TOL—Intermediate Switching—TRAIN28 Example 14, A

Intermediate Switch

Inbound Road	Inbound Status	Switch Road	Outbound Status	Outbound Road
A	L (or E)	B	L (or E)	C

A) Greater than 24 hours on Switch Road

Events	Date/Time
I/C A to B Loaded (or Empty)	03/01/92 00:01
I/C B to C Loaded (or Empty)	03/02/92 10:00

Responsible Road A Hours = 24/L (or E) (24/T)

	START	Group Sequence Number	Report Type	ACTION	Switch Carrier	Junction (SPLC)	Responsible Road	Start Time of Relief Part A					Equipment		DELIM	A STATUS
								Date			Time					
								YY	MM	DD	HH	MN	Initial	Number		
Length	1	4	2	1	4	6	4	2	2	2	2	2	4	6	1	1
Example	*	0001	81	2	B	123456	A	92	03	01	00	01	ABC	123456	:	L

End Time of Relief Part A					DELIM	B STATUS	End Time of Relief Part A				
Date			Time				Date			Time	
YY	MM	DD	HH	MN			YY	MM	DD	HH	MN
2	2	2	2	2	1	1	2	2	2	2	2
92	03	02	00	01	:						

5.4 Rule 5 Switching Car Hire TOL Input

5.4.1 TRAIN10 Group Level Record

	G01	G02	G03	G04	G05				G06		G07	G08
					Date				Time			
Field Name	S T A R T	Group Sequence Number	Switch or Location Road	Location SPLC	CC	YY	MM	DD	HH	MN	Report Type	Action Code
Length	1	4	4	9	2	2	2	2	2	2	2	1
Example	*	0001	CSXT	380000000	19	96	08	22	12	29	06	1

	G09	G10	G11	G12	G13	G14	G15	Total Number Of Positions Per Record
...	Train ID	Event Source	Reserved	Delimiter	Intermodal Indicator	Time Zone Indicator	Advance Report Indicator	
	10	1	16	1	1	3	1	66
	AB47WX	A		:	Y	EDT	Y	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Switch or Location Road	Car Hire Transfer of Liability, *Reporting Mark* of the holding road.
G04	Location (SPLC)	9-digit, numeric; Standard Point Location Code identifying the place at which this event occurred. The 6-digit rail locations must be the left most 6 digits with 3 zeros to the right (e.g., the 6-digit rail SPLC 123456 should be represented as 123456000).
G05	Date	8-digit, numeric; (2-digit century, 2-digit year, 2-digit month, and 2-digit day) this event occurred.
G06	Time	4-digit, numeric; (2-digit hour and 2-digit minute) this event occurred.
G07	Report Type	2-digit, numeric; valid values are: **80** Rule 5 Terminal Switch **81** Rule 5 Intermediate Switch **84** Rule 5 Transfer of Car Hire Liability—*Intermediate Switch* following or preceding an *Intermediate Switch*. **85** Rule 5 Transfer of Car Hire Liability—*Terminal Switch* following or preceding an *Intermediate Switch*.
G08	Action Code	1-digit, numeric; valid values are: **1** Delete a previous report **2** Add a new report
G09	Train ID	10–position, alpha/numeric; identifier of Train.
G10	Event Source	1-character, alphabetic; identifies source of this event report; valid values are: **A** AEI Reader Scan **C** Customer Service Center **O** On–board Locomotive Computer **p** Program Generated **Y** Yard/Terminal Input **Z** Other

ID	Name	Content
G11	Reserved	16–positions; always blank, reserved for future use.
G12	Delimiteriter	1–position; always a colon (:), used to indicate the presence of the following three elements.
G13	Intermodal Indicator	1–position; value of Y indicates that the equipment referenced in the following detail records is intermodal equipment.
G14	Time Zone Indicator	3-position; a value indicating the time zone appropriate to the event time shown in this group header. This time zone is different from the time zone that would be inferred based on the location of the event report. Valid values are: **TST** Atlantic Standard Time **TDT** Atlantic Daylight Time **EST** Eastern Standard Time **EDT** Eastern Daylight Time **CST** Central Standard Time **CDT** Central Daylight Time **MST** Mountain Standard Time **MDT** Mountain Daylight Time **PST** Pacific Standard Time **PDT** Pacific Daylight Time **AST** Alaska Standard Time **ADT** Alaska Daylight Time **NST** Newfoundland Standard Time **NDT** Newfoundland Daylight Time
G15	Advance Report Indicator	1-position; value of Y indicates that the event is being reported in advance of its actual occurrence.

5.4.2   TRAIN10 Detail Level Record

	D01	D02	D03	D04		D05	D06	D07	D08		Total Number Of Positions Per Record
						Liability Transfer			Liability Transfer		
		Equipment		A				B			
	S T A R T			S T A T U S		End Time of Relief Part A		S T A T U S	End Time Of Relief Part B		
Field Name		Initial	Number			(CCYYMMDDHHMN)	Responsible Road		(CCYYMMDDHHMN)		
Length	1	4	10	1		12	4	1	12		
Example	+	CSXT	0000123456	L		199709010001	NS	L	199709050600		45

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of equipment being reported.
D03	Equipment Number	10-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported.
D04	A Status	The status relates to the event reported in the Group Level record; valid values are: **L** Loaded **E** Empty
D05	End Time Of Relief Part A	12-digit, numeric; (2-digit century, 2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute). For Rule 5—Car Hire Transfer of Liability must be the ending time of the Transfer of Liability for the event reported in the Group Level record.
D06	Responsible Road	4-character, alphabetic. For Rule 5, report the mark of the carrier that will accept the Car Hire transfer.
D07	B Status	This status relates to the time between "End Time of Relief Part A" and the time reported in "End Time of Relief Part B"—IT MUST BE DIFFERENT THAN THE PART A STATUS—valid values are: **L** Loaded **E** Empty
D08	End Time Of Relief Part B	12-digit, numeric; (2-digit century, 2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of adjusted time to cover the load or empty portion not reported in *Part A* and relates to the load/empty status reported in *B Status*. The time reported here is for the period starting at *Part A Relief Time* and extending to an event or to the *End of the Allowance Hours*.

5.4.3 TRAIN08 Group Level Record

	G01	G02	G03	G04	G05			G06		G07	G08	G09	G10	G11	G12	Total Number of Positions Per Record
	S T A R T	Group Sequence Number	Switch or Location Road	Junction (SPLC)	**Start Date**			**Start Time**		Report Type	Action	D E L I M	Train ID	D E L I M	Reserved	
Field Name					YY	MM	DD	HH	MN							Min=28/
Length	1	4	4	6	2	2	2	2	2	2	1	1	10	1	5	Max=45
Example	*	0001	CSXT	123456	92	09	01	22	08	*NN*	2	:		:		

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Switch or Location Road	2– to 4-character, alphabetic. For Rule 5—Car Hire Transfer of Liability, *Reporting Mark* of the road on which the event occurred.
G04	Junction (SPLC)	6-digit, numeric; Standard Point Location Code. For Rule 5—Car Hire Transfer of Liability must be the Standard Point Location Code for the interchange with the responsible road.
G05	Start Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day). For Rule 5—Car Hire Transfer of Liability must be the date of event occurrence.
G06	Start Time	4-digit, numeric; (2-digit hour and 2-digit minute). For Rule 5—Car Hire Transfer of Liability must be the time of event occurrence.
G07	Report Type	2-digit, numeric; valid values are: **80** Rule 5 Terminal Switch **81** Rule 5 Intermediate Switch **84** Rule 5 Transfer of Car Hire Liability—*Intermediate Switch* following or preceding an *Intermediate Switch*. **85** Rule 5 Transfer of Car Hire Liability—*Terminal Switch* following or preceding an *Intermediate Switch*.
G08	Action	1-digit, numeric; valid values are: **1** Delete a previously reported event **2** Add events to file
G09	Delimiteriter	Always a colon (:); separates ancillary information.
G10	TRAIN ID	Not Used for TOL
G11	Delimiteriter	Always a colon (:); separates ancillary information.
G12	Reserved	5–positions; always blank—reserved for future use.

5.4.4   TRAIN08 Detail Level Record

	D01	D02	D03	D04		D05	D06	D07	D08	D09	D10	D11	D12	Total Number of Positions Per Record
		Equipment		A S T A T U S		Liability Transfer						B S T A T U S		
Field Name	S T A R T	Initial	Number			D E L I M	D E L I M	D E L I M	End Time Of Relief Part A (YYMMDDHHMN)	Responsible Road	D E L I M		End Time Of Relief Part B (YYMMDDHHMN)	
Length	1	4	6	1		1	1	1	10	4	1	1	10	Min=29
Example	+	CSXT	001234	L		:	:	:	9203010001	NS	:	L	9203050600	Max=41

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (**+**); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of equipment being reported. Trailing blanks are not required and may be omitted. For a string of equipment of same reporting mark, ditto marks (") may replace each reporting mark beyond the first.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. Leading zeros may be dropped and the number placed immediately following initial or ditto (").
D04	A Status	The status relates to the event reported in the Group Level record; valid values are: **L** Loaded **E** Empty **U** Unknown Blank, U or invalid entries will not be accepted in a Liability Transfer.
D05	Delimiteriter	Always a colon (**:**); separates ancillary information.
D06	Delimiteriter	Always a colon (**:**); separates ancillary information.
D07	Delimiteriter	Always a colon (**:**); separates ancillary information.
D08	End Time Of Relief Part A	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute). For Rule 5—Car Hire Transfer of Liability must be the ending time of the Transfer of Liability for the event reported in the Group Level record.
D09	Responsible Road	4-character, alphabetic. For Rule 5, report the mark of the carrier that will accept the Car Hire transfer.
D10	Delimiteriter	Always a colon (**:**); separates ancillary information.
D11	B Status	This status relates to the time between "End Time of Relief Part A" and the time reported in "End Time of Relief Part B"—it ***must*** be different than the part a status—valid values are: **L** Loaded **E** Empty **U** Unknown Blank, U or invalid entries will not be accepted in a Liability Transfer.
D12	End Time Of Relief Part B	**10**-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of adjusted time to cover the load or empty portion not reported in *Part A* and relates to the load/empty status reported in *B Status*. The time reported here is for the period starting at *Part A Relief Time* and extending to an event or to the *End of the Allowance Hours*.

5.5   Rule 5 Switching Car Hire Transfer of Liability Errors

5.5.1   TRAIN50 Group Level Record

	G01	G02	G03					G04	G05	G06
	START	**Group Sequence Number**	**Message Reference**					**Original Group Sequence Number**	**Report Type**	**Location (SPLC)**
Field Name			**CC**	**YY**	**MM**	**DD**	**Message Number**			
Length	1	4	2	2	2	2	4	4	2	9
Example	*	0002	19	87	04	08	0010	0005	11	626200000

	G07				G08		G09 (Exceptions)							Total Number of Positions Per Record
	Date				**Time**		**1**				**5**			
...							**Field**	**SEP 1**	**Code**	**SEP 2**	**Field**	**SEP 1**	**Code**	**Min-50/ Max-78**
	CC	**YY**	**MM**	**DD**	**HH**	**MN**								
	2	2	2	2	2	2	3	1	2	1	3	1	2	
	19	87	04	09	21	30	G01	-	04	,	G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Message Reference	Information used to identify the original message that contained the error(s) that follow. Message Preparation date (CCYYMMDD) taken from the original message header. Message Number taken from the original message header.
G04	Original Group Sequence Number	4-digit, numeric. *Group Sequence Number* from the Group Level record of the referenced report that caused the error.
G05	Report Type	2-digit, numeric code; type of movement; code reported in the original message that contained the referenced error.
G06	Location (SPLC)	9-digit, numeric; Standard Point Location Code (SPLC) where the event occurred; code reported in the original message that contained the referenced error.
G07	Date	8-digit; numeric; (2-digit century, 2-digit year, 2-digit month, and 2-digit day) the event occurred; date reported in the original message that contained the referenced error.
G08	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred; time reported in the original message that contained the referenced error.
G09	Exceptions	Maximum of five (5) exceptions as defined below. *Field*—2-digit, numeric; preceded by G; identifies the Group Level data field in question. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values. *Separator 2*—Always contains a comma (,). The separator is used to separate data fields.

5.5.2   TRAIN50 Detail Level Record

Field Name	D01	D02	D03	D04	D05	D06 (Exceptions)								Total Number Of Positions Per Record
						1				3				
	S T A R T	Equipment			Relative Detail Record Number	Field	S E P 1	Code	S E P 2	Field	S E P 1	Code		
		Initial	Number	Status										
Length	1	4	10	1	4	3	1	2	1	3	1	2		Min=26/
Example	+	ATSF	0000616043	L	0005	D01	-	04	,	D03	-	09		Max=40

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U) This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D05	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message found in error.
D06	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values. *Separator 2*—Always a comma (,); separates data fields.

5.5.3 TRAIN58 Group Level Record

	G01	G02	G03			G04	G05	G06	G07	G08				
			Message Reference											
			Date				**Original**	**Switch**		**Date**			**Time**	
	S T A R T	**Group Sequence Number**	**YY**	**MM**	**DD**	**Original Message Number**	**Group Sequence Number**	**Or Location Road**	**Junction (SPLC)**	**YY**	**MM**	**DD**	**HH**	**MN**
Field Name														
Length	1	4	2	2	2	4	4	4	6	2	2	2	2	2
Example	*	0002	92	09	01	0010	0005	CSXT	123456	92	09	01	22	08

	G10	G11	G12	G13	G14	G15	G16 (Exceptions)							Total Number Of Positions Per Record
							1				**5**			
...	**Report Type**	**Action Code**	**D E L I M**	**Train ID**	**D E L I M**	**Future Use Reserved**	**Field**	**S E P 1**	**Code**	**S E P 2**	**Field**	**S E P 1**	**Code**	
	2	1	1	10	1	5	3	1	2	1	3	1	2	**Min=65/ Max=93**
	NN	2	:		:		G01	-	04	,	G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Message Reference Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of preparation of the Car Movement Report.
G04	Message Reference Original Message Number	4-digit, numeric; Message Sequence Number from the Message Header of the message in error.
G05	Message Reference Original Group Sequence Number	4-digit, numeric; *Group Sequence Number* from the Group Level record of the referenced event report; must be numeric and one greater than the previously processed Group Level record in the message; Action Code=1 (if not numeric) or 2 (if out of sequence).
G06	Switch or Location Road	4-character, alphabetic; the Industry Reference File is used to verify that road is a valid registered alpha mark. For Bad Order and/or Rule 5—Car Hire Transfer of Liability, the mark of the road reporting the Bad Order or the Transfer of Liability.
G07	Junction (SPLC)	6-digit, numeric; *Standard Point Location Code (SPLC)*; must be numeric; the SPLC State Region Table verifies that the *State Code* portion of the *SPLC* is valid for conversion to a *Car Service Region Code*; Action Code=1. For Bad Order and/or Rule 5—Car Hire Transfer of Liability, *SPLC* where the event occurred.
G08	Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred; must be numeric, equal to or earlier than the processing date but not by more than 60 days; Action Code=1. – Year may be the current year or previous year only. – Month must be from 01 to 12. – Day must be from 01 to 31 as per the total number of days in the specified month

ID	Name	Content
G09	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred; equal to or earlier than the processing time; Action Code=1. – Hour must be greater than or equal to 00 and less than or equal to 23. – Minute must be greater than or equal to 00 and less than or equal to 59.
G10	Report Type	2-digit, numeric; valid values are: **80** Rule 5 Terminal Switch **81** Rule 5 Intermediate Switch **84** Rule 5 Transfer of Car Hire Liability—*Intermediate Switch* following or preceding an *Intermediate Switch*. **85** Rule 5 Transfer of Car Hire Liability—*Terminal Switch* following or preceding an *Intermediate Switch*.
G11	Action Code	1-digit, numeric; Action Code=2; valid values are: **1** Delete a previously reported event **2** Add a report (Default)
G12	Delimiteriter	Always a colon (:); separates ancillary information.
G13	TRAIN ID	10–positions, alpha/numeric; identifier of train.
G14	Delimiteriter	Always a colon (:); separates ancillary information.
G15	Reserved	5–positions; always blank—reserved for future use.
G16	Exceptions	Maximum of 5 exceptions as defined below. *Field*—2-digit, numeric; preceded by G; identifies the Group Level record data field in question. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. – Refer to Edit Exception Codes for an explanation of the exception codes. *Separator 2*—Always a comma (,); separates data fields. *G00-00*—Indicates more than 5 exceptions found, *or* error is in Detail Level record associated with this group record. **Note:** If the first exception field contains *G04-89*, the Rule 15 transfer of liability has been rejected by the receiving carrier. The receiving carrier has indicated the ability to receive the cars in interchange at the proposed location.

5.5.4 TRAIN58 Detail Level Record

Field Name	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10
	START	Equipment			DELIM	DELIM	DELIM	End Time Of Relief Part A (YYMMDDHHMN)	Responsible Road	DELIM
		Initial	Number	A Status						
Length	1	4	6	1	1	1	1	10	4	1
Example	+	CSXT	001234	L	:	:	:	9203010001	Ns	:

	D11	D12	D13	D14 (Exceptions)							Total Number Of Positions Per Record Min=51/ Max=65
	BSTATUS	End Time Of Relief Part B (YYMMDDHHMN)	Relative Detail Record Number	1				3			
...				Field	SEP1	Code	SEP2	Field	SEP1	Code	
	1	10	4	3	1	2	1	3	1	2	
	L	9203050600	0005	D02	-	02	,	D03	-	09	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the equipment; must be an authorized *Reporting Mark* or ditto (") referencing a reporting mark.
D03	Equipment Number	6-digit, numeric; right-justified, preceding zeros; identification number of the equipment; must be numeric and 1– to 6–bytes.
D04	Equipment A Status	Status of the equipment; if neither L (Loaded) nor E (Empty), the system defaults to U.
D05	Delimiteriter	Copied from Detail Level record in error.
D06	Delimiteriter	Copied from Detail Level record in error.
D07	Delimiteriter	Copied from Detail Level record in error.
D08	End Time of Relief Part A	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of adjusted time for the event time reported in the Group Level record; must be numeric, Action Code=1. – Adjustment should cover only all loaded time or all empty time. Do **NOT** mix! – Adjustment relates to the load/empty status reported in *A Status*. – Month must be from 01 to 12. – Day must be from 01 to 31 as per the total number of days in the specified month. – Hour must be greater than or equal to 00 and less than or equal to 23. – Minute must be equal to or greater than 00 and less than or equal to 59.
D09	Responsible Road	4-character, alphabetic; mark of the carrier that will accept the Car Hire transfer; must be an authorized *Reporting Mark*.
D10	Delimiteriter	Copied from Detail Level record in error.

ID	Name	Content
D11	B Status	This status relates to the reported in *End Time Of Relief Part B*; valid values are: **L** Loaded **E** Empty **U** Unknown Blank, U or invalid entries will not be accepted in a Liability Transfer.
D12	End Time Of Relief Part B	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of adjusted time to cover the load or empty portion not reported in *Part A* and relates to the load/empty status reported in *B Status*; must be numeric. The time reported here is for the period starting at *Part A Relief Time* and extending to an *Interchange* or to the *End of the Allowance Hours*. – Month must be from 01 to 12. – Day must be from 01 to 31 as per the total number of days in the specified month. – Hour must be greater than or equal to 00 and less than or equal to 23. – Minute must be equal to or greater than 00 and less than or equal to 59. **Note:** For a D10–42 error (TOL End Date & Time A not within Interchanges), this field will contain the Date & Time of the Interchange that governs the transfer of liability at the time the TRAIN II System performed the analysis. **Note:** For a D14–42 error (TOL End Date & Time B not within Interchanges), this field will contain the Date & Time of the Interchange that governs the transfer of liability at the time the TRAIN II System performed the analysis.
D13	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message found in error.
D14	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. – Refer to Edit Exception Codes for an explanation of the exception codes. *Separator 2*—Always a comma (,); separates data fields. **Note:** D00–00, Detail which belongs to a Group Level record which is in error. D00–*nn,* Indicates a problem not related to one specific field but prevents the data from being accepted (refer to Edit Exception Codes for an explanation).

5.6　Rule 4 Car Hire Output

5.6.1　TRAIN28 Group Level Record—Rule 4 TOL

	G01	G02	G03	G04	G05	G06	G07	G08				
	S T A R T	Group Sequence Number	Report Type	Action	Switch Carrier	Junction (SPLC)	Responsible Road	Start Time of Relief Part A				
								DATE			TIME	
Field Name								YY	MM	DD	HH	MN
Length	1	4	2	1	4	6	4	2	2	2	2	2
Example	*	0001	NN	2	CSXT	123456	NS	14	01	01	22	08

G09	G10	G11	G12	G13					G14	G15	G16					Total Number Of Positions Per Record Min=54/ Max=66
			A	End Time of Relief Part A					B	B	End of Time Relief Part B					
…	Equipment		D E L I M	S T A T U S	DATE			TIME		D E L I M	S T A T U S	DATE			TIME		
	Initial	Number			YY	MM	DD	HH	MN			YY	MM	DD	HH	MN	
	4	6	1	1	2	2	2	2	2	1	1	2	2	2	2	2	
	CSXT	001234	:	E	14	01	12	00	01	:	E	00	00	00	00	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Report Type	2-digit, numeric; valid values are: **96** Rule 4 Transfer of Car Hire Liability
G04	Action	1-digit, numeric; valid values are: **1** Delete a previously reported event **2** Add events to file
G05	Switch Carrier (Possession Road)	4-character, alphabetic; alpha mark of the road on which the event occurred.
G06	Junction (SPLC)	6-digit, numeric; Standard Point Location Code where the event occurred.
G07	Responsible Road	4-character, alphabetic; mark of the carrier that will accept the Car Hire transfer.
G08	Start Time Of Relief Part A	*Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of the event occurrence. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) of the event occurrence.
G09	Equipment Initial	4-character, alphabetic; reporting mark of equipment reported.
G10	Equipment Number	6-digit, numeric; identification number of the equipment reported.
G11	Delimiteriter	Always a colon (:); separates ancillary information.
G12	A Status	The status relates to the event reported in the Group Level record; valid values are: **L** Loaded **E** Empty

ID	Name	Content
G13	End Time Of Relief Part A	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of adjusted time; the time reported here is for the period beginning at *Start Time Of Relief Part A* and covers the load or empty portion reported in *A Status*.
G14	Delimiteriter	Always a colon (:); separates ancillary information.
G15	B Status	This status relates to the event reported in *End Time Of Relief Part B*; valid values are: **L** Loaded **E** Empty
G16	End Time of Relief Part B	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of adjusted time to cover the load or empty portion not reported in *Part A* and relates to the load/empty status reported in *B Status*. The time reported here is for the period starting at *End Time Of Relief Part A* and extending to an event or to the *End of the Allowance Hours*.

5.7   Rule 5 Switching Car Hire Response

5.7.1   TRAIN28 Group Level Record—Rule 5 TOL

	G01	G02	G03	G04	G05	G06	G07	G08				
	S T A R T	Group Sequence Number	Report Type	Action	Switch Carrier	Junction (SPLC)	Responsible Road	Start Time Of Relief Part A				
								Date			Time	
Field Name								YY	MM	DD	HH	MN
Length	1	4	2	1	4	6	4	2	2	2	2	2
Example	*	0001	*NN*	2	CSXT	123456	Ns	92	09	01	22	08

	G09	G10	G11	G12	G13					G14	G15	G16					Total Number Of Positions Per Record Min=54/ Max=66
	Equipment		D E L I M	A S T A T U S	End Time Of Relief Part A					D E L I M	B S T A T U S	End Time Of Relief Part B					
					Date			Time				Date			Time		
...	Initial	Number			YY	MM	DD	HH	MN			YY	MM	DD	HH	MN	
	4	6	1	1	2	2	2	2	2	1	1	2	2	2	2	2	
	CSXT	001234	:	L	92	03	01	00	01	:	L	92	03	05	06	00	

Note: TRAIN28s issued from a TRAIN10 report **will not** contain the century. The Information Technology General Committee's guideline for determining the century should be used. The guideline states "if the year is greater than 89, place a 19 in century; else, place 20 in century."

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Report Type	2-digit, numeric; valid values are: **80** Rule 5 Transfer of Car Hire Liability for *Terminal Switch* **81** Rule 5 Transfer of Car Hire Liability for *Intermediate Switch* **84** Rule 5 Transfer Of Liability—*Intermediate Switch* following or preceding another *Intermediate Switch* **85** Rule 5 Transfer of Car Hire Liability—*Terminal Switch* following or preceding an *Intermediate Switch*
G04	Action	1-digit, numeric; valid values are: **1** Delete a previously reported event **2** Add events to file
G05	Switch Carrier	4-character, alphabetic; alpha mark of the road on which the event occurred.
G06	Junction (SPLC)	6-digit, numeric; Standard Point Location Code where the event occurred.
G07	Responsible Road	4-character, alphabetic; mark of the carrier that will accept the Car Hire transfer.
G08	Start Time Of Relief Part A	*Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of the event occurrence. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) of the event occurrence.
G09	Equipment Initial	4-character, alphabetic; reporting mark of equipment reported.

ID	Name	Content
G10	Equipment Number	6-digit, numeric; identification number of the equipment reported.
G11	Delimiteriter	Always a colon (:); separates ancillary information.
G12	A Status	The status relates to the event reported in the Group Level record; valid values are: **L** Loaded **E** Empty
G13	End Time Of Relief Part A	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of adjusted time; the time reported here is for the period beginning at *Start Time Of Relief Part A* and covers the load or empty portion reported in *A Status*.
G14	Delimiteriter	Always a colon (:); separates ancillary information.
G15	B Status	This status relates to the event reported in *End Time Of Relief Part B*; valid values are: **L** Loaded **E** Empty
G16	End Time Of Relief Part B	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of adjusted time to cover the load or empty portion not reported in *Part A* and relates to the load/empty status reported in *B Status*. The time reported here is for the period starting at *End Time Of Relief Part A* and extending to an event or to the *End of the Allowance Hours*.

5.8   Rule 15 Car Hire Transfer of Liability

This message is sent to Railinc and provides for compliance with the revised code of Car Hire Rules. All roads unable to deliver equipment are required to notify the *Delinquent Carrier,* via the TRAIN II System using the TRAIN10/08 message, of all data necessary to transfer Car Hire liability to the delinquent road. The TRAIN II System will provide the *Equipment Owner*, *Delinquent Carrier*, and the *Responsible Road* with this information.

The TRAIN II System will verify that any Transfer of Liability must be supported by valid interchanges already on the Event Repository. If supporting interchanges are not on file, the transaction will be rejected and a TRAIN58 error message will be returned to the *Reporting Road*. If there are no errors the Transfer of Liability report will be processed as shown below.

The Transfer of Liability record under Rule 15 is identified by the TRAIN10/08 message, Report Type **82** for transferring liability to the delinquent road, and **83** for transferring liability to the holding road.

5.8.1   Rule 15 TOL Process Flow

1. When the TRAIN10/08 type 82 report is received at Railinc, the receipt time is captured. This is the time that will be used for the Transfer of Car Hire responsibility if the transaction passes all edits and is accepted by the *Delinquent Carrier*.

2. A check is made to determine if the *Delinquent Carrier* is a participant in the Rule 15 acceptance/denial process mediated by TRAIN26/29 message processing.

3. If the *Delinquent Carrier* does not participate in the Rule 15 acceptance/denial process, the Rule 15 offer transaction is posted with an offer time equal to the receipt time at Railinc.

4. If the *Delinquent Carrier* does participate in the Rule 15 acceptance/denial process, the offer is suspended at the central site and a TRAIN26 Notice of Pending Car Hire Rule 15 Liability Transfer message is sent to the *Delinquent Carrier.*

5. The *Delinquent Carrier* may respond with a TRAIN10/08 report type 86 message indicating acceptance of the Rule 15 TOL. If so, the TOL will be posted to the Event Repository and appropriate TRAIN28 messages sent to the *Holding Road*, *Delinquent Road* and *Equipment Owner*.

6. The *Delinquent Carrier* may respond with a TRAIN10/08 report type 89 message indicating denial of the Rule 15 TOL. If so, the TOL will not be posted to the Event Repository and a TRAIN29 message will be sent to the *Holding Road* indicating the denial of the TOL. Car Hire responsibility remains with the *Holding Carrier* until actual interchange is accomplished.

7. If the Delinquent Carrier does not respond to the TRAIN26 Notice of Pending Car Hire Rule 15 Liability Transfer message within the allowed time frame (6 hours for a Class I carrier – 12 hours for all others), the suspended Rule 15 TOL will be posted to the Event Repository and appropriate TRAIN28 messages sent to the *Holding Road*, *Delinquent Road* and *Equipment Owner*.

8. If the Rule 15 is accepted, LCS will consider the accepted Rule 15 as a verified interchange (Status Code = V). LCS process is explained further in section 6 of this document.

5.9 Rule 15 TOL Input

5.9.1 TRAIN10 Group Level Record

Field Name	G01 S T A R T	G02 Group Sequence Number	G03 Holding Road/ Switch Carrier	G04 Junction (SPLC)	G05 Offer Date			G06 Offer Time		G07 Report Type	G08 Action	G09 D E L I M	G10 Train ID
					YY	MM	DD	HH	MN				
Length	1	4	4	6	2	2	2	2	2	2	1	1	10
Example	*	0001	BOCT	380000	01	02	16	14	45	86	2	:	PQ47X

...	G11 Responsible Road	G12 D E L I M	G13 Authorization Number	G14 Offering Railroad Officer	G15 Receiving Railroad Officer	G16 Offering Railroad Telephone	G17 Receiving Railroad Telephone	G18 Reserved	Total Number of Positions Per Record Min = 169 Max = 169
	4	1	5	30	30	25	25	10	
	BNSF	:	35789	J. Q. Public	Yardmaster	(800) 555–1212	(800) 555–2347		

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Holding Road / Switch Carrier	4-character, alphabetic: *For Rule 15*—Car Hire Transfer of Liability, *Reporting Mark* of the holding road.
G04	Junction (SPLC)	9-digit, numeric; Standard Point Location Code identifying the place at which this event occurred. The 6-digit rail locations must be the left most 6 digits with 3 zeros to the right (e.g., the 6-digit rail SPLC 123456 should be represented as 123456000).
G05	Offer Date	8-digit, numeric; (2-digit century, 2-digit year, 2-digit month, and 2-digit day) this event occurred.
G06	Offer Time	4-digit, numeric; (2-digit hour and 2-digit minute) this event occurred.
G07	Report Type	2-digit, numeric; valid values are **82** Original Transfer of Liability under Car Hire Rule 15 **86** Acceptance of Liability Transfer by Responsible Railroad **89** Denial of Liability Transfer by Responsible Railroad
G08	Action	1-digit, numeric; valid values are: **1** Delete a previous report **2** Add a new report
G09	Delimiteriter	Always a colon (:); separates ancillary information.
G10	Train ID	10–position, alpha/numeric; identifier of Train.
G11	Responsible Road	4-character, alphabetic, reporting mark of the delinquent carrier.
G12	Delimiteriter	Always a colon (:); separates ancillary information.
G13	Authorization Number	5-digit, numeric; optional field.
G14	Offering Railroad Officer	30-character, alphabetic; name of the offering railroad official to be contacted regarding this offering; mandatory field.

ID	Name	Content
G15	Receiving Railroad Officer	30-character, alphabetic; name of the receiving railroad official to be contacted regarding this offering; mandatory field.
G16	Offering Railroad Telephone	25-character, alphanumeric; telephone number of the offering railroad official to be contacted regarding this offering; mandatory field.
G17	Receiving Railroad Telephone	25-character, alphanumeric; telephone number of the receiving railroad official to be contacted regarding this offering; mandatory field.
G18	Reserved	10–positions; always blank, reserved for future use.

5.9.2   TRAIN10 Detail Level Record

Field Name	D01 START	D02 Equipment Initial	D03 Equipment Number	D04 STATUS	Total Number of Positions Per Record
Length	1	4	6	1	Min=12/ Max=12
Example	+	ATSF	117043	L	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported.
D04	Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)

5.9.3   TRAIN08 Group Level Record

	G01	G02	G03	G04	G05			G06		G07	G08	G09	G10
	S T A R T	Group Sequence Number	Holding Road/ Switch Carrier	Junction (SPLC)	Offer Date			Offer Time		Report Type	Action	D E L I M	Train ID
Field Name					YY	MM	DD	HH	MN				
Length	1	4	4	6	2	2	2	2	2	2	1	1	10
Example	*	0001	BOCT	380000	01	02	16	14	45	82	2	:	PQ47X

	G11	G12	G13	G14	G15	G16	G17	G18	Total Number of Positions Per Record
...	Responsible Road	D E L I M	Authorization Number	Offering Railroad Officer	Receiving Railroad Officer	Offering Railroad Telephone	Receiving Railroad Telephone	Reserved	Min = 169
	4	1	5	30	30	25	25	10	Max = 169
	BNSF	:	35789	J. Q. Public	Yardmaster	(800) 555–1212	(800) 555–2347		

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Holding Road / Switch Carrier	4-character, alphabetic: *For Rule 15*—Car Hire Transfer of Liability, *Reporting Mark* of the holding road.
G04	Junction (SPLC)	6-digit, numeric; Standard Point Location Code. For Rule 15 – Car Hire Transfer of Liability—must be the Standard Point Location Code where the equipment was offered.
G05	Offer Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day).
G06	Offer Time	4-digit, numeric; (2-digit hour and 2-digit minute).
G07	Report Type	2-digit, numeric; valid values are: **82** Original Transfer of Liability under Car Hire Rule 15 **86** Acceptance of Liability Transfer by Responsible Railroad **89** Denial of Liability Transfer by Responsible Railroad
G08	Action	1-digit, numeric; valid values are: **1** Delete a previous report **2** Add a new report
G09	Delimiteriter	Always a colon (:); separates ancillary information.
G10	Train ID	10–position, alpha/numeric; identifier of Train.
G11	Responsible Road	4-character, alphabetic, reporting mark of the delinquent carrier.
G12	Delimiteriter	Always a colon (:); separates ancillary information.
G13	Authorization Number	5-digit, numeric; optional field.
G14	Offering Railroad Officer	30-character, alphabetic; name of the offering railroad official to be contacted regarding this offering; mandatory field.
G15	Receiving Railroad Officer	30-character, alphabetic; name of the receiving railroad official to be contacted regarding this offering; mandatory field.
G16	Offering Railroad Telephone	25-character, alphanumeric; telephone number of the offering railroad official to be contacted regarding this offering; mandatory field.
G17	Receiving Railroad Telephone	25-character, alphanumeric; telephone number of the receiving railroad official to be contacted regarding this offering; mandatory field.
G18	Reserved	10–positions; always blank, reserved for future use.

5.9.4   TRAIN08 Detail Level Record

	D01	D02	D03	D04	
		Equipment			Total
	S			S	Number of
	T			T	Positions
	A			A	Per Record
	R			T	
Field	T			U	
Name		Initial	Number	S	
Length	1	4	6	1	**Min=12/**
Example	+	ATSF	117043	L	**Max=12**

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported.
D04	Status	1-character, alphabetic; valid values are **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)

5.10 Rule 15 Car Hire Transfer of Liability Errors

5.10.1 TRAIN50 Group Level Record

	G01	G02	G03					G04	G05	G06
	S T A R T	Group Sequence Number	Message Reference					Original Group Sequence Number	Report Type	Location (SPLC)
Field Name			CC	YY	MM	DD	Message Number			
Length	1	4	2	2	2	2	4	4	2	9
Example	*	0002	19	87	04	08	0010	0005	11	626200000

	G07				G08		G09 (Exceptions)								Total Number Of Positions Per Record
	Date				Time		1					5			
...	CC	YY	MM	DD	HH	MN	Field	S E P 1	Code	S E P 2		Field	S E P 1	Code	Min-50/ Max-78
	2	2	2	2	2	2	3	1	2	1		3	1	2	
	19	87	04	09	21	30	G01	-	04	,		G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Message Reference	Information used to identify the original message that contained the error(s) that follow. Message Preparation date (CCYYMMDD) taken from the original message header. Message Number taken from the original message header.
G04	Original Group Sequence Number	4-digit, numeric. *Group Sequence Number* from the Group Level record of the referenced report that caused the error.
G05	Report Type	2-digit, numeric code; type of movement; code reported in the original message that contained the referenced error.
G06	Location (SPLC)	9-digit, numeric; Standard Point Location Code (SPLC) where event occurred; code reported in the original message containing the referenced error.
G07	Date	8-digit; numeric; (2-digit century, 2-digit year, 2-digit month, and 2-digit day the event occurred; date reported in the original message that contained the referenced error.
G08	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred; time reported in the original message that contained the referenced error.
G09	Exceptions	Maximum of five (5) exceptions as defined below. *Field*—2-digit, numeric; preceded by G; identifies the Group Level data field in question. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values. *Separator 2*—Always contains a comma (,). The separator is used to separate data fields.

5.10.2   TRAIN50 Detail Level Record

Field Name	D01	D02	D03	D04	D05	D06 (Exceptions)							Total Number of Positions Per Record
	S T A R T	Equipment			Relative Detail Record Number	1					3		
		Initial	Number	Status		Field	S E P 1	Code	S E P 2	Field	S E P 1	Code	
Length	1	4	10	1	4	3	1	2	1	3	1	2	Min=26/
Example	+	ATSF	0000616043	L	0005	D01	-	04	,	D03	-	09	Max=40

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported. This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D04	Equipment Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U) This equipment unit was associated with the group and/or detail level record that contained the error being referenced.
D05	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message found in error.
D06	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. See Edit Exception Codes for values. *Separator 2*—Always a comma (,); separates data fields.

5.10.3   TRAIN58 Group Level Record

Field Name	G01	G02	G03			G04	G05	G06	G07	G08		
	S T A R T	**Group Sequence Number**	**Message Reference**			**Original Message Number**	**Original Group Sequence Number**	**Switch or Location Road**	**Junction (SPLC)**	**Date**		
			Date									
			YY	**MM**	**DD**					**YY**	**MM**	**DD**
Length	1	4	2	2	2	4	4	4	6	2	2	2
Example	*	0002	92	09	01	0010	0005	CSXT	123456	92	09	01

	G09		G10	G11	G12	G13	G14	G15	G16 (Exceptions)							Total Number Of Positions Per Record
…	**Time**		**Report Type**	**Action Code**	**D E L I M**	**Train ID**	**D E L I M**	**Future Use Reserved**	**1**				**5**			
									Field	**S E P 1**	**Code**	**S E P 2**		**Field**	**S E P 1**	**Code**	
	HH	**MN**															
	2	2	2	1	1	10	1	5	3	1	2	1		3	1	2	**Min=65/ Max=93**
	22	08	*NN*	2	:		:		G01	-	04	,		G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Message Reference Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of preparation of the Car Movement Report.
G04	Message Reference Original Message Number	4-digit, numeric; Message Sequence Number from the Message Header of the message in error.
G05	Message Reference Original Group Sequence Number	4-digit, numeric; *Group Sequence Number* from the Group Level record of the referenced event report; must be numeric and one greater than the previously processed Group Level record in the message; Action Code=1 (if not numeric) or 2 (if out of sequence).
G06	Switch or Location Road	4-character, alphabetic; the Industry Reference File is used to verify that road is a valid registered alpha mark. For Bad Order and/or Rule 5—Car Hire Transfer of Liability, the mark of the road reporting the Bad Order or the Transfer of Liability.
G07	Junction (SPLC)	6-digit, numeric; *Standard Point Location Code (SPLC)*; must be numeric; the SPLC State Region Table verifies that the *State Code* portion of the *SPLC* is valid for conversion to a *Car Service Region Code*; Action Code=1. For Bad Order and/or Rule 5—Car Hire Transfer of Liability, *SPLC* where the event occurred.
G08	Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred; must be numeric, equal to or earlier than the processing date but not by more than 60 days; Action Code=1. – Year may be the current year or previous year only. – Month must be from 01 to 12. – Day must be from 01 to 31 as per the total number of days in the specified month

ID	Name	Content
G09	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred; must be numeric, equal to or earlier than the processing time; Action Code=1. – Hour must be greater than or equal to 00 and less than or equal to 23. – Minute must be greater than or equal to 00 and less than or equal to 59.
G10	Report Type	2-digit, numeric; valid values are: **80** Rule 5 Terminal Switch **81** Rule 5 Intermediate Switch **84** Rule 5 Transfer of Car Hire Liability—*Intermediate Switch* following or preceding an *Intermediate Switch*. **85** Rule 5 Transfer of Car Hire Liability—*Terminal Switch* following or preceding an *Intermediate Switch*.
G11	Action Code	1-digit, numeric; Action Code=2; valid values are: **1** Delete a previously reported event **2** Add a report (Default)
G12	Delimiteriter	Always a colon (:); separates ancillary information.
G13	TRAIN ID	10–positions, alpha/numeric; identifier of train.
G14	Delimiteriter	Always a colon (:); separates ancillary information.
G15	Reserved	5–positions; always blank—reserved for future use.
G16	Exceptions	Maximum of 5 exceptions as defined below. *Field*—2-digit, numeric; preceded by G; identifies the Group Level record data field in question. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. – Refer to [Edit Exception Codes]() for an explanation of the exception codes. *Separator 2*—Always a comma (,); separates data fields. *G00-00*—Indicates more than 5 exceptions found, *or* error is in Detail Level record associated with this group record. **Note:** If the first exception field contains *G04-89*, the Rule 15 transfer of liability has been rejected by the receiving carrier. The receiving carrier has indicated the ability to receive the cars in interchange at the proposed location.

5.10.4   TRAIN58 Detail Level Record

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10
	S T A R T	Equipment			D E L I M	D E L I M	D E L I M	End Time Of Relief Part A (YYMMDDHHMN)	Responsible Road	D E L I M
Field Name		Initial	Number	A Status						
Length	1	4	6	1	1	1	1	10	4	1
Example	+	CSXT	001234	L	:	:	:	9203010001	NS	:

	D11	D12	D13	D14 (Exceptions)							Total Number Of Positions Per Record
	B S T A T U S	End Time Of Relief Part B (YYMMDDHHMN)	Relative Detail Record Number	1				3			
…				Field	S E P 1	Code	S E P 2	Field	S E P 1	Code	
	1	10	4	3	1	2	1	3	1	2	Min=51/
	L	9203050600	0005	D02	-	02	,	D03	-	09	Max=65

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the equipment; must be an authorized *Reporting Mark* or ditto (") referencing a reporting mark.
D03	Equipment Number	6-digit, numeric; right-justified, preceding zeros; identification number of the equipment; must be numeric and 1– to 6–bytes.
D04	Equipment A Status	Status of the equipment; if neither L (Loaded) nor E (Empty), the system defaults to U.
D05	Delimiteriter	Copied from Detail Level record in error.
D06	Delimiteriter	Copied from Detail Level record in error.
D07	Delimiteriter	Copied from Detail Level record in error.
D08	End Time Of Relief Part A	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of adjusted time for the event time reported in the Group Level record; must be numeric, Action Code=1. – Adjustment should cover only all loaded time or all empty time. Do **NOT** mix! – Adjustment relates to the load/empty status reported in *A Status*. – Month must be from 01 to 12. – Day must be from 01 to 31 as per the total number of days in the specified month. – Hour must be greater than or equal to 00 and less than or equal to 23. – Minute must be equal to or greater than 00 and less than or equal to 59.
D09	Responsible Road	4-character, alphabetic; mark of the carrier that will accept the Car Hire transfer; must be an authorized *Reporting Mark*.
D10	Delimiteriter	Copied from Detail Level record in error.

ID	Name	Content
D11	B Status	This status relates to the reported in *End Time Of Relief Part B*; valid values are: **L** Loaded **E** Empty **U** Unknown Blank, U or invalid entries will not be accepted in a Liability Transfer.
D12	End Time Of Relief Part B	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of adjusted time to cover the load or empty portion not reported in *Part A* and relates to the load/empty status reported in *B Status*; must be numeric. The time reported here is for the period starting at *Part A Relief Time* and extending to an *Interchange* or to the *End of the Allowance Hours*. Month must be from 01 to 12. – Day must be from 01 to 31 as per the total number of days in the specified month. – Hour must be greater than or equal to 00 and less than or equal to 23. – Minute must be equal to or greater than 00 and less than or equal to 59. **Note:** For a D10–42 error (TOL End Date & Time A not within Interchanges), this field will contain the Date & Time of the Interchange that governs the transfer of liability at the time the TRAIN II System performed the analysis. **Note:** For a D14–42 error (TOL End Date & Time B not within Interchanges), this field will contain the Date & Time of the Interchange that governs the transfer of liability at the time the TRAIN II System performed the analysis.
D13	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message found in error.
D14	Exceptions	Maximum of three (3) exceptions as defined below. *Field*—2-digit, numeric; preceded by D; identifies the Detail Level record data field in error. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. – Refer to Edit Exception Codes for an explanation of the exception codes. *Separator 2*—Always a comma (,); separates data fields. **Note:** D00–00, Detail which belongs to a Group Level record which is in error. D00–*nn,* Indicates a problem not related to one specific field but prevents the data from being accepted (refer to Edit Exception Codes for an explanation).

5.11 Rule 15 Car Hire Transfer of Liability Output

5.11.1 TRAIN26 Group Level Record

	G01	G02	G03	G04	G05			G06		G07	G08	G09	G10	G11
	START		Holding Road/ Switch Carrier		Offer Date			Offer Time				DELIM		
Field Name		Group Sequence Number		Junction (SPLC)	YY	MM	DD	HH	MN	Report Type	Action		Train ID	Responsible Road
Length	1	4	4	6	2	2	2	2	2	2	1	1	10	4
Example	*	0001	BOCT	380000	01	02	16	14	45	82	2	:	PQ47X	BNSF

	G12	G13	G14	G15	G16	G17	G18	Total Number of Positions Per Record
…	DELIM	Authorization Number	Offering Railroad Officer	Receiving Railroad Officer	Offering Railroad Telephone	Receiving Railroad Telephone	Reserved	
	1	5	30	30	25	25	10	Min = 169
	:	35789	J. Q. Public	Yardmaster	(800) 555–1212	(800) 555–2347		Max = 169

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Holding Road/ Switch Carrier	2- to 4-character, alphabetic.
G04	Junction (SPLC)	6-digit, numeric; Standard Point Location Code. For Rule 15—Car Hire Transfer of Liability must be the Standard Point Location Code where the equipment was offered.
G05	Offer Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day).
G06	Offer Time	4-digit, numeric; (2-digit hour and 2-digit minute).
G07	Report Type	2-digit, numeric; valid values are: **82** Original Transfer of Liability under Car Hire Rule 15
G08	Action	1-digit, numeric; always 2.
G09	Delimiteriter	Always a colon (:); separates ancillary information.
G10	TRAIN ID	10–positions, alphanumeric; identifier of train.
G11	Responsible Road	4-character, alphabetic, reporting mark of the delinquent carrier.
G12	Delimiteriter	Always a colon (:); separates ancillary information.
G13	Authorization Number	5-digit, numeric; optional field.
G14	Offering Railroad Officer	30-character, alphabetic; name of the offering railroad official to be contacted regarding this offering; mandatory field.
G15	Receiving Railroad Officer	30-character, alphabetic; name of the receiving railroad official to be contacted regarding this offering; mandatory field.
G16	Offering Railroad Telephone	25-character, alphanumeric; telephone number of the offering railroad official to be contacted regarding this offering; mandatory field.
G17	Receiving Railroad Telephone	25-character, alphanumeric; telephone number of the receiving railroad official to be contacted regarding this offering; mandatory field.
G18	Reserved	10-character; always blank—reserved for future use.

5.11.2   TRAIN26 Detail Level Record

Field Name	D01	D02 Initial	D03 Number	D04	Total Number of Positions Per Record
Length	1	4	6	1	Min=12/Max=12
Example	+	ATSF	117043	L	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported.
D04	Status	1-character, alphabetic; valid values are **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)

5.11.3   TRAIN29 Group Level Record

Field Name	G01 START	G02 Group Sequence Number	G03 Holding Road/ Switch Carrier	G04 Junction (SPLC)	G05 Offer Date			G06 Offer Time		G07 Report Type	G08 Action	G09 DELIM	G10 Train ID	G11 Responsible Road
					YY	MM	DD	HH	MN					
Length	1	4	4	6	2	2	2	2	2	2	1	1	10	4
Example	*	0001	BOCT	380000	01	02	16	14	45	89	2	:	PQ47X	BNSF

…	G12 DELIM	G13 Authorization Number	G14 Offering Railroad Officer	G15 Receiving Railroad Officer	G16 Offering Railroad Telephone	G17 Receiving Railroad Telephone	G18 Reserved	Total Number Of Positions Per Record
	1	5	30	30	25	25	10	Min = 169
	:	35789	J. Q. Public	Yardmaster	(800) 555–1212	(800) 555–2347		Max = 169

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Holding Road / Switch Carrier	2– to 4-character, alphabetic. For Rule 15—Car Hire Transfer of Liability, Reporting Mark of holding road.
G04	Junction (SPLC)	6-digit, numeric; Standard Point Location Code. For Rule 15 – Car Hire Transfer of Liability must be the Standard Point Location Code where the equipment was offered.
G05	Offer Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day).
G06	Offer Time	4-digit, numeric; (2-digit hour and 2-digit minute).
G07	Report Type	2-digit, numeric; valid values are: **89** Denial of Liability Transfer by Responsible Railroad

ID	Name	Content
G08	Action	1-digit, numeric; always 2.
G09	Delimiteriter	Always a colon (:); separates ancillary information.
G10	TRAIN ID	10–positions, alphanumeric; identifier of train.
G11	Responsible Road	4-character, alphabetic, reporting mark of the delinquent carrier.
G12	Delimiteriter	Always a colon (:); separates ancillary information.
G13	Authorization Number	5-digit, numeric; optional field.
G14	Offering Railroad Officer	30-character, alphabetic; name of the offering railroad official to be contacted regarding this offering; mandatory field.
G15	Receiving Railroad Officer	30-character, alphabetic; name of the receiving railroad official to be contacted regarding this offering; mandatory field.
G16	Offering Railroad Telephone	25-character, alphanumeric; telephone number of the offering railroad official to be contacted regarding this offering; mandatory field.
G17	Receiving Railroad Telephone	25-character, alphanumeric; telephone number of the receiving railroad official to be contacted regarding this offering; mandatory field.
G18	Reserved	10-character; always blank—reserved for future use.

5.11.4   TRAIN29 Detail Level Record

Field Name	D01 S T A R T	D02 Equipment Initial	D03 Number	D04 S T A T U S	Total Number Of Positions Per Record Min=12/ Max=12
Length	1	4	6	1	
Example	+	ATSF	117043	L	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being reported.
D03	Equipment Number	6-digit, numeric; identification number of the equipment being reported.
D04	Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown (if blank or invalid, Railinc defaults to U)

5.11.5 TRAIN28 Group Level Record—Rule 15 TOL

Field Name	G01 S T A R T	G02 Group Sequence Number	G03 Report Type	G04 Action	G05 Switch Carrier	G06 Junction (SPLC)	G07 Responsible Road	G08 Start Time Of Relief Part A				
								Date			Time	
								YY	MM	DD	HH	MN
Length	1	4	2	1	4	6	4	2	2	2	2	2
Example	*	0001	*NN*	2	CSXT	123456	NS	92	09	01	22	08

...	G09 Equipment		G10 D E L I M	G11 A S T A T U S	End Time Of Relief Part A					Total Number of Positions Per Record Min=54/ Max=54
					Date			Time		
	Initial	Number			YY	MM	DD	HH	MN	
	4	6	1	1	2	2	2	2	2	
	CSXT	001234	:	L	92	03	01	00	01	

Note: TRAIN28s issued from a TRAIN10 report does **not** contain the century. The Information Technology General Committee's guideline for determining the century should be used. The guideline states "if the year is greater than 89, place a **19** in century; else, place **20** in century."

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Report Type	2-digit, numeric; valid values are: **82** Rule 15 Transfer of Car Hire Liability *from the holding road* to the delinquent road (delinquent road did not respond within allotted time frame—transfer occurred automatically) **83** Rule 15 Transfer of Car Hire Liability *from the delinquent road* to the holding road **86** Rule 15 Transfer of Car Hire Liability *from the holding road* to the delinquent road (delinquent road responded that it accepted the liability)
G04	Action	1-digit, numeric; valid values are: **1** Delete a previously reported event **2** Add events to file
G05	Switch Carrier	4-character, alphabetic; alpha mark of the road on which the event occurred.
G06	Junction (SPLC)	6-digit, numeric; Standard Point Location Code where the event occurred.
G07	Responsible Road	4-character, alphabetic; mark of the carrier that will accept the Car Hire transfer.
G08	Start Time of Relief Part A	*Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of the event occurrence. *Time*—4-digit, numeric; hour (2-digit hour and 2-digit minute) of the event occurrence.
G09	Equipment	*Initial*—4-character, alphabetic; reporting mark of equipment reported. *Number*—6-digit, numeric; identification number of the equipment reported.

ID	Name	Content
	Delimiteriter	Always a colon (:); separates ancillary information.
G10	A Status	The status relates to the event reported in the Group Level record; valid values are: **L** Loaded **E** Empty
G11	End Time Of Relief Part A	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of adjusted time; the time reported here is for the period beginning at *Start Time Of Relief Part A* and covers the load or empty portion reported in *A Status*.

6   TRAIN II LCS

6.1   Liability Continuity System (LCS) Overview

LCS provides a process to identify illogical or missing Interchange records and create valid default records or correct the erroneous records based on a universal view of the North American rail network. Continuity is ordinarily determined by three logically consistent equipment reportings. Continuity may also be determined when contiguous interchanges show equality in the *TO Road/FROM Road* fields. Interchange records are created to close open records so Car Hire may be paid accurately and on a timely basis by the equipment user.

6.2   Message Handling

LCS creates Junction Advices (TRAIN61/62/63 format) when the equipment interchanged is not owned by either interchanging carrier. LCS creates Interchange records (TRAIN69) to inform the user roads on the official assignment of liability. The TRAIN69 format informs a reporting road that an interchange has been determined to be illogical and that it needs to be removed from its internal files. The TRAIN69 format is also used to convey Junction Advice information to a railroad owner when the equipment is owned by the interchanging carrier. Finally, the TRAIN69 format is used to provide On–Hand information—informing a carrier, at month end, of its continuing liability for equipment that has not moved.

While LCS messages are considered official for Car Hire purposes, user roads and equipment owners must also continue to use the TRAIN28 messages, which inform of certain Transfers of Liability under the provisions Car Hire Rules 5 and 15.

6.3   LCS Processing Logic

The LCS Program Module runs once per day. All relevant events for each piece of equipment in the Equipment Event File will be loaded into memory and arrayed by *Car Identification* in chronological event sequence. This includes all reportings except those marked as inactive (*Status Code*=**X**). All Interchange records which are created or deleted during this step of the program will be updated to the Event Repository, a TRAIN61 or TRAIN62/63 Junction record sent to the *equipment owner* (unless the equipment being interchanged is owned by either interchange carrier) and a TRAIN69 Interchange record transmitted to the two using railroads. Using railroads may elect to receive Junction records for interchanges of owned equipment, which will be transmitted via the TRAIN69 format (the home road option).

LCS processing logic corrects Interchange reportings by loading all related Equipment Events from the Event Repository into memory and making three passes at the data to correct the Interchange reporting. The following sections describe these three passes at the data.

6.3.1   LCS Analysis—Step One: Eliminate Duplicates and Illogical Movements

1. When multiple reportings (including interchanges) of the same type are made at the same location, but with different times, the last reported record is used for continuity determination. In the case of multiple reportings, the last reported record is marked as active (*Status Code*=**A**) and all the rest are marked as inactive (*Status Code*=**X**).

2. Arrival In–Transit (ARIL) and Arrival at Final Destination (ARRI) reportings at the same location are considered equal and only the last record reported is used for continuity determination. The last posted arrival record is marked as active (*Status Code*=**A**) and the prior arrival record(s) is marked as inactive (*Status Code*=**X**).

3. Obvious illogical movement records (non–Interchange records) are identified and inactivated (*Status Code*=**X**).

4. When one interchange report includes a U (unknown) for the load/empty status and the matching report includes either an L (Load) or an E (Empty), the report including the U is marked as inactive (*Status Code*=**X**).

6.3.2   LCS Analysis—Step Two: Match Pairs of Interchange Reportings

1. One–road reporting locations are identified. The single receipt or delivery is changed into a verified one–road Interchange record (*Status Code*=**O** or **P**). A verified Junction record is transmitted to the *equipment owner* and a verified Interchange record is transmitted to the non–reporting Interchange *partner road*.

2. Matched Interchange reportings, where the receipt and delivery events match on the same hour are identified. In this situation, the delivery record is changed to a verified Interchange (*Status Code*=**V**) and the receipt record is marked as inactive (*Status Code*=**X**). The verified Junction record is transmitted to the *equipment owner*. The verified Interchange record is transmitted to either road, if requested.

3. If Interchange delivery and receipt records match on all fields except *time*, and the time difference is less than or equal to **4** hours, the two records are considered a match. Inactivate the receipt (*Status Code*=**X**) and verify the delivery record (*Status Code*=**W**).

4. If Interchange delivery and receipt records match on all fields except time, and the time difference is greater than 4 hours, LCS will adjust the official Interchange time to be the mid-point between the two reports. A generated Interchange record (status Code = **B**) is inserted in the Event Repository and the two carrier-supplied Interchange reports are marked inactive (Status Code = **X**).

5. If Interchange delivery and receipt records match on all fields except *SPLC*, the delivery is marked as verified (*Status Code*=**D**) and the receipt record is inactivated (*Status Code*=**X**) on the Equipment Event File.

6. If Interchange delivery and receipt records match on all fields except load/empty status. The Interchange delivery will be marked as Delivery (*Status Code* =**D**) and the receipt record is marked inactive (*Status Code*=**X**).

    Note: LCS will no longer will try and determine the load/empty status when the delivery load/empty status does not equal the receipt load/empty status. The load/empty status in the delivery will be considered the load/empty status for the interchange.

7. If an interchange delivery, or receipt, on the Equipment Event File has aged to 120 hours, but the corresponding interchange (two-road reporting location) from the partner road has not been posted **and** there have been no subsequent events reported, the events prior to the interchange are checked. If this check reveals continuity to be established over the delivering railroad, an interchange is generated. If the lone interchange is a delivery, the verified interchange is *Status Code*=**D;** if a receipt, the verified interchange is *Status Code*=**R.**

8. The following Decision Table indicates the result of LCS processing when there are a matched delivery and receipt reported for a two–Road interchange location.

- Interchange Matching Decision Table

	Time	Location		LCS Status Result
1	Y	Y		V
2	Y	N		D
3	N	Y		$\leq$ 4 Hours = W; > 4 Hours = B
4	N	N		D

Y   indicates agreement between delivery and receipt
N   indicates disagreement between delivery and receipt

6.3.3   LCS Analysis—Step Three: Check Continuity and Correct Interchange Records

1. If neither railroad reports an Interchange (Gap) and the equipment has been moving with continuity on Road A and then moving with continuity on Road B, then LCS creates an Interchange record (Status Code=G) one minute before the first equipment event on Road B. This allocates all the time liability to the delivering railroad due to their failure to report the Interchange.

2. If a railroad reports an Interchange record which is illogical (based on continuity), LCS inactivates the Interchange record (Status Code=I) and sends a TRAIN69 message to the reporting railroad, informing them to inactivate the interchange from their internal system. Railroads will have up to 120 hours from the Interchange event date/time to correct any reported Interchange records. LCS processes interchanges, either to use or inactivate them, when they have aged 120 hours. Once processed, interchange records cannot be corrected.

3. As records are found to be in logical sequence and complete, the last record in the sequence is tagged. The next time this program step is executed, it begins with the last three including the last record that was tagged as logical and consistent. All Equipment Events that have been received by the AAR (except those marked as inactive) are used to determine logical sequence and continuity. Interchange records are only analyzed by the LCS logic once the reporting deadline has expired.

4. When an Equipment Event sequence causes the generation of an Interchange record in accordance with the LCS default rules, a Default Advice record (TRAIN69) is formatted and passed to the output message process. When an illogical interchange is encountered, the record is marked as (Status Code = I), and the reporting party is notified. All generated events and tags are applied to the Event Repository and the last record found to be in logical sequence, and complete, is marked.

6.3.4   LCS Trailer/Container Logic

The LCS logic and defaults for trailers and containers are different than that used for railroad equipment, since railroad equipment cannot leave the rail system and so is always in the control of the railroads. Railroads that do not report TRUK messages are assigned trailer hire liability in some cases.

1. The TRUK logic, as part of LCS, handles the following two situations:

- A trailer is reported 'Out to TRUK' by *Road A* and then 'In from TRUK' by *Road A*; no action is needed.

- A trailer is reported 'Out to TRUK' by *Road A* and then 'In from TRUK' by *Road B*. TRUK logic creates an Interchange (*Status Code* = **Z**) between Road A and Road B, at the time of Road B's 'In from TRUK' report.

2. If a trailer is reported 'Out to TRUK' by Road A and then is reported moving on Road B, LCS creates a default Interchange ('In from TRUK' by Road B) one minute after the reported Road A 'Out to TRUK' Equipment Event, if all events happen within one month. The two TRUK records are processed similar to the manner in which reported TRUK events are processed. LCS issues a TRAIN69 (Status Code=T). If the 'Out To TRUK' by Road A is in one month and the trailer begins moving on Road B in a different month, LCS creates an 'In From TRUK' for Road B on the first minute of the month in which the trailer started moving on Road B. Then, the TRUK logic creates the Interchange record from the two TRUK reportings, Road A to Road B at the time of the 'In from TRUK' on Road B. This is different than the default logic for cars and allocates up to one month of trailer hire to Road B for not reporting.

3. If a trailer is reported moving on Road A and then is reported 'In From TRUK' on Road B, LCS creates an 'Out To TRUK' reporting for Road A, one minute before the 'In From TRUK' reporting on Road B. Then, the TRUK logic will create the Interchange record from the two TRUK reportings, Road A to Road B at the time of the 'In from TRUK' on Road B. This is similar to the manner that default logic is employed for cars and allocates all time in question to Road A for not reporting. A TRAIN61/TRAIN62 Junction Advice (Status Code=T) will be sent to the equipment owner and a TRAIN69 default advice will be sent to the delinquent reporting party (Road A).

4. If a trailer is reported moving on *Road A* and then it begins moving on *Road B* (neither road reported an Interchange or a TRUK report), LCS creates an 'Out To TRUK' on Road A two minutes before the first Equipment Event on Road B, and an 'In From TRUK' on Road B at one minute before the first Equipment Event on Road B. The TRUK logic creates an Interchange from Road A to Road B at the time of the 'In from TRUK' report on Road B. All time in question is assigned to the delivering carrier (Road A) for not reporting and is similar to the manner that default logic is employed for cars. A TRAIN61/TRAIN62 Junction Advice (*Status Code*=**T**) will be issued to the *equipment owner* and a TRAIN69 default advice will be sent to both the delinquent reporting parties (Road A and B).

5. When a trailer is reported as 'Out to TRUK' and is also reported via a normal interchange (with the same delivering carrier), the normal interchange has precedence. When a trailer is reported as 'In from TRUK' and is also reported via a normal interchange (with the same receiving carrier), the 'In from TRUK' report has precedence. LCS creates an 'Out to TRUK' record on Road A similar to the manner described in item 4.

6. When TRUK reporting is absent and the trailer has been reported via a normal interchange, LCS processes the events similar to the rules used for freight cars.

6.3.5   LCS Processing Guidelines

The following were established as basic LCS processing rules:

- Does not create Car Hire relief events.

- All Interchange and Equipment Movement Events (defined as locating events) are analyzed for the purpose of establishing continuity.

- Does not re–sequence Equipment Movement Events, except when a Movement record has the same time and location as an Interchange record. Illogical movement events are inactivated on the Equipment Event File and ignored by continuity analysis. A delete message is not sent to the using road or equipment owner.

- Interchange reportings and movements, that have the same Date and Time, are placed in logical sequence on the Equipment Event data base.

- Release records reported by the Line Haul Carrier may reflect a date and time when the equipment is still on a different railroad. This may create an illogical movement reporting which LCS will inactivate. For example, a railroad may report a release when they receive a copy of the Bill of Lading, but at that time the equipment is still on the switch carrier.

- When LCS generates an Interchange record, the load/empty status should be used from the last established status based on continuity.

- Joint industries and shops serviced by multiple carriers are not listed in the Junction/Interchange File (JUNC). When one carrier brings equipment to these locations and the equipment moves out over a different road, and the Interchange is not reported, LCS generates Interchange records one minute prior to the first Equipment Event on the outbound carrier. LCS will use the closest Interchange location for both roads listed in the JUNC. If one is not found for the two carriers, the location defaults to 999999.

- If the LCS logic determines that a standard (Interchange) delivery or receipt has been reported on a trailer and the corresponding receipt or delivery is missing, the same LCS default logic that applies to freight equipment is used to validate the reported Interchange.

- LCS' daily processing ignores transactions that report Transfers of Car Hire Liability under the provisions of Car Hire Rule 5. Rule 5 TOL messages are transmitted to user roads and equipment owners via TRAIN28 messages. The Rule 5 TRAIN28 messages should be included with LCS messages (TRAIN61/62 and TRAIN69) in payable and receivable applications.

- LCS daily processing will consider TRAIN 28 messages transmitted per Rule 15 to be verified interchanges.

- At times, the delivering carrier at interchange wished to retain Car Hire liability for some or all of the equipment being interchanged. If the delivering carrier always retains Car Hire liability at a particular interchange point, that point can be defined as an inhibited junction. Inhibition means that, even though equipment is physically interchanged, the delivering carrier will retain Car Hire liability and no Junction Advice will be issued to the equipment owner. All equipment interchanged at an inhibited junction remains the Car Hire responsibility of the delivering carrier. The delivering carrier retains Car Hire liability until the equipment leaves the receiving carrier.

- If the delivering carrier retains Car Hire liability for some, but not all, equipment interchanged with another carrier, a special interchange event is required. A TRAIN10/31—Type 4 interchange report indicates that, for all equipment associated with this interchange report, no Junction Advice should be issued to the equipment owner. Car Hire liability remains with the delivering carrier until the equipment leaves the receiving carrier.

6.3.6   On–Hand Processing Guidelines

An On–Hand analysis is performed on the 121st hour of each month. The purpose of the On–Hand analysis is to identify and inform the carrier responsible for Car Hire liability at the end of the previous month.

The On–Hand analysis examines events in a backward manner to the last LCS interchange, or TOL, whichever comes first. A TRAIN69, using the last LCS interchange or TOL date/time, is generated and transmitted (based upon written request) to the responsible carrier or equipment owner.

When the On–Hand analysis detects a Transfer of Liability by one carrier which maintained possession of a car, to another which was unable to accept the car (Car Hire Rule 15 TOL), the On–Hand message is generated to the carrier to which the liability was transferred.

When the On–Hand analysis detects a Transfer of Liability by one carrier performing a terminal switch for another carrier (Car Hire Rule 5 TOL) and the TOL indicates that the maximum hours for the TOL had been used, the On–Hand message is generated for the switch carrier, which rightfully became responsible for the Car Hire, after the expiration of the TOL time.

6.4 Interchange Response Messages

6.4.1 TRAIN61–TRAIN63—Junction Advices Messages

The TRAIN II System generates Junction Advices from Interchange Reports (TRAIN10/TRAIN01) and certain logical in–sequence events (TRAIN10/TRAIN03/TRAIN08) via the Liability Continuity System (LCS).

These reports are sent to the assignee of a reporting mark (or an appointed agent) when the Interchange delivery or receipt does not involve the assignee[1], the reporting time limit of **120** hours has expired, and when the following conditions are met:

- An Interchange delivery report is matched with a receipt during the daily LCS analysis.
- An Interchange was reported by both roads but there is a discrepancy in *Date and Time* or SPLC.
- A delivery record is the only report to be received (one–road reports).
- A receipt record is the only report to be received (one–road reports).

Note: The TRAIN61/62/63 should be used in conjunction with TRAIN28 messages which inform that the Car Hire liability had transferred from one carrier to another under the provisions of Car Hire Rules 5 and 15.

TRAIN61 and TRAIN62/63 reports utilize different record formats.

- Each TRAIN61 message contains Group Level records showing the Interchange information followed by multiple Detail Level records.
- The TRAIN62/63 report is distinguished by a separate Group Level record for each unit involved in the Interchange, sequenced by Equipment Initial and Number (there are no Detail Level records).

6.4.2 TRAIN63 Description

This is a duplicate of the TRAIN61/62 report. It is sent to the lessee of a unit when authorized by the equipment owner named in the Umler Master File and when the Interchange does not involve the lessee.

6.4.3 LCS Data Type Codes

TRAIN II Junction Advices (TRAIN61–TRAIN63 and TRAIN69) contain an LCS Data Type Code that identifies the type of Interchange report.

LCS Data Type Code	Definition
B	*Split/Time Delivery*—TRAIN II junction was reported by both roads, in an attempt to report the same event, with a discrepancy in Date or Time greater than 4 hours.

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1. Excluding private trailers and containers.

LCS Data Type Code	Definition
C	***Liability Acceptance—***Interchange record created by LCS from a TRAIN10/31 type 5 interchange report. The receiving carrier accepts Car Hire Liability.
D	***Delivery***—TRAIN II junction was reported by the delivering road and is the only report received.
E	***Haulage Start Advice –*** Issued by the TRAIN II posting process to notify carrier(s) that a haulage start interchange was reported. Not issued as a TRAIN61/62/63
F	***Haulage End Advice –*** Generated by LCS to notify carrier(s) the end of a haulage movement. Not issued as a TRAIN61/62/63
G	***GAP***—Generated by LCS from in-sequence Equipment Event records and both roads failed to report an Interchange.
H	***On-Hand Advice***—Issued by the On–Hand analysis application to inform a carrier that its liability continues through the final minute of a prior month. Not issued as a TRAIN61/62/63.
I	***Illogical Interchange Advice***—Issued by LCS to the carrier that reported an interchange determined to be illogical. Not issued as a TRAIN61/62/63.
K	***End of Rule 15 TOL Advice***—Generated by LCS to notify the end of a Rule 15 Transfer of Liability.
L	***Start of Haulage event is reported***—The interchange will be from the haulage movement carrier to the haulage rights carrier at the date, time and location of the haulage start event.
M	***Stop of Haulage event is reported***—The interchange will be from the haulage rights carrier to the haulage movement carrier at the date, time and location of the haulage stop event.
O	***One-Road Reporting***—TRAIN II junction was reported by the delivering road where receiving road is not reporting, and is the only report Railinc will receive.
P	***One-Road Reporting***—TRAIN II junction was reported by the receiving road where the delivering road is not reporting, and is the only report Railinc will receive.
Q	***Gap interchange***—Created when a haulage movement was stopped due to multiple changes in load/empty status or more than 60 days had elapsed since the start of the haulage movement.
R	***Receipt***—TRAIN II junction was reported by the receiving road and is the only report received.
S	***Suppressed or Inhibited Junction Advice***—Issued by LCS to carrier(s) to inform that an interchange has been reported that does not shift Car Hire liability from the delivering carrier. Not issued as a TRAIN61/62/63.
T	***TRUK Gap***—Generated by LCS when TRUK reporting is missing.
V	***Verified Interchange***—TRAIN II junction was reported by both roads and is an exact match as to Date and Time.
W	***Verified Delivery***—TRAIN II junction was reported by both roads, but with a discrepancy of **4** hours or less.
Z	***Interchange***—Generated by TRAIN II when an *Out To* and *In From TRUK* record is matched.

6.4.4　Official Definition

Each TRAIN II Junction Advice is an *Official Report* of Interchange.

A　***Official***—LCS processed Interchange shall be the Official Interchange record and take precedence over any conflicting information otherwise reported.

6.4.5　TRAIN61 Group Level Record

	G01	G02	G03	G04	G05	G06			G07		G08	G09	G10	Total Number of Positions Per Record
	S T A R T	Group Sequence Number	Road From	Road To	Junction (SPLC)	Interchange Information					Activity Code	Data Type Code	Official	
						Date			Time					
Field Name						YY	MM	DD	HH	MN				
Length	1	4	4	4	6	2	2	2	2	2	1	1	1	32
Example	*	0001	NS	CSXT	471974	08	04	08	23	45	A	D	A	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Interchange Road From	4-character, alpha/numeric; reporting mark of the delivering road.
G04	Interchange Road To	4-character, alpha/numeric; reporting mark of the receiving road.
G05	Interchange Junction (SPLC)	6-digit, numeric; Standard Point Location Code (SPLC) identifying the event location.
G06	Interchange Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred.
G07	Interchange Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred.
G08	Activity Code	1-character, alphabetic; always A.
G09	Data Type Code	1-character, alphabetic; identifies the basis on which the Liability Continuity System (LCS) validated the Interchange. See LCS Data Type Code for a list of values.
G10	Official Code	1-character, alphabetic; defines the report as official. Always A

6.4.6   TRAIN61 Detail Level Record

Field Name	D01 S T A R T	D02 Equip Initial	D03 Equip Number	D04 S T A T U S	D05 Reserved	Total Number Of Positions Per Record
Length	1	4	6	1	13	
Example	+	CNW	123456	L		25

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equip Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the equipment being reported.
D03	Equip Number	6-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported.
D04	Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown
D05	Reserved	Always spaces. Reserved for future use.

6.4.7   TRAIN62/63 Group Level Record

	G01	G02	G03	G04	G05	G06	G07	G08	G09	G10	G11
Field Name	START	Group Sequence Number	Equip Initial	Equip Number	SEP 1	Equip Status	SEP 1	Road From	Road To	Junction (SPLC)	SEP 1
Length	1	4	4	6	1	1	1	4	4	6	1
Example	*	0027	PC	005286	-	L	-	CP	BNSF	341800	-

	G12			G13		G14	G15	G16	G17	G18	G19	Total Number Of Positions Per Record
	Date			Time		SEP 1	Activity Code	SEP 1	Data Type Code	SEP 1	Official	
...	YY	MM	DD	HH	MN							
	2	2	2	2	2	1	1	1	1	1	1	49
	08	04	06	15	23	-	A	-	D	-	A	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Equip Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the equipment being reported.
G04	Equip Number	6-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported.
G05	Separator 1	Always a dash (-); separates data fields.
G06	Equip Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown
G07	Separator 1	Always a dash (-); separates data fields.
G08	Road From	4-character, alpha/numeric; reporting mark of the delivering road.
G09	Road To	4-character, alpha/numeric; reporting mark of the receiving road.
G10	Junction (SPLC)	6-digit, numeric; Standard Point Location Code (SPLC) identifying the event location.
G11	Separator 1	Always a dash (-); separates data fields.
G12	Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred.
G13	Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred.
G14	Separator 1	Always a dash (-); separates data fields.
G15	Activity Code	1-character, alphabetic; always A.
G16	Separator 1	Always a dash (-); separates data fields.
G17	Data Type Code	1-character, alphabetic; identifies the basis on which the Liability Continuity System (LCS) validated the Interchange. See LCS Data Type Code for a list of values.
G18	Separator 1	Always a dash (-); separates data fields.
G19	Official Code	1-character, alphabetic; defines the report as official. Always A

6.4.8   TRAIN69 Group Level Record

	G01	G02	G03	G04	G05			G06		G07	G08	G09
	S T A R T	Group Sequence Number	Data Type Code	Filler	LCS Interchange							
					Date			Time		From Road	To Road	Junction SPLC
Field Name					YY	MM	DD	HH	MN			
Length	1	4	1	5	2	2	2	2	2	4	4	6
Example	*	0003	0		08	03	19	23	40	UP	CN	318100

	G10			G11		G12	G13	G14	Total Number Of Positions Per Record
	Inactivated Interchange								
	Date			Time		From Road	To Road	Junction SPLC	
	YY	MM	DD	HH	MN				
…	2	2	2	2	2	4	4	6	
	08	03	19	23	00	UP	CN	318101	59

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; counts the Group Level records within a message; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Data Type Code	Identifies the basis under which LCS logic created the official interchange. Refer to LCS Data Type Code for further explanation.
G04	Filler	5 spaces reserved for future use.
LCS Interchange		
Identify the date/time and location of the official LCS Interchange for car and trailer/container hire liability purposes. If fields are spaces, there was no LCS action required to replace an illogical interchange.		
G05	LCS Interchange Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred.
G06	LCS Interchange Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred.
G07	LCS Interchange From Road	4-character, alpha/numeric; reporting mark of the delivering road.
G08	LCS Interchange To Road	4-character, alpha/numeric; reporting mark of the receiving road.
G09	LCS Interchange Junction (SPLC)	6-digit, numeric; Standard Point Location Code (SPLC) identifying the event location.
Inactivated Interchange		
These fields identify the Interchange record to be inactivated within participant's internal system. These fields will be spaces under the following condition(s): 1) When there was no Interchange reported by the responsible carrier. 2) When the message is being 'optionally' generated for the assignee of the equipment mark to assist in determining home line time accrual.		
G10	Inactivated Interchange Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred.
G11	Inactivated Interchange Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred.
G12	Inactivated Interchange From Road	4-character, alpha/numeric; reporting mark of the delivering road.
G13	Inactivated Interchange To Road	4-character, alpha/numeric; reporting mark of the receiving road.
G14	Inactivated Interchange Junction (SPLC)	6-digit, numeric; Standard Point Location Code (SPLC) identifying the event location.

6.4.9   TRAIN69 Detail Level Record

	D01	D02	D03	D04	Total
	S T A R T	**Equip Initial**	**Equip Number**	**S T A T U S**	**Number Of Positions Per Record**
Field Name					
Length	1	4	6	1	
Example	+	ACY	002339	E	**12**

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equip Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the equipment being reported.
D03	Equip Number	6-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported.
D04	Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown

7 TRAIN II Online Car Data Inquiry Message Types

7.1 QUERY 87 Original Entry Messages

The Online Inquiry enables users to request data from the Event Repository (ER) and/or EMIS/Umler. Online queries will be accepted by Railinc from anyone whose identity has been established on Railinc's network.

There are sixteen different types of inquiry that can be sent in a QUERY87 message. The type is identified in the Group Header of the message as follows:

Q10—Rejection by Shipper
Q11—Interchange (Home Route)
Q12—Last Ten Events
Q13—Last Location
Q14—Waybill and Movement
Q15—Empty Interchanges
Q16—Last Three Commodities
Q17—All Movement Records (up to 46 events)
Q18—Last Commodity and/or Car Grade
Q19—Umler Car Data
Q20—Umler Weight and Capacity
Q22—Full Umler Data
Q30—Last Location, Original ETA and Current ETA
Q41—LCS Interchanges (Last 3 months)
Q47—No longer available
Q57—All Movement and Interchanges in the Event Repository

To ensure that the length of the reply message falls within system and network constraints, the number of units referenced by a single QUERY87 message is limited. The limits by query sub-type are:

Q10—25 units per message
Q11—3 units per message
Q12—18 units per message
Q13—25 units per message
Q14—3 units per message
Q15—25 units per message
Q16—25 units per message
Q17—3 units per message
Q18—25 units per message
Q19—25 units per message
Q20—100 units per message
Q22—25 units per message
Q30—25 units per message
Q41—1 unit per message
Q47—No longer available
Q57—1 unit per message

Each of the Query sub-types has a unique set of requirements that must be met before the inquiring party is permitted access to the requested data.

- **Q10—Rejections By Shipper**—Provides the most recent (if any) shipper rejection notice.
  Requirements—None

- **Q11—Interchange (Home Route) Query**—Provides interchange information by: 1) requested number of interchanges; or 2) interchanges necessary to return unit to owner. If available data does not satisfy reverse route to owner, the response will provide all interchanges on the ER (up to a maximum of 46). Response also provides the current Transportation Codes.

  Requirements—Inquiring party must be a railroad (or agent for a railroad).

- **Q12—Last Ten Events—**Provides the requested number of events up to a maximum of **10**. At least **3** interchanges will be included in the response. If **3** or fewer events are requested, only interchange events will be included in the response. Reply will also provide the current Transportation Codes.

  Requirements—Inquiring party must be a railroad (or agent for a railroad).

- **Q13—Last Location**—Provides the most recent movement record for a unit.

  Requirements—None

- **Q14—Waybill and Movement—**Provides the most recent waybill reported to the ER and all subsequent movement records until the load/empty status of the unit differs from the waybill load/empty status.

  Requirements—Inquiring party, owner mark of inquiring party, or child mark of inquiring party must appear as a carrier in the waybill route.

Note:	If the inquiring party is not authorized to receive a reply, the most recent movement event only will be returned.

- **Q15—Empty Interchanges**—Provides up to **3** most recent empty interchange records. These records will allow a carrier to verify that it has a responsibility to handle empty units offered in interchange. The presence of a loaded interchange in the three most recent interchange records will cause fewer than **3** interchanges to be returned.

  Requirements—Inquiring party must be a railroad (or agent of the railroad).

- **Q16—Last Three Commodities**—Provides the most recent Standard Transportation Commodity Codes, Waybill Dates, and Waybill Car Grades from the three most recent loaded waybills. Also provides Car Grade from the most recent Car Grade inspection.

  Requirements—None

- **Q17—All Movement Records (up to 46 events)**—Provides all movement and interchange events on the ER (up to a maximum of **46**). Response will also include the Transportation Codes.

  Requirements—Inquiring party must:
    1) Be a railroad OR,
    2) Be an agent for a railroad OR,
    3) Be registered in EMIS/Umler as the owner or lessee of the unit/appurtenance involved OR,
    4) Be registered in the Pool Header File as the pool operator or reporter for the pool to which the unit is assigned OR,
    5) Be the agent for the owner/lessee of the equipment.

- **Q18—Last Commodity and/or Car Grade**—Provides the most recent Standard Transportation Commodity Code, Waybill Car Grade, and the date of the Waybill associated with the commodity code. Also provides Car Grade from the most recent Car Grade inspection.

  Requirements—None

- **Q19—Umler Car Data** – Provides selected data elements for an equipment unit from the EMIS/Umler master file.

  Requirements—None

- **Q20—Umler Weight and Capacity** – Provides the weight and capacity data elements for an equipment unit from the EMIS/Umler database.

  Requirements—None

- **Q22—Full Umler Data** – Provides all non-confidential Umler fields.

  Requirements—None

- **Q30—Last Location, Original ETA and Current ETA**—Provides the most recent movement event, the original Estimated Time of Arrival (ETA) and the current ETA.

  Requirements—Inquiring party must be a railroad (or agent of the railroad).

- **Q41—Interchanges (Last 3 Months)**—Provides all interchange events for the last three months.

  Requirements—Inquiring party must:
    1) Be registered in EMIS/Umler as the owner or lessee/appurtenance owner of the unit involved OR
    2) Be a railroad (or agent for a railroad).

- **Q47—No longer available**

- **Q57—All Movement and Interchanges In Event Repository**—Provides all movement and interchange records from the ER.

  Requirements—Inquiring party must:
    1) Be a railroad OR,
    2) Be an agent for a railroad OR,
    3) Be registered in EMIS/Umler as the owner or lessee of the unit/appurtenance involved OR,
    4) Be registered in the Pool Header File as the pool operator or reporter for the pool to which the unit is assigned OR,
    5) Be the agent for the owner/lessee of the equipment.

7.1.1   QUERY87 Group Level Record

Field Name	G01 S T A R T	G02 Group Sequence Number	G03 Query Type	G04 Max Limit	Total Number Of Positions Per Record
Length	1	4	3	2	
Example	*	0001	Q11	15	10

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Query Type	Identifies the type of query; possible inputs are: **Q10** Rejection By Shipper **Q19** Umler Car Data **Q11** Interchange (Home Route) **Q20** Umler Weight and Capacity **Q12** Last 10 Events **Q22** Full Umler Data **Q13** Last Location **Q30** Last Location, Original ETA & Current ETA **Q14** Waybill and Movement **Q41** LCS Interchanges (Last 3 months) **Q15** Empty Interchanges **Q47** No longer available **Q16** Last Three Commodities **Q57** All Movement and Interchanges in the Event Repository **Q17** All Movement Records (up to 46 events) **Q18** Last Commodity and/or Car Grade

G04	Max Limit	Applicable to Q11 and Q12; limits the number of Detail Level records in the REPLY87 to value supplied.
		– For Q11, maximum equals 46; minimum equals 01.
		   A value of 99 may be used to return *all* interchanges (up to 46 maximum) on the Online File.
		   A value of spaces or 00 will return the minimum number required to Home Route the unit.
		– For Q12, maximum equals 10; minimum equals 01.
		   A value of spaces or 00 or a number greater than 10 will return 10 events.
		– For all other Query sub-types this field is ignored.

7.1.2   QUERY87 Detail Level Record (All Types except Q14)

Field Name	D01 START	D02 Equipment Initial	D03 Equipment Number	Total Number Of Positions Per Record
Length	1	4	10	
Example	+	BO	0000012134	15

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of the equipment being queried.
D03	Equipment Number	10-digit, numeric; identification number of the equipment being queried.

7.1.3   QUERY87 Detail Level Record (Waybill & Movement [Q14] Only)

Field Name	D01 START	D02 Equipment Initial	D03 Equipment Number	D04 Waybill Number	D05 Waybill Date			Total Number of Positions Per Record
					YY	MM	DD	
Length	1	4	10	6	2	2	2	
Example	+	ATSF	0000110643	077166	87	04	07	27

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment Initial	4-character, alphabetic; reporting mark of equipment being queried.
D03	Equipment Number	10-digit, numeric; identification number of equipment being queried.
D04	Waybill Number	6-digit, numeric; right-justified, preceding zeros; waybill desired. If number is unknown, 000000.
D05	Waybill Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) waybill was prepared.

7.2   REPLY87 Exception Messages

The exception message uses REPLY87 as the System ID and Suffix. It is distinguished from other REPLY87 messages by the characters **EXCP** in the *Report Type* field.

The exception message to online inquiries identifies errors found in the Query messages sent to Railinc.

- The message begins with a standard Message Header and ends with a standard Message Trailer.

- The Message Header is followed by **1** Group Level record for each unit which had a Group Level error and/or a Detail Level error.

- There will be no Detail Level records in this message.

7.2.1   REPLY87 Exception Group Level Record

Field Name	D01 START	D02 Group Sequence Number	D03 Report Type	D04 Original Message Number	D05 Original Group Sequence Number	D06 Equip Initial	D07 Equip Number	D08 Query Type
Length	1	4	4	4	4	4	10	3
Example	*	0001	EXCP	5429	0003	ATSF	0000123456	Q19

D09 — Group Level Exceptions

…	Field	SEP1	Code	SEP2	Field	SEP1	Code	SEP2	Field	SEP1	Code	SEP2	…
	1				**2**				**3**				
	3	1	2	1	3	1	2	1	3	1	2	1	
	G01	-	01	,	G02	-	07	,		-		,	

D10 — Detail Level Exceptions

…	Field	SEP1	Code	SEP2	Field	SEP1	Code	SEP2	Field	SEP1	Code	SEP2	Field	SEP1	Code	SEP2	Field	SEP1	Code	Total Number Of Positions Per Record
	1				**2**				**3**				**4**				**5**			
	3	1	2	1	3	1	2	1	3	1	2	1	3	1	2	1	3	1	2	
	D02	-	09	,	D03	-	07	,	D05	-	10	,		-		,		-		**89**

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
D02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for purposes of reference and control.
D03	Report Type	Always EXCP (exception response to an inquiry).
D04	Original Message Number	Message Sequence Number of the message containing the Group and/or Detail Level record found to be in error.
D05	Original Group Sequence Number	Group Sequence Number of the Group found to be in error and/or containing the Detail record found to be in error.
D06	Equipment Initial	Equipment Initial for the unit found to be in error.
D07	Equipment Number	Equipment Number for the unit found to be in error.
D08	Query Type	The type of query contained in the original Group Level record found to be in error and/or containing the Detail Level record found to be in error.

ID	Name	Content
D09	Group Level Exceptions	Maximum of 3 exceptions separated by commas (,). – If fewer than 3 exceptions are found, the *Field* and *Code* values will be spaces for unused entries. – The separators will be present in all cases. *Field*—2-digit, numeric; preceded by G; identifies the Group Level record data field in error. The following table provides identification of field name in error.

Field No.	Field Position	Field Name	Edits
g01	1	Start Character	Must be an asterisk (*).
g02	2–5	Group Sequence Number	Must be greater than previously processed Group Level record in the same message.
g03	6-8	Query Type	Must be Q11, Q12, Q13, Q14, Q15, Q17, Q18, Q19, Q20, Q22, Q30, Q41, or Q57.

Separator 1—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; identifies the exception condition.
– Refer to [Edit Exception Codes](#) for an explanation of Exception Codes.
Separator 2—Always a comma (,); separates data fields.

ID	Name	Content
D10	Detail Level Exceptions	Maximum of 5 exceptions separated by commas (,). – If fewer than 5 exceptions are found, the Field and Code values will be spaces for unused entries. – The separators will be present in all cases. *Field*—2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error. The following table provides identification of the field in error.

Field No.	Field Position	Field Name	Edits
d01	1	Start Character	Must be a plus sign (+).
d02	2-5	Equipment Initial	Must be an authorized Reporting Mark.
d03	6-15	Equipment Number	Must be numeric.
d04	16-21	Waybill Number	Must be numeric (if present).
d05	2-15	Equipment Initial & Number	Not on file.
d06	2-15	Equipment Initial & Number	Number of units exceed limit for Query Subtype.
d07	22-27	Waybill Date	Must be numeric and valid date (if present).

Separator 1—Always a dash (-); provides visual clarity.
Code—2-digit, numeric; identifies the exception condition.
– Refer to [Edit Exception Codes](#) for an explanation of Exception Codes.
Separator 2—Always a comma (,); separates data fields.

7.3 Response Messages

There are two different response messages to a QUERY87 request. For all query sub-types except Q41 and Q47, responses will be sent as a REPLY87 message. For query subtypes Q41 and Q47, responses will be sent as a SWRPY87 message.

7.3.1 REPLY87 Response Group Level Record (Except Q20 and Q22)

	G01	G02	G03	G04	G05	G06	G07	Total Number Of Positions Per Record
Field Name	S T A R T	Group Sequence Number	Equip Initial	Equip Number	Query Type	Transportation Code	Transportation Condition Code	
Length	1	4	4	10	3	1	1	
Example	*	0001	BO	0000112231	Q13	T	C	24

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible data loss or repetition of data.
G03	Equipment Initial	4-character, alphabetic; reporting mark of equipment being queried.
G04	Equipment Number	10-character, numeric; identification of equipment within the reporting mark being reported.
G05	Query Type	Type of query requested on input. The following shows the various Detail Level records which will be furnished in response to the queries. The number and type of detail will vary according to the following: **Query Description Record Type(s)** **Q10** Rejections By Shipper — Rejection Reports (REJS) **Q11** Interchange (Home Route) — I/C (Interchanges) **Q12** Last 10 Event Records — I/C, Car Movement and BXNG **Q13** Last Location — I/C or Car Movement or BXNG **Q14** Waybill and Movement — Waybill, I/C, Car Movement, BXNG **Q15** Last 3 Empty Interchange — I/C **Q16** Last 3 Commodities — Last Commodity and/or Car Grade **Q17** All Movement Records — I/C, Car Movement and BXNG **Q18** Last Commodity and/or Car Grade — Last Commodity and/or Car Grade **Q19** Umler physical characteristics — Umler physical characteristics **Q30** Last Location, Original ETA & Current ETA — I/C or Car Movement or BXNG plus Original and Current ETA **Q41** Interchanges (Last 3 Months) — I/C **Q47** No longer available **Q57** All Movements and Interchanges in Event Repository — I/C, Car Movement and BXNG
G06	Transportation Code	Alphabetic codes indicating type of assigned service, empty car routing or restriction of the unit. Refer to Umler Data Specification Manual for definition.
G07	Transportation Condition Code	Alphabetic codes indicating type of assigned service, empty car routing or restriction of the unit. Refer to Umler Data Specification Manual for definition.

Last Updated: November 2024

7.3.2   REPLY87 Response Group Level Record—Q20 and Q22

	G01	G02	G03	G04	
	S T A R T	Group Sequence Number	Query Type	F I L L E R	Total Number Of Positions Per Record
Field Name					
Length	1	4	3	2	
Example	*	0001	QNN		**10**

(where 'NN' equals the query type number)

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes.
G03	Query Type	Valid values are: **Q20** Identifies type of query as weight/capacity **Q22** Identifies type of query as full Umler output.
G04	Filler	Always *bb* (blanks).

7.3.3 REPLY87 Response Detail Level Record (Q10-Rejection Report)

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10	D11	D12	D13
Field Name	START	Report Type	SEP 1	TEXT	SEP 1	Reporting Road	SEP 1	Reason Code	SEP 1	Reason Text	SEP 1	TEXT	SEP 1
Length	1	4	1	2	1	4	1	1	1	28	1	2	1
Example	+	REJS	-	ON	-	ATSF	-	N	-	Bad Outlet Gates	-	ON	-

	D14				D15	D16	D17	D18	D19	Total Number Of Positions Per Record
	Date/Time				SEP 1	TEXT	SEP 1	Location City	State	
...	YY	MM	DD	HH						
	2	2	2	2	1	2	1	17	2	
	90	10	13	14	-	AT	-	Newton	KS	79

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Report Type	Always REJS – Shipper Reject.
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Text	Always ON.
D05	Separator 1	Always a dash (-); provides visual clarity.
D06	Reporting Road	4-character, alphabetic; reporting mark of road reporting the unit that was rejected by shipper.
D07	Separator 1	Always a dash (-); provides visual clarity.
D08	Reason Code	1-character, alphabetic; code showing reason for rejection Refer to Shipper Reject Codes for a list of allowable values.
D09	Separator 1	Always a dash (-); provides visual clarity.
D10	Reason Text	28-characters, alphabetic; brief text description of reason for rejection.
D11	Separator 1	Always a dash (-); provides visual clarity.
D12	Text	Always ON.
D13	Separator 1	Always a dash (-); provides visual clarity.
D14	Date/Time	8-digit, numeric; (2-digit year, 2-digit month, 2-digit day, and 2-digit hour) that unit was rejected.
D15	Separator 1	Always a dash (-); provides visual clarity.
D16	Text	Always AT.
D17	Separator 1	Always a dash (-); provides visual clarity.
D18	Location City	Alphabetic name of city in which the rejection occurred; left-justified, trailing blanks. May be SPLC number as reported if not in AAR Reference File.
D19	State	2-position state code per Accounting Rule 260.

7.3.4 REPLY87 Response Detail Level Record (Interchange Report)

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10	D11	D12	D13	D14	D15
Field Name	START	Report Type	SEP 1	TEXT	SEP 1	Road From	SEP 1	TEXT	SEP 1	Road To	SEP 1	STATUS	SEP 1	TEXT	SEP 1
Length	1	4	1	2	1	4	1	2	1	4	1	1	1	2	1
Example	+	ICHD	-	FR	-	DGNO	-	TO	-	BNSF	-	E	-	AT	-

	D16				D17	D18	D19	D20	D21	D22	Total Number Of Positions Per Record
	Date/Time				SEP 1	LCS Status Code	Not Used	SEP 1	City	State	
...	YY	MM	DD	HH							
	2	2	2	2	1	1	1	1	17	2	
	08	02	04	15	-	V	-	-	Dallas	TX	**58**

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Report Type	4-digit, alphabetic. Refer to Event Code Table for valid values.
D03	Separator1	Always a dash (-); separates data fields.
D04	Text	Always FR (From).
D05	Separator1	Always a dash (-); separates data fields.
D06	Road From	4-character, alphabetic; reporting mark of the delivering road.
D07	Separator1	Always a dash (-); separates data fields.
D08	Text	Always TO.
D09	Separator1	Always a dash (-); separates data fields.
D10	Road To	4-character, alphabetic; reporting mark of the receiving road.
D11	Separator1	Always a dash (-); separates data fields.
D12	Status	Valid values are: **L** Loaded **E** Empty **U** Unknown
D13	Separator1	Always a dash (-); separates data fields.
D14	Text	Always AT.
D15	Separator1	Always a dash (-); separates data fields.
D16	Date/Time	8-digit, numeric; (2-digit year, 2-digit month, 2-digit day, and 2-digit hour) when interchange occurred.
D17	Separator1	Always a dash (-); separates data fields.
D18	LCS Status Code	1 character, alphabetic code indicating result of LCS analysis for an interchange.
D19	Not Used	Always space.
D20	Separator1	Always a dash (-); separates data fields.
D21	City	Alphabetic name of the city in which interchange occurred.
D22	State	2–position state code as per Accounting Rule 260.

7.3.5   REPLY87 Response Detail Level Record (Regional Boundary Crossing)

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10	D11	D12				D13	D14
												Date/Time					
Field Name	START	Report Type	SEP1	TEXT	SEP1	Reporting Road	SEP1	STATUS	SEP1	TEXT	SEP1	YY	MM	DD	HH	SEP1	TEXT
Length	1	4	1	2	1	4	1	1	1	2	1	2	2	2	2	1	2
Example	+	BXNG	-	ON	-	BNSF	-	L	-	AT	-	87	04	01	15	-	AT

	D15	D16	D17	D18	D19	D20	D21	D22	D23	D24	D25	Total Number Of Positions Per Record
...	SEP1	Crossing City	STATE	SEP1	TEXT	SEP1	Region From	SEP1	TEXT	SEP1	Region To	
	1	17	2	1	2	1	2	1	2	1	2	
	-	Memphis	TN	-	FR	-	05	-	TO	-	04	62

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Report Type	Always BXNG (Boundary Crossing).
D03	Separator 1	Always a dash (-); separates data fields.
D04	Text	Always ON.
D05	Separator 1	Always a dash (-); separates data fields.
D06	Reporting Road	4-character, alphabetic; reporting mark of road reporting Boundary Crossing.
D07	Separator 1	Always a dash (-); separates data fields.
D08	Status	Valid values are: **L** Loaded **E** Empty **U** Unknown
D09	Separator 1	Always a dash (-); separates data fields.
D10	Text	Always AT.
D11	Separator 1	Always a dash (-); separates data fields.
D12	Date/Time	8-digit, numeric; (2-digit year, 2-digit month, 2-digit day, and 2-digit hour) of the Boundary Crossing.
D13	Separator 1	Always a dash (-); separates data fields.
D14	Text	Always AT.
D15	Separator 1	Always a dash (-); separates data fields.
D16	Crossing City	The alphabetic name of the city in which the reported Boundary Crossing occurred. City is left-justified, trailing blanks.
D17	State	2–position code indicating the state in which the city is located.
D18	Separator 1	Always a dash (-); separates data fields.
D19	Text	Always FR (From).
D20	Separator 1	Always a dash (-); separates data fields.
D21	Region From	2-digit code; region *from* which the unit has moved.
D22	Separator 1	Always a dash (-); separates data fields.
D23	Text	Always TO.
D24	Separator 1	Always a dash (-); separates data fields.
D25	Region To	2-digit code; region *to* which the unit has moved.

7.3.6 REPLY87 Response Detail Level Record (Bad Order—Hours to Repair)

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10	D11	D12				D13
												Date/Time				
Field Name	START	Report Type	SEP 1	TEXT	SEP 1	Location Road	SEP 1	STATUS	SEP 1	TEXT	SEP 1	YY	MM	DD	HH	SEP 1
Length	1	4	1	2	1	4	1	1	1	2	1	2	2	2	2	1
Example	+	BOHR	-	ON	-	BNSF	-	L	-	AT	-	87	04	01	15	-

	D14	D15	D16	D17	D18	D19	D20	D21	D22	D23	Total Number Of Positions Per Record
...	TEXT	SEP 1	Location City	STATE	SEP 1	TEXT	SEP 1	Hours To Repair	SEP 1	Reason Code	
	2	1	17	2	1	2	1	3	1	4	
	AT	-	Memphis	TN	-	HR	-	015	-	BRAK	62

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Report Type	Always BOHR (Bad Order Reporting).
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Text	Always ON.
D05	Separator 1	Always a dash (-); provides visual clarity.
D06	Location Road	4-character, alphabetic; reporting mark of road reporting the Bad Order.
D07	Separator 1	Always a dash (-); provides visual clarity.
D08	Status	Valid values are: **L** Loaded **E** Empty **U** Unknown
D09	Separator 1	Always a dash (-); provides visual clarity.
D10	Text	Always AT.
D11	Separator 1	Always a dash (-); provides visual clarity.
D12	Date/Time	8-digit, numeric; (2-digit year, 2-digit month, 2-digit day, and 2-digit hour) of the Bad Order Report.
D13	Separator 1	Always a dash (-); provides visual clarity.
D14	Text	Always AT.
D15	Separator 1	Always a dash (-); provides visual clarity.
D16	Location City	The alphabetic name of the city in which the reported bad order occurred. City is left-justified, trailing blanks.
D17	State	2–position code indicating the state in which the city is located.
D18	Separator 1	Always a dash (-); provides visual clarity.
D19	Text	Always HR (Hour).
D20	Separator 1	Always a dash (-); provides visual clarity.
D21	Hours to Repair	3-digit, numeric; add hours to date and time reported to get estimated date of release from Bad Order. **999** = Unknown
D22	Separator 1	Always a dash (-); provides visual clarity.
D23	Reason Code	4-character, alphabetic; abbreviation giving general classification of why unit was Bad Ordered. Refer to Bad Order Reason/Status Codes for values.

7.3.7   REPLY87 Response Detail Level Record (Car Movement & Last Location)

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10	D11	D12 Date/Time				D13	D14	D15	D16	D17	Total Number of Positions Per Record
								S T A T U S				YY	MM	DD	HH					S T A T E	
Field Name	S T A R T	Report Type	S E P 1	T E X T	S E P 1	Reporting Road	S E P 1		S E P 1	T E X T	S E P 1					S E P 1	T E X T	S E P 1	Location City		
Length	1	4	1	2	1	4	1	1	1	2	1	2	2	2	2	1	2	1	17	2	
Example	+	RLOD	-	On	-	UP	-	E	-	AT	-	87	04	01	15	-	AT	-	Newton	KS	50

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Report Type	4-character, alphabetic. Refer to Event Code Table for appropriate values.
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Text	Always ON.
D05	Separator 1	Always a dash (-); provides visual clarity.
D06	Reporting Road	4-character, alphabetic; reporting mark of road reporting the unit involved.
D07	Separator 1	Always a dash (-); provides visual clarity.
D08	Status	Valid values are: **L** Loaded **E** Empty **U** Unknown
D09	Separator 1	Always a dash (-); provides visual clarity.
D10	Text	Always AT.
D11	Separator 1	Always a dash (-); provides visual clarity.
D12	Date/Time	8-digit, numeric; (2-digit year, 2-digit month, 2-digit day, and 2-digit hour).
D13	Separator 1	Always a dash (-); provides visual clarity.
D14	Text	Always AT.
D15	Separator 1	Always a dash (-); provides visual clarity.
D16	Location City	Alphabetic name of city which the reported event occurred. Left–justified, trailing blanks.
D17	State	2–position state code as per Accounting Rule 260.

7.3.8 REPLY87 Response Detail Level Record (Waybill)

	D01	D02	D03	D04	D05	D06 Waybill Information					D07	D08 Date			D09	D10	D11
	START	Report Type	SEP1	TEXT	SEP1	Billing Road	SEP1	Waybill Number	SEP1	TEXT	SEP1	YY	MM	DD	SEP1	TEXT	SEP1
Field Name																	
Length	1	4	1	3	1	4	1	6	1	2	1	2	2	2	1	2	1
Example	+	WAYB	-	ORG	-	BNSF	-	106739	-	ON	-	06	04	15	-	AT	-

	D12	D13	D14	D15	D16	D17	D18	D19	D20	D21	D22	D23	D24	D25	D26	D27	D28	
...	Origin Station	STATE	SEP1	TEXT	SEP1	Destination City	SEP1	State	SEP1	TEXT	SEP1	Commodity Code (STCC)	SEP1	TEXT	SEP1	Connecting Carrier	SEP1	...
	17	2	1	2	1	9	1	2	1	4	1	7	1	3	1	4	1	
	York	PA	-	To	-	Sanfranci		CA	-	WITH	-	7143720	-	VIA	-	IHB	-	

	D27	D28	D29	D30	D31	D32	D33	D34	D35	D36	D37	D38	D39	D40	Total Number Of Positions Per Record
...	Connecting Carrier	SEP1	TEXT	SEP1	Offgoing Junction	STATE	SEP1	TEXT	SEP1	Final Carrier	SEP1	TEXT	SEP1	Consignee Carrier	
	4	1	2	1	17	2	1	3	1	4	1	3	1	12	141
	IHB	-	AT	-	Pekin	IL	-	END	-	UP	-	FOR	-	Fordmotor	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Report Type	4-digit, alphabetic. Always WAYB.
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Text	Always ORG (Origin).
D05	Separator 1	Always a dash (-); provides visual clarity.
D06	Waybill Information	*Billing Road*—4-character, alphabetic; railroad identification mark, as per Accounting Rule 260. *Separator 1*—Always a dash (-); provides visual clarity. *Waybill Number*—6-digit, numeric; original number identifying the Waybill. *Separator 1*—Always a dash (-); provides visual clarity. *Text*—Always ON.
D07	Separator 1	Always a dash (-); provides visual clarity.
D08	Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of the Waybill.
D09	Separator 1	Always a dash (-); provides visual clarity.
D10	Text	Always AT.
D11	Separator 1	Always a dash (-); provides visual clarity.
D12	Origin Station	17-character, alpha/numeric; left-justified, trailing blanks; name of city from which shipment was sent.
D13	State	2–position code identifying the state of origin station city as per Accounting Rule 260.
D14	Separator 1	Always a dash (-); provides visual clarity.
D15	Text	Always TO.
D16	Separator 1	Always a dash (-); provides visual clarity.
D17	Destination City	9-character, alphabetic; name of city for final destination of unit.
D18	Separator 1	Always a dash (-); provides visual clarity.

ID	Name	Content
D19	State	2–position code identifying state location as per Accounting Rule 260.
D20	Separator 1	Always a dash (-); provides visual clarity.
D21	Text	Always WITH.
D22	Separator 1	Always a dash (-); provides visual clarity.
D23	Commodity Code (STCC)	7-digit, numeric; Standard Transportation Commodity Code (STCC) number identifying commodity being carried.
D24	Separator 1	Always a dash (-); provides visual clarity.
D25	Text	Always VIA (By).
D26	Separator 1	Always a dash (-); provides visual clarity.
D27	Connecting Carrier	4-character, alphabetic; railroad identification mark, as per Accounting Rule 260, of next scheduled carrier of unit. This field is blank if local.
D28	Separator 1	Always a dash (-); provides visual clarity.
D29	Text	Always AT.
D30	Separator 1	Always a dash (-); provides visual clarity.
D31	Offgoing Junction	17-character, alphabetic; name of city of interchange with connecting road.
D32	State	2–position code identifying state location of offgoing junction as per Accounting Rule 260.
D33	Separator 1	Always a dash (-); provides visual clarity.
D34	Text	Always END.
D35	Separator 1	Always a dash (-); provides visual clarity.
D36	Final Carrier	4-character, alphabetic; reporting mark of final scheduled carrier as per Accounting Rule 260.
D37	Separator 1	Always a dash (-); provides visual clarity.
D38	Text	Always FOR.
D39	Separator 1	Always a dash (-); provides visual clarity.
D40	Consignee Carrier	12-character, alphabetic; name of receiver of shipment as shown on the Waybill. This field will be blank if a local move.

Last Updated: November 2024

7.3.9 REPLY87 Response Detail Level Record (Last Commodity and/or Car Grade)

Field Name	D01 START	D02 Report Type	D03 SEP 1	D04 Text	D05 SEP 1	D06 STCC Number	SEP 1	Car Grade	SEP 1	TEXT	SEP 1	Waybill Date YY	MM	DD	Time HH	MN	FLAG	D07 Date YY	MM	DD	Time HH	MN	GRADE	Total Number Of Positions Per Record
Length	1	4	1	4	1	7	1	1	1	2	1	2	2	2	2	2	1	2	2	2	2	2	1	
Example	+	LCOM	-	RPTD	-	7103111	-	A	-	ON	-	87	04	12			A	87	04	12	08	15	A	46

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Report Type	Always LCOM.
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Text	Always RPTD (Reported).
D05	Separator 1	Always a dash (-); provides visual clarity.

D06	Commodity Information	*STCC Number*—7-digit, numeric; Standard Transportation Commodity Code of the last commodity carried by this unit.
		Separator 1—Always a dash (-); provides visual clarity.
		Car Grade—The Car Grade if currently carried in TRAIN II.
		  – Refer to Examples of Car Grading for details on car grading.
		Separator 1—Always a dash (-); provides visual clarity.
		Text—Always ON.
		Separator 1—Always a dash (-); provides visual clarity.
		Date—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) shown on Waybill for this commodity.
		Time—4-digit, numeric; (2-digit hour and 2-digit minute) of Waybill.
		  – If Commodity is blank; the year, month, day, hour and minute of the last commodity report will also be blank.
		Deregulation Flag:
		A Car traveling per owner's instruction [49 CFR 1039.14(c)(1) and (2)] subject to optional mileage charge.
		B Car traveling per pool operator instruction [49 CFR 1039.14(c)(1) and (2)] subject to optional mileage charge.
		C Car traveling per AAR/ICC Instructions [49 CFR 1039.14(c)(1) and (2)] subject to optional mileage charge.

D07	Car Grade by Inspection Information	*Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of the car grade inspection. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) of the car grade inspection. *Grade*—1-character, alphabetic; Car Grade on the inspection report; refer to Examples of Car Grading for details on car grade.

7.3.10 REPLY87 Response Detail Level Record (Car Hire Transfer of Liability)

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10	D11	D12	D13	D14	D15
Field Name	S T A R T	Report Type	S E P 1	T E X T	S E P 1	Switch Or Holding Road	S E P 1	T E X T	S E P 1	Responsible Road	S E P 1	A S T A T U S	S e p 1	T E X T	S E P 1
Length	1	4	1	2	1	4	1	2	1	4	1	1	1	2	1
Example	+	CH82	-	FR	-	CSXT	-	TO	-	NS	-	E	-	ON	-

	D16					D17	D18	D19	D20	D21	D22	D23	D24	D25	D26	D27	Total Number Of Positions Per Record
			Start Date/Time														
...	YY	MM	DD	HH	MN	S E P 1	T E X T	S E P 1	City	S T A T E	S E P 1	Relief A Hours	S E P 1	B S T A T U S	S E P 1	Relief B Hours	
	2	2	2	2	2	1	2	1	17	2	1	3	1	1	1	3	
	92	09	01	22	08	-	AT	-	Dallas	TX	-	60	-	L	-	60	70

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Report Type	4-digit, alphabetic; valid values are CH80, CH81, CH82, CH83, CH84, and CH85. CH80, CH81, CH84 and CH85 represent Rule 5 TOLs. CH82 and CH83 represent Rule 15 TOLs.
D03	Separator 1	Always a dash (-); separates data fields.
D04	Text	Always FR (From).
D05	Separator 1	Always a dash (-); separates data fields.
D06	Switch or Holding Road	4-character, alphabetic; *Reporting Mark* of: – Rule 5—Car Hire Transfer of Liability, the road on which the event occurred. – Rule 15—Car Hire Transfer of Liability, the holding road.
D07	Separator 1	Always a dash (-); separates data fields.
D08	Text	Always TO.
D09	Separator 1	Always a dash (-); separates data fields.
D10	Responsible Road	4-character, alphabetic; *Reporting Mark* of the carrier that will accept the Car Hire Transfer of Liability.
D11	Separator 1	Always a dash (-); separates data fields.
D12	A Status	This status relates to the *Relief A Hours*; valid values are: **L** Loaded **E** Empty
D13	Separator 1	Always a dash (-); separates data fields.
D14	Text	Always ON.
D15	Separator 1	Always a dash (-); separates data fields.
D16	Start Date/Time	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of start of Car Hire Transfer of Liability.
D17	Separator 1	Always a dash (-); separates data fields.
D18	Text	Always AT.
D19	Separator 1	Always a dash (-); separates data fields.

ID	Name	Content
D20	City	Alphabetic name of the city in which interchange occurred.
D21	State	2–position state code as per Accounting Rule 260.
D22	Separator 1	Always a dash (-); separates data fields.
D23	Relief A Hours	– Rule 5—Car Hire Transfer of Liability, the number of hours of Car Hire the Switch Road is transferring to the *Responsible Road* related to *A Status*. – Rule 15—Car Hire Transfer of Liability; always zeros.
D24	Separator 1	Always a dash (-); separates data fields.
D25	B Status	This status relates to the *Relief B Hours*; valid values are: **L** Loaded **E** Empty
D26	Separator 1	Always a dash (-); separates data fields.
D27	Relief B Hours	– Rule 5—Car Hire Transfer of Liability, the number of hours of Car Hire the *Switch Road* is transferring to the *Responsible Road* related to *B Status*. – Rule 15—Car Hire Transfer of Liability; always zeros.

7.3.11   REPLY87 Original and Current ETA Detail Level Record

Field Name	D01 START	D02 Detail Type	D03 SEP 1	D04 Report Type	D05 SEP 1	D06 ETA Event Code	D07 SEP 1	D08 TEXT	D09 SEP 1	D10 Reporting Road	D11 SEP 1	D12 STATUS	D13 SEP 1	D14 TEXT	D15 SEP 1
Length	1	3	1	4	1	3	1	2	1	4	1	1	1	2	1
Example	+	ORG	-	PETA	-	PAC	-	ON	-	BNSF	-	L	-	AT	-

	D16 ETA Event				D17 SEP 1	D18 TEXT	D19 SEP 1	D20 ETA Event		
	Date		Time							STATE
...	YY	MM	DD	HH				City		
	2	2	2	2	1	2	1	17		2
	00	11	15	22	-	AT	-	Memphis		TN

Total Number Of Positions Per Record **61**

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Detail Type	Valid values are: **ORG**—Original ETA event present at start of trip **CUR**—Current ETA event
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Report Type	Valid values are **ETA**—Railroad supplied ETA **PETA**—Predictive ETA based on history
D05	Separator 1	Always a dash (-); provides visual clarity.
D06	ETA Event Code	3-character, alphabetic; code specifying the destination event to which the ETA applies. **Note:** The ETA Event Code uses the three-character EDI event code to match the event codes used in the trip planning date exchange process.
D07	Separator 1	Always a dash (-); provides visual clarity.
D08	Text	Always ON.
D09	Separator 1	Always a dash (-); provides visual clarity.
D10	Reporting Road	4-character, alphabetic; identifies railroad on which the destination event is scheduled to occur.
D11	Separator 1	Always a dash (-); provides visual clarity.
D12	Status	Valid values are: **E** Empty **L** Loaded **U** Unknown
D13	Separator 1	Always a dash (-); provides visual clarity.
D14	Text	Always AT.
D15	Separator 1	Always a dash (-); provides visual clarity.
D16	ETA Event Date/Time	8-digit, numeric; (2-digit year, 2-digit month, 2-digit day, and 2-digit hour); date and time at which the destination event is scheduled to occur.
D17	Separator 1	Always a dash (-); provides visual clarity.
D18	Text	Always AT.
D19	Separator 1	Always a dash (-); provides visual clarity.
D20	ETA Event City/State	City (12 alphabetic, left justified) and state/province (2 character postal abbreviation) where the destination event will occur.

7.3.12   REPLY87 Detail Record—Q19 (Non–Locomotive Format)

	D01	D02	D03	D04	D05	D06				D07	D08		
	START	Report Type	SEP 1	Car Type Code	SEP 1	Rate Data				SEP 1	Inside Or Platform Dimensions		
Field Name						Indicator	Per Diem	Mileage	Appurtenance		Length	Width	Height
Length	1	4	1	4	1	1	4	4	4	1	4	4	4
Example	+	UMLR	-	A120	-	3	0000	0000	0000	-	4000	1000	1200

	D08			D09	D10			D11	D12			D13	
	Inside Or Platform Dimensions			SEP 1	Outside Dimensions			SEP 1	Capacities			SEP 1	
…	Length	Width	Height		Extreme Length	Extreme Width	Extreme Height		Cubic	Nominal	Tare Weight		…
	4	4	4	1	5	4	4	1	5	3	4	1	
	4000	1000	1200	-	04405	1008	1411	-	03791	110	0070	-	

	D14			D15	D16	D17	D18	D19	D20	D21	D22	Total Number Of Positions Per Record
	Side Door			SEP 1	Body Type	Clearance Code	Transportation Code	Assigned Pool Number	SEP 1	Transportation Condition Code	Lessee/ Appurtenance Owner	
…	Width	Height	TYPE									
	4	4	2	1	1	1	1	7	1	1	4	92
	1000	0910	14	-	S	B	X	0000000	-	A	CP	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Report Type	Always UMLR.
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Car Type Code	4–positions, alpha/numeric; code giving a general physical description of the Car Type.
D05	Separator 1	Always a dash (-); provides visual clarity.
D06	Rate Data	*Indicator*—Rate Indicator as specified in the Umler Data Specification Manual. *Per Diem*—Always 0000. *Mileage*—Always 0000. *Appurtenance*—Always 0000. NOTE: The above three rate fields will be zero–filled effective January 1, 1994, with deprescription. To obtain rates on equipment, use QUERY87, *Subtype* 21.
D07	Separator 1	Always a dash (-); provides visual clarity.

D08	Inside Dimensions	*Inside or Platform Length*—4-digit, numeric; feet (2-digits) and inches (2-digits) of inside distance end–to–end between linings or the flat car loading platform length.
		  – For tank cars, value is 0000.
		Inside or Platform Width—4-digit, numeric; feet (2-digits) and inches (2-digits) of width of unit interior between linings, belt rails, nailing girth or ventilating strips or the flat car loading platform width.
		  – For tank cars, value is 0000.
		Inside or Platform Height—4-digit, numeric; feet (2-digits) and inches (2-digits) of measurement from floor to roof or carline or the flat car measurement from top of rail to top of loading platform.
		  – For tank cars, value is 0000.

D09	Separator 1	Always a dash (-); provides visual clarity

ID	Name	Content
D10	Outside Dimensions	*Extreme Length*—5-digit, numeric; feet (3-digits) and inches (2-digits) of the distance over pulling face of couplers in normal position. *Extreme Width*—4-digit, numeric; feet (2-digits) and inches (2-digits) of measurement of outside width of unit including attachments projecting to greatest extent. *Extreme Height*—4-digit, numeric; feet (2-digits) and inches (2-digits) of height from top of rail to extreme projecting height.
D11	Separator 1	Always a dash (-); provides visual clarity.
D12	Capacities	*Cubic Capacity*—5-digit, numeric; actual inside volume of unit in cubic feet. *Nominal Capacity*—3-digit, numeric; capacity of a unit in thousands of pounds as required by AAR Interchange Rule 70. – For TOFC/COFC cars, capacity of unit is reported in hundreds of pounds. *Tare Weight*—4-digit, numeric; average light weight (tare) of a unit in hundreds of pounds.
D13	Separator 1	Always a dash (-); provides visual clarity.

D14	Side Door (Or Well Or Depressed Flat)	*Width*—4-digit, numeric; feet (2-digits) and inches (2-digits) of the width of side door openings or well depressed flat bottom width.
		  – For tank cars, value is 0000.
		Height—4-digit, numeric; feet (2-digits) and inches (2-digits) of the height of the side door openings in clear or the well or depressed flat bottom length.
		  – For tank cars, value is 0000.
		Type—2-digit, numeric or zeros; indicates type of operating side door on freight cars.
		  – For tank and flat cars, this number will be 00.
		  – For TOFC/COFC cars (Car Type Code U or Z), this code indicates both side door type and end door type.
		  – Code(s) as shown in the Umler Data Specification Manual.

D15	Separator 1	Always a dash (-); provides visual clarity.
D16	Body Type	1-character, alphabetic; type of material on exterior of unit excluding underframe and undercarriage; valid values are: **B** Tank Cars **A** Aluminum **E** Combination **S** Standard Steel **T** Stainless Steel **W** Wood **.** Umler record is incomplete
D17	Clearance Code	1-character code; indicates plate clearance as shown in the Umler Data Specification Manual. – For TOFC/COFC units, code is *b* (blank).
D18	Transportation Code	1-character, alphabetic; indicates restricted use of unit. – Applicable codes are shown in the exhibits of the Umler Data Specification Manual.
D19	Assigned Pool Number	7-digit, numeric; code to identify each pool registered. – If present, will relate to the *Restriction Code*.
D20	Separator 1	Always a dash (-); provides visual clarity.
D21	Transportation Condition Code	1-character, blank or alphabetic; code indicating the reason for restricted use of the unit. – Applicable codes are shown in the exhibits of the Umler Data Specification Manual.
D22	Lessee/Appurtenance Owner	4-character, alphabetic; lessee/appurtenance owner as reported to Umler.

7.3.13   REPLY87 Detail Record—Q19 (Locomotive Format)

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10	D11	D12		D13
	START	Report Type	SEP 1	Car Type Code	SEP 1	Indicator	Owner Mark	Horse Power	Fuel Tank Capacity	SEP 1	Weight On Drivers	Speed		SEP 1
Field Name												Min	Max	
Length	1	4	1	4	1	1	4	4	4	1	6	3	3	1
Example	+	UMLR	-	D111	-	6	ATSF	1500	6000	-	800000	020	090	-

	D14			D15	D16	D17	D18	D19	D20	D21	D22	D23	
	Outside Dimensions			SEP 1	Air Brake Model Number	Max Dynamic Braking	Truck Center Distance	SEP 1	Manufacturers Model Number	Dynamic Brakes	Multiple Brake	SEP 1	
…	Length	Width	Height Above Rail										…
	5	4	4	1	5	4	4	1	8	1	1		
	80000	1000	0700	-	26NLM	123	1002	-	U33B	E	Y		

	D21	D22	D23	D24	D25	D26	D27	D28	D29	D30	Total Number Of Positions Per Record
…	Dynamic Brakes	Multiple Brake	SEP 1	Fuel Saver Type	Clearance Code	Transportation Code	Assigned Pool Number	SEP 1	Transportation Condition Code	Lessee/ Appurtenance Owner	
	1	1	1	1	1	1	7	1	1	4	93
	E	Y	-	G	B	Blank	0000000	-	Blank	CP	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Report Type	Always UMLR.
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Car Type Code	4–positions, alpha/numeric; code giving a general physical description of the Car Type.
D05	Separator 1	Always a dash (-); provides visual clarity.
D06	Indicator	Rate Indicator as specified in Umler Data Specification Manual.
D07	Owner Mark	4-character, alphabetic; owner as reported in Umler.
D08	Horsepower	4-digit, numeric; horsepower of unit.
D09	Fuel Tank Capacity	4-digit, numeric; capacity of fuel tank in U.S. gallons.
D10	Separator 1	Always a dash (-); provides visual clarity.
D11	Weight on Drivers	6-digit, numeric; weight on drivers reported in pounds.
D12	Speed	*Minimum*—3-digit, numeric; minimum continuous speed reported in miles per hour. *Maximum*—3-digit, numeric; maximum speed reported in miles per hour.
D13	Separator 1	Always a dash (-); provides visual clarity.
D14	Outside Dimensions	*Length*—5-digit, numeric; outside length reported in feet (3-digits) and inches (2-digits). *Width*—4-digit, numeric; maximum width reported in feet (2-digits) and inches (2-digits). *Maximum Height Above Rail*—4-digit, numeric; height from top of rail to extreme projecting height reported in feet (2-digits) and inches (2-digits).
D15	Separator 1	Always a dash (-); provides visual clarity.
D16	Air Brake Model Number	5–positions, alpha/numeric; air brake model number.

ID	Name	Content
D17	Maximum Dynamic Braking	4-digit, numeric; maximum braking effort reported in 100's of pounds.
D18	Truck Center Distance	4-digit, numeric; truck center distance reported in feet (2-digits) and inches (2-digits).
D19	Separator 1	Always a dash (-); provides visual clarity.
D20	Manufacturers Model Number	8–positions, alpha/numeric; manufacturer's model number.
D21	Dynamic Brakes	1-character, alphabetic; type of dynamic brakes.
D22	Air Brake Multi-Unit Hookup	1-character, alphabetic; type of air brake multi–unit hookup.
D23	Separator 1	Always a dash (-); provides visual clarity.
D24	Fuel Saver Type	1-character, alphabetic; type of fuel saver.
D25	Clearance Code	1-character, alphabetic; indicates plate clearance as shown in Umler Data Specification Manual.
D26	Transportation Code	1-character, alphabetic; indicates restricted use of the unit.
D27	Assigned Pool Number	7-digit, numeric; identifies each pool registered.
D28	Separator 1	Always a dash (-); provides visual clarity.
D29	Transportation Condition Code	1-character, alphabetic; reason for restricted use of the unit.
D30	Lessee/Appurtenance Owner	4-character, alphabetic; lessee/appurtenance owner as reported to Umler.

7.3.14   REPLY87 Detail Record—Q20 (Weight & Capacity)

Field Name	D01 S T A R T	D02 Equipment		D03 Owner Mark	D04 Lessee/ Appurtenance Owner Mark	D05 (00) Load Limit	D06 (00) Tare Weight	D07 (000) Umler Nominal Capacity	D08 F I L L E R	Total Number Of Positions Per Record
		Initial	Number							
Length	1	4	10	4	4	4	4	3	5	
Example	#	ATSF	0000123456	GACX	BNSF	1085	0875	175		39

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Equipment	*Initial*—4-character, alphabetic; left-justified, trailing blanks; *Reporting Mark* of the equipment being queried. *Number*—10-digit, numeric; right-justified, preceding zeros; number stenciled on the equipment being queried.
D03	Owner Mark	4-character, alphabetic; *Reporting Mark* identifying the railroad or private car company owning the equipment.
D04	Lessee/Appurtenance Owner Mark	4-character, alphabetic; *Reporting Mark* identifying the railroad leasing the equipment or owning the appurtenance.
D05	Load Limit	4-digit, numeric; maximum permissible weight that can be loaded on the unit stated in hundreds of pounds.
D06	Tare Weight	4-digit, numeric; actual weight (tare) for equipment stated in hundreds of pounds.
D07	Umler Nominal Capacity	3-digit, numeric; capacity of the equipment stated in thousands of pounds.

ID	Name	Content
D08	Filler	Always blank; reserved for future use.

7.3.15   REPLY87 Detail Record—Q22

Field Name	D01 S T A R T	D02 Format Type	D03 Transaction Type	D04 Umler Data	Total Number Of Positions Per Record
Length	1	1	1	204-397 Depending On Format	Min=207/
Example	+	A	3	Data Per Umler Data Specification Manual	Max=400

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Format Type	1–position, alphabetic; code describing the content of a Detail Level record; valid values are: **A** All cars and maintenance of way equipment except tanks and flat cars **B** Tank cars **C** Flat cars and steel wheelsets **D** TOFC/COFC **E** Locomotives **G** End–Of–Train Information Systems
D03	Transaction Type	Always a 3.
D04	Umler Data	Data pertaining to the unit queried. – The format of the data is described in the Umler Data Specification Manual. *The terminating blank filler is not transmitted.* – *The length of* Umler *data depends on format type as follows:*

Type	Length	Tape Output Positions
A	322 Characters	3–325
B	322 Characters	3–325
C	394 Characters	3–397
D	279 Characters	3–282
E	279 Characters	3–282
G	201 Characters	3–204

Note: Effective May 6, 2001, a new 2 character Early Warning (EW) / Maintenance Advisory (MA) indicator exists in positions 216 and 217 for format types 'A', 'B' and 'C' on the output format. The addition of the EW/MA indicator does not require any modifications to the existing output formats because positions 216 and 217 were not being used. The EW/MA Indicator is used to identify equipment registered in Umler that is operating under a Maintenance Advisory or Early Warning status. For a detailed description of this field, refer to the Umler Data Specification Manual.

7.4 Formats that Apply to an SWRPY87 Message

Query87 sub-types 41 will often generate enough data in the response to exceed the 12,000 character limit for normal TRAIN II messages. A switched message header with message type SWRPY is used to contain QUERY87 sub-type 41 responses to allow adequate message length for the reply.

7.4.1 SWRPY Response Message Header

Field Name	START	Origin		Message Number	System		Transmission					Destination		END
		Road Mark	Sub-Address		ID	Suffix	Date			Time		Road Mark	Sub–Address	
							YY	MM	DD	HH	MN			
Length	1	4	2	4	5	2	1	2	2	2	2	4	4	1
Example	#	RRDC		0110	SW——	0–	/	07	08	23	15	UP	OMHA	/

	Receipt				END	Origin			Origin					END	Total Numbers of Positions Per Record
	Date		Time			Road Mark	Sub–Address	Message Number	Date			Time			
…	YY	Julian Day	HH	MN					YY	MM	DD	HH	MN		
	2	3	2	2	1	4	4	4	2	2	2	2	2	1	72
	87	216	22	31	/	MP	KCMO	0014	87	07	08	22	30	/	

The following is an explanation of the fields and codes contained in this format.

Name	Content
Start Character	Always a pound sign (#); identifies the beginning of a Message Header.
Origin: Road Mark	Always RRDC; for message delivery.
Origin: Sub-address	Always blank.
Message Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the message for purposes of reference and control; discontinuity or duplication in the number alerts the addressee to possible loss or repetition of messages.
System: Identity	SWRPY
System: Suffix	87
Transmission: Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) that the message was transmitted by Railinc.
Transmission: Time	4-digit, numeric; (2-digit hour and 2-digit minute) that the message was transmitted by Railinc.
Destination Road Mark	4-character, alphabetic; Reporting Mark of the destination railroad.
Destination Sub-address	4-character, alpha/numeric; identifies the office within the destination railroad – May be left blank.
End Character	Always a slash (/); identifies the end of the standard Message Header.
Receipt: Date	5-digit, numeric; year (2-digits) and day (3-digits); Julian Date when message was received by Railinc.
Receipt: Time	4-digit, numeric; (2-digit hour and 2-digit minute) that the message was received by Railinc.
End Character	Always a slash (/); identifies the end of the first Message Header extension.
Origin: Road Mark	4-character, alphabetic; Reporting Mark of the railroad that originated this message.
Origin: Sub-address	4-character, alpha/numeric; identifies the office (location) within the railroad originating the message. – May be left blank.

Name	Content
Message Number	4-digit, numeric; Sequence Number of the message generated by the originating railroad.
Origin: Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of preparation of the message by the originating railroad.
Origin: Time	4-digit, numeric; (2-digit hour and 2-digit minute) of preparation of the message by the originating railroad.
End Character	Always a slash (/); identifies the end of the extended Message Header.
Message Text	Data as received from the message originator

Note: Due to the number of events that may be returned in response to a Q41 or Q47, an SWRPY87 message may be up to 64,000 characters in length.

8 TRAIN II Parameter Tracing

8.1 TRAIN18 Parameter Trace and Fleet Trace Registration

This section defines a method for reporting Parameter Trace Registrations to a central facility. The method is modeled on the proprietary format currently used to report Parameter Trace Registrations to the AAR central Site (TRAIN17). Maximum flexibility was factored into the format to permit extension and modification over time. This method also includes all necessary parameters and functionality to support the current method of registering Parameter Traces through TRAIN II.

All TRAIN18 messages will be acknowledged with a TRAIN98 message. This acknowledgment will indicate that receipt of the inbound TRAIN18 occurred and will indicate if any error conditions were found.

8.1.1 Boolean Relationship between Parameters

Unless explicitly stated otherwise, an "AND" relationship exists between different parameters contained in the Trace Registration. An implicit "OR" relationship exists between different values of the same parameter.

8.1.2 Special Characters Used In the TRAIN18 Format

The colon (:) is used immediately prior to a parameter value to indicate negation. That is, all values of the parameter except this one. When more than one negated value for a parameter is specified, all values must be negated and the logical relationship between values changes *from* "OR" *to* "AND NOT".

Negation applies to all parameters except AAR Pool Code (Code **06**), AAR Mechanical Designator (Code **09**), Load/Empty Code (Code **10**), Fleet Identifier (Code **11**), Transportation Code (Code **19**), Car Grade (Code **20**), Fleet Maintainer (Code **26**), and Fleet Receiver (Code **27**).

The commercial at sign (@) is used to separate the start and end values of an inclusive range. This character may only be used for those parameters where a range of values is permitted.

The semicolon (;) is used to separate the city and state elements of the Origin and Destination parameters (**04** and **05**) and the elements of a Route parameter (**15** and **33**).

For those parameters specifying a name, wild card match criteria are permitted. The wild card character is a percent sign (**%**) and may only be used as a trailing character after **5** valid characters have been indicated. If a match for all shippers whose names begin with UQXYZ were desired, the parameter would be specified as **+01UQXYZ%**. Wild card specification is allowed on Shipper (Code **01**), Consignee (Code **02**), Care of Party (Code **16**), and Release of Party (Code **17**).

8.1.3   Codification of Parameters

For the sake of brevity, each possible parameter is assigned a **2-character** code value for use in communicating with the central site. The initial set of values is:

Code	Parameter
00	***Parameter Description***—**30-character** field; used to describe the purpose of the parameter registration. This will be stored with the parameter registration and returned as part of a query response. It has no other function.
01	***Shipper Name***—**30**-character, alpha/numeric or blank; matches the shipper being reported on originating Waybill.
02	***Consignee Name***—**30**-character, alpha/numeric or blank; matches the consignee being reported on originating Waybill.
03	***Event Code***—**3**-character abbreviation for Event Types; use the values shown in the [Event Code](#) Table under the column '456 Event Code'. Each Event Code shown in this parameter defines a specific event to be monitored. If any Event Code parameters are present, only those events will be sent as output of the Trace. If none are indicated all applicable codes are transmitted in response.
04	***Origin (full spelling)***—City name and state code identifying the waybill point of origin for rail purposes of a shipment.
05	***Destination (full spelling)***—City name and state code identifying the waybill destination for rail purposes of a shipment.
06	***AAR Pool Code***—**7**-digit, numeric; must be a valid *Pool Number* in the AAR Pool Master; Action Code=**1**.
07	***AAR Car Type***—**4**–position, alpha/numeric or blank; format is **ANNN**; if supplied, must be a valid entry in the AAR Car Type Code Table; Action Code=**1** (if there) or **4** (if blank). To specify a request of *Car Type Codes*, two techniques are available. To show a fairly limited range of *Car Type Codes*, use the commercial at–sign [**@**] to separate the low and high ends of the range. For example, **A124@A130** would select all valid *Car Type Codes* between A124 and A130. The alpha character of the *Car Type Code* must be the same for both the low and high values of the range. Alternatively, a generic class of car types can be specified by showing the *Car Type Code* at the **1–**, **2–**, or **3-character** level. For example, specifying a *Car Type Code* of **A12** will select all valid car types between A120 and A129. Specifying **A1** will select all valid car types between A100 and A199. Specifying **A** will select all valid car types between A000 and A999. **Note:** If identical ranges are transmitted, they will be updated as a single value.
08	***STCC (Standard Transportation Commodity Code [may be a range of values])***—**2–**, **5–**, or **7**-digit, numeric; *Standard Transportation Commodity Code* of the commodity to be traced; Action Code=**1** (if there) or **4** (if blank). – Must be numeric and match the STCC Range Table or blank. – May be reported at **2–**, **5–**, or **7**-digit level; left-justified, trailing blanks. **Note:** If identical ranges are transmitted, they will be updated as a single value.
09	***AAR Mechanical Designator***—**1–** to **4-character** code to identify a group of rail cars (e.g., **XM** is an unequipped box car).
10	***Load/Empty Code***—**1**-character, alphabetic; valid values are **L** (loaded) and **E** (empty); if both are desired, leave blank; Action Code=**3**.
11	***Fleet Identifier***—**1–** to **9-character**, alpha/numeric; identifier used by a rail carrier to identify a collection of equipment being monitored for a customer.
12	***Equipment Owner***—Alphabetic identifier of the entity owning the unit of equipment.
13	***Equipment Lessee***—Reporting mark of rail carrier leasing the equipment.
14	***Unit Initial***—Alphabetic component of an equipment unit's *Registration ID*.

Code	Parameter
15	***Full Route***—Series of carrier identifiers and junction locations used to describe the route of movement for a shipment. The route should be shown as follows— Road;Junction;Road;Junction;Road... For example, to show the route CEDR–MONAJ–CC– DUBU–CPRS–KCITY–DQE–HRGTN–DRGW–OGDEN–SP, the parameter would appear as follows: **+15CEDR;MONAJ;CC;DUBU;CPRS;KCITY;DQE;HRGTN;DRGW;OGDEN;SP**
16	***Care of Party Name***—Party who is to physically receive the shipment at destination. This party will take delivery of the shipment and is responsible for destination demurrage charges associated with the shipment.
18	***Waybilling Road***—Standard Carrier Alpha Code identifying the rail carrier that prepared a Waybill.
19	***Transportation Code***—Blank or a valid alphabetic code in Umler Data Specification Manual, type of assigned service, empty car routing or restriction of the unit; Action Code=**1**.
20	***Car Grade***—Blank or a valid entry in [Examples of Car Grading](#) if currently carried in TRAIN II; Action Code=**1**.
21	***Movement or TOFC/COFC Plan Code***—**2**–positions, alpha/numeric or blank; Movement Code in Format Types **0**, **1** or **2** Waybill (**IM** indicates interrupted movement, which includes such conditions as stop to partially load or unload, slow movement, high– or wide–load, excessively heavy shipment, etc.; **CM** designates a movement of Company Material); if provided, must match one of the valid entries; Action Code=**1**.
22	***Origin SPLC (Standard Point Location Code)***—**2**– to **6**-digit, numeric; *Standard Point Location Code* of location where Trace is considered at origin; must be numeric and the State Code portion must be valid or blank; Action Code=**1** (if there) or **4** (if blank). – May be reported at **2**–, **4**– or **6**-digit level; left-justified, trailing blanks. – First **2** positions are State only. – First **4** positions are State and County. – Full **6** positions are a specific location.
23	***Destination SPLC (Standard Point Location Code)***—**2**– to **6**-digit, numeric; *Standard Point Location Code* of location where Trace is considered at destination; must be numeric and the State Code portion must be valid or blanks; Action Code=**1** (if there) or **4** (if blank). – Refer to Origin SPLC for a full description.
24	***Unit Number (may be range)***—Numeric component of an equipment unit's *Registration ID*.
25	***Waybill Number***—Number assigned by a rail carrier to identify a particular Waybill.
26	***Authorized Fleet Maintainer***—Railinc Network Identifier of the entity authorized to add and delete units in a fleet.
27	***Authorized Fleet Receiver***—Railinc Network Identifier of the entity authorized to receive copies of movement information about units in a fleet.
28	***Shipper CIF Number***—Customer Identification File number identifying a shipper.
29	***Consignee CIF Number***—Customer Identification File number identifying the consignee.
31	***Care of Party CIF Number***—Customer Identification File number identifying a care of party.
32	***Road(s) in Route***—Specified as a **2**– to **4-character** railroad identifier. When used, this carrier must appear in the Waybill route for a match to occur. If more than one is specified, a match will occur when any of them is in a route.
33	***All Railroads In Route (no junctions)***—Specified as a string of **2**– to **4-character** railroad identifiers separated by semicolons (**;**). For example, **CR;ATSF;SP**. A match will occur when the specified carriers occur in the order shown in a Waybill route. The junctions in the Waybill route are ignored for this purpose.
34	***Reporting Road***—Specified as a **2**– to **4-character** railroad identifier. When used, information requested will be for the Railroad(s) Reporting Event(s) (Equipment Movement) to TRAIN II.

8.1.4 Maximum Occurrences of Parameter Values

The Parameter Trace Registration System at the central site will permit the following maximum number of values for each parameter to be specified in a single Parameter Trace Registration.

Code	Number of Occurrences	Parameter
00	1	Parameter Description
01	50	Shipper
02	50	Consignee
03	30	Event Code
04	30	Origin (full spelling)
05	30	Destination (full spelling)
06	30	AAR Pool Code
07	30	AAR Car Type Code
08	30	Standard Transportation Commodity Code (STCC)
09	30	AAR Mechanical Designator
10	1	Load/Empty Code
11	100	Fleet Identifier
12	100	Owner
13	100	Lessee
14	100	Unit Initial
15	30	Route
16	30	Care of Party
18	30	Waybilling Road
19	5	Transportation Code
20	5	Car Grade
21	5	Movement Code or TOFC/COFC Plan Code
22	30	Origin SPLC
23	30	Destination SPLC
24	100	Unit Number
25	50	Waybill Number
26	1	Authorized Fleet Maintainer
27	10	Authorized Fleet Receiver
28	50	Shipper CIF Number
29	50	Consignee CIF Number
31	30	Care of Party CIF Number
32	13	Road(s) in Route
33	5	All Railroads In Route
34	13	Reporting Road

Note: For those parameters that allow the specification of a range of values, each occurrence of a range counts as one occurrence of the parameter.

8.1.5 General Structure of Message Elements

The message structure consists of a Group Header, one or more Detail records and a Group Trailer. The Group Header is identified with a start character of * (asterisk), the Detail record with a start character of + (plus sign) and the Group Trailer with a start character of = (equal sign). These characters should not occur within the values specified for a parameter. This structure is enclosed in a communications envelope. The envelope may be either the TRAIN II or ISA standard envelope. The entity shown as the origin of the message will be retained as the *registrant* of any Parameter Trace Registrations contained in the envelope.

8.1.6 TRAIN18 Group Level Record

	G01	G02	G03	G04	G05	G06	G07	G08
Field Name	START	Group Sequence Number	Type Record	Report Type	Event Selection Code	Trace Identifier	Output Message Addressee	Output Message Sub–Address
Length	1	4	1	1	1	12	4	4
Example	*	0001	1	2	F	XXXXXXXX0001	ABCD	XYZQ

	G09					G10					G11	Total Number Of Positions Per Record
	Trace					Trace					Output Format Type	
...	Start Date & Time					Stop Date & Time						
	YY	MM	DD	HH	MN	YY	MM	DD	HH	MN		
	2	2	2	2	2	2	2	2	2	2	1	
	95	01	15	09	00	95	06	30	12	00	7	49

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Type Record	Always 1.
G04	Report Type	1-character, alpha/numeric; code indicating the action desired; valid values are: **1** Delete existing parameter registration **2** Add a new parameter registration **8** Inquire on existing parameter registration **9** Response to inquiry on parameter registration (Output only) **A** Register a new fleet identifier **B** Specify qualifying condition for existing fleet identifier **C** Cancel existing fleet identifier
G05	Event Selection Code	Always F. **Note:** Some output options (Type Output=A, D, E, and F) include interchange events in the tracing output. When an interchange is reported between a haulage rights carrier and a haulage movement carrier that interchange will appear in TRAIN76 output as an Arrival Intransit (ARIL) event on the haulage rights carrier. If you have selected interchange output to assist in Car Hire calculations, these arrival events should be discarded. The equipment remains in the account of the haulage rights carrier.
G06	Trace Identifier	1- to 12-characters, alpha/numeric; used to uniquely identify a collection of parameters.

ID	Name	Content
G07	Output Message Addressee	4-characters; Railinc network address of entity to receive output Trace Response messages generated by this parameter registration.
G08	Output Message Sub-address	Optional; 1– to 4-characters; identifier used to further identify messages.
G09	Trace Start Date & Time	10-digit, numeric; YYMMDDHHMN (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) date and time that a parameter trace registration should become effective.
G10	Trace Stop Date & Time	10-digit, numeric; YYMMDDHHMN (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) date and time that a parameter trace registration should cease being effective. – *Stop Trace Date* and *Time* no longer have meaning. They are retained as elements to prevent syntax and application changes. Parameters remain in effect until deleted by the registering party. – If the registration should be effective until it is deleted, specify as all 9's.
G11	Output Format	1–position, alpha/numeric; code indicating the output format in which qualifying events should be returned; valid values are: **4** EDI 456 Format **7** TRAIN76 Format **A** A Format CLM **B** B Format CLM **C** C Format CLM **D** D Format CLM **E** E Format CLM **F** F Format CLM **G** G Format CLM **Z** Blank Format CLM

8.1.7   TRAIN18 Detail Level Record

	D01	D02	D03
Field Name	START	Parameter Code	Parameter Value
Length	1	2	Variable
Example	+	15	CC;DUBU;CPRS

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Parameter Code	2-character code; specifies the particular type of parameter value that follows. – Refer to *Section 8.1.3* for values. **Note:** This element may also contain the characters OR to indicate a change in logical relationship among groups of parameters.
D03	Parameter Value	Specific value of parameter; value may begin with a colon (:) to indicate negation. – Refer to *Section 8.1.3*

8.1.8   Special Considerations

The parameter *Unit Number* (code value **24**) may occur following the *Unit Initial* only (code value **14**). This parameter has no meaning in any other context. More than one occurrence of the parameter may follow the unit initial if required.

The parameter *Waybill Number* (code value **25**) requires the presence of *Waybilling Road* (code value **18**), *Unit Initial* (code value **14**) **and** *Unit Number* (code value **24**) to have meaning. Waybill Numbers without an accompanying Waybilling Road, Unit Initial and Number will be marked in error.

The parameters *Origin (full spelling)* (code value **04**) and *Destination (full spelling)* (code value **05**) are two- part entries. The first part of the entry is a City Name. This part is optional. The second part is the **2-character**, alphabetic State Abbreviation. This part is required. A semicolon (**;**) is used to separate the two parts and is always required whether City is shown or not.

In general, parameters may be specified in any order to frame the request. However, there are some implicit relationships between different parameters. *Unit Number* (code value **24**) must be preceded by a *Unit Initial* (code value **14**). A Unit Initial applies to all Unit Numbers that follow it until another Unit Initial is specified. *Waybill Number* (code value **25**) must be preceded by a *Waybilling Road* (code value **18**). A Waybilling Road applies to all Waybill Numbers that follow until another Waybilling Road is specified. If a Waybilling Road and Waybill Number are specified, they apply to all subsequent Unit Initials and Unit Numbers that follow until another Waybilling Road and Waybill Number are specified or the explicit "OR" is encountered.

8.1.9   Examples

The following example shows the parameters as they would appear if the Trace Request were:

"Trace all traffic originating in Chicago, Denver or Detroit that is destined for Atlanta or Mobile".

```
*000112FXXXXXXXX0001ABCDWXYZ95011509009506301200
+04CHICAGO;IL
+04DENVER;CO
+04DETROIT;MI
+05ATLANTA;GA
+05MOBILE;AL

=0001SUM0005
```

The following example shows the parameters as they would appear if the Trace Request were:

"Trace all traffic originating in Chicago, Denver or any city in Michigan that is destined for Atlanta or any city in Alabama".

```
*000112FXXXXXXXX0001ABCDWXYZ95011509009506301200
+04CHICAGO;IL
+04DENVER;CO
+04;MI
+05ATLANTA;GA
+05;AL

=0001SUM0005
```

The following example shows the parameters as they would appear if the Trace Request were:

"Trace all traffic from all origins except Chicago, Denver and Detroit that is destined for Atlanta or Mobile" when the shipper is DuPont or Dow.

*000112FXXXXXXXX0001ABCDWXYZ95011509009506301200
+04:CHICAGO;IL
+04:DENVER;CO
+04:DETROIT;MI
+05ATLANTA;GA
+05MOBILE;AL
+01DUPONT
+01DOW

=0001SUM0007

The following example shows the parameters as they would appear if the Trace Request were:

"Trace all movements on cars ATSF 1234, ATSF 2345 and BN 456 while they are moving under control of Waybill Number 123456 issued by CSXT, and trace all movements on UP 1239 while it is moving under control of Waybill Number 12344 issued by CR."

*000112FXXXXXXXX0001ABCDWXYZ95011509009506311200
+18CSXT
+25123456
+14ATSF
+241234
+242345
+14BN
+24456
+OR
+18CR
+2512344
+14UP
+241239

=0001SUM0012

The following example shows the parameters as they would appear if the Trace Request were:

"Trace all events on unit ATSF 1234 and trace all events on unit UP 1235 while it is moving under control of Waybill Number 556677 issued by BN."

*000112FXXXXXXXX0001ABCDWXYZ95011509009506311200
+14ATSF
+241234
+18BN
+2556677
+14UP
+241235

=0001SUM0006

The following example shows the parameters as they would appear if the Trace Request were:

"Trace all events on shipment of commodities whose STCC begins with 42 where the consignee begins with GENER, where the destination is Mobile, AL and the route is CC;DUBU;CPRS;KCITY;DQE."

*000112FXXXXXXXX0001ABCDWXYZ95011509009506311200

+02GENER%
+05MOBILE;AL
+15CC;DUBU;CPRS;KCITY;DQE
+0842

=0001SUM0003

The following example shows the parameters as they would appear if the Trace Request were:

"Trace all empty equipment of "V" car type when it is moving on a route of CR;ATSF;SP."

*000112FXXXXXXXX0001ABCDWXYZ95011509009506311200

+07V000@V999
+10E
+33CR;ATSF;SP

=0001SUM0003

The following example shows the parameters as they would appear if the Trace Request were:

"Trace all equipment where the owner's mark or the lessee's mark is equal to CR."

*000112FXXXXXXXX0001ABCDWXYZ95011509009506311200

+12CR
+OR
+13CR

=0001SUM0003

The following example shows the parameters as they would appear if the Trace Request were:

"Trace all equipment in AAR pool 1250469 when the owner's mark or the lessee's mark is equal to CR."

*000112FXXXXXXXX0001ABCDWXYZ95011509009506311200

+061250469
+12CR
+OR
+061250469
+13CR

=0001SUM0005

The following example shows the parameters as they would appear if the Trace Request were:

"Trace all empty equipment with unit initial CSXT and transportation code J that has an origin SPLC of 380000."

*000112FXXXXXXXX0001ABCDWXYZ95011509009506311200

+19J
+22380000
+10E
+14CSXT
=0001SUM0004

8.2   Fleet Registration and Maintenance

To establish a fleet of equipment in the Parameter Tracing System, a rail carrier must first identify the fleet to the central system. This is done by submitting a Parameter Trace Registration containing the *Fleet Identifier* (code value **11**). At this time, the carrier must also identify the entity that will maintain the fleet over time. This identification is specified by the *Authorized Fleet Maintainer* parameter (code value **26**). The content of the parameter is a Railinc assigned Network Identifier for the customer who will maintain the fleet. Units will be added to and removed from the fleet using the standard CLU message. The rail carrier and Railinc must have worked together prior to establishment of the fleet to ensure that the customer is properly identified to and connected with Railinc's Network.

There are occasions when subordinate corporate branches or offices may wish to receive movement data on some or all of the units in the fleet in addition to the *Authorized Fleet Maintainer*. The rail carrier that established the fleet may specify up to **10** additional entities to receive movement data. These entities are identified by the *Authorized Fleet Receiver* parameter (code value **27**). The content of this parameter is a Railinc assigned Network Identifier. The rail carrier and Railinc must have worked together prior to establishment of this parameter to ensure that the customer is properly identified and connected with Railinc's Network.

The parameters *Authorized Fleet Maintainer* (code value **26**) and *Authorized Fleet Receiver* (code value **27**) are valid only when submitted in a registration that contains a *Fleet Identifier* (code value **11**). These parameters may only be submitted and/or modified by the carrier establishing the parameter registration. The *Authorized Fleet Maintainer* contains the Railinc Network Identifier of the customer authorized to add and delete equipment from the fleet. The *Authorized Fleet Receiver* contains the Railinc Network Identifier of a different corporate unit authorized to receive any or all of the location information about this fleet. The *Authorized Fleet Receiver* parameter may be accompanied by other limiting parameters to control the amount of data sent to this particular receiver.

The following example shows the parameters as they would appear if the Trace Request were:

"Establish a fleet with the Fleet Identifier of ABCFLEET and permit the entity identified with the Railinc Network Identifier ABCQ to add and delete equipment in the fleet."

*00011AFXXXXXXXX0001ABCDWXYZ950115090095063112007

+11ABCFLEET
+26ABCQ
=0001SUM0002

Once the *Fleet Identifier* has been established, equipment may be added to or removed from the fleet by the Fleet Maintainer using CLU messages. The other characteristics of the fleet may be modified only by the railroad that registered the fleet. For example, once a fleet has been established, it may be necessary to modify the list of authorized Fleet Receivers. To do this, the railroad would send a change transaction for the *Fleet Parameter*. Any Fleet Receiver list shown for a change transaction will replace any existing list in its entirety.

The following example shows the parameters as they would appear if the Trace Request were:

"Modify the authorized Fleet Receiver list for ABCFLEET to show ABC1 and ABC2 as the authorized receivers. Additionally, send event activity for equipment in the fleet only when the equipment has an origin of Chicago, IL, and a destination of Atlanta, GA, and activity on actual and constructive placement events"

*00011BFXXXXXXXX0001ABCDWXYZ950115090095063112007

+11ABCFLEET
+27ABC1
+27ABC2
+04CHICAGO;IL
+05ATLANTA;GA
+03PAC
+03PCO
=0001SUM0007

Once a fleet has been established, the Fleet Identifier may be used as a parameter value in another Trace Registration.

The following example shows the parameters as they would appear if the Trace Request were:

"Trace all events on the equipment units registered in fleet ABCFLEET when they are moving from an origin of Atlanta, GA to a destination of Boston, MA. Send the qualifying events to the address ABCD with a sub–address of WXYZ."

*00011AFXXXXXXXX0001ABCDWXYZ950101090095063112007

+11ABCFLEET
+04ATLANTA;GA
+05BOSTON;MA
=0001SUM0003

Note: Only the railroad that established the fleet or the authorized maintainer of a fleet may use the *Fleet Identifier* as a parameter in another Trace Request.

8.3 TRAIN98 Acknowledgment/Exception Messages

This message acknowledges receipt of a TRAIN18 message and identifies the violations of edit criteria found in the Group Level records of the Parameter Tracing Master Table entry (TRAIN18) message.

In the Group Level record of the TRAIN98, space is provided to report up to five (**5**) errors associated with the Group Level record.

- If there is only **1** error, the **1st** *Exception* is followed by a comma and the remaining *Exception* fields are blank.

- If there are more than **5** errors, the **5th** *Field* and *Code* reads **G00–00**. This indicates that the number of Exceptions exceeds the number of reporting spaces provided.

- In the Detail Level record of the TRAIN98, space is provided to report up to three (3) errors associated with a Detail Level record. If no errors were found in any Detail Level records in the TRAIN18 message, no Detail Level records will be present in the TRAIN98 message. If any Detail Level records in the TRAIN18 were found to be in error, there will be one Detail Level record in the TRAIN98 for each incorrect Detail Level record in the TRAIN18.

8.3.1   TRAIN98 Group Level Record

Field Name	G01	G02	G03					G04	G05	G06 (Exceptions)							Total Number Of Positions Per Record
			Message Reference							1				5			
			Date														
	S T A R T	Group Sequence Number	YY	MM	DD	Original Message Number		Original Group Sequence Number	Trace Identifier	Field	S E P 1	Code	S E P 2	Field	S E P 1	Code	Min=49/ Max=77
Length	1	4	2	2	2	4		4	12	3	1	2	1	3	1	2	
Example	*	0003	87	04	08	0015		0035	LU50682A0001	G01	-	04	,	G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss of repetition of data.
G03	Message Reference	Information used to identify the original message that contained the error(s) that follow. Message Preparation date (YYMMDD) taken from the original message header. Message Number taken from the original message header.
G04	Original Group Sequence Number	4-digit, numeric. *Group Sequence Number* from the Group Level record of the referenced report that caused the error.
G05	Trace Identifier	12-positions, alpha/numeric; used by the originating party to uniquely identify each response relating to a Trace; must be present; not edited for content.
G06	Exceptions	Maximum of five (5) exceptions as defined below. *Field*—2-digit, numeric; preceded by G; identifies the Group Level data field in question. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. *Separator 2*—Always contains a comma (,). The separator is used to separate data fields.

8.3.2   TRAIN98 Detail Level Record

Field Name	D01 S T A R T	D02					D03	D04 (Exceptions)							Total Number Of Positions Per Record
		Message Reference						1				3			
		Date			Original Message Number	Original Group Sequence Number	Relative Detail Record Number	Field	S E P 1	Code	S E P 2	Field	S E P 1	Code	
		YY	MM	DD											Min=19/ Max=37
Length	1	2	2	2	4	4	4	3	1	2	1	3	1	2	
Example	+	96	03	01	0143	0002	0003	D01	–	04	,	D03	-	09	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Message Reference	*Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of preparation of the original message. *Original Message Number*—4-digit, numeric; Message Sequence Number from the original Message Header. *Original Group Sequence Number*—4-digit, numeric; Group Sequence Number from the Group Level record of the original message that contained the Detail Level record found to be in error.
D03	Relative Detail Record Number	4-digit, numeric; indicates the original position of the Detail Level record found to be in error within the Group identified by the Original Group Sequence Number.
D04	Exceptions	Maximum of three (3) exceptions per record; fields are defined as follows. *Field*—2-digit, numeric; preceded by D (Detail Level); identifies the data field in error; points to the data field as it was in the original message. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. – Refer to Edit Exception Codes for an explanation of the exception codes. *Separator 2*—Always a comma (,); separates data fields.

8.4   TRAIN17 Original Entry Messages

TRAIN17 messages allow input of entries to update the Parameter Tracing Master Table. Timely and accurate Waybill reporting is a key requirement for parameter tracing. Tracing can be done on any or all fields, singularly or in combination.

- If data is present, it will be used.

- If not furnished, it will be ignored or be all inclusive depending on the particular field of data.

If data within the message does not pass the edit test, a TRAIN57 error message is returned to the originator for review and correction.

The Parameter Tracing Master Table is used by the TRAIN II Update to determine if the current Waybill meets tracing requirements. If it does meet the tracing requirements, the Trace cycle is started and TRAIN76 (Parameter Tracing) messages are created on subsequent TRAIN II events.

When a *Start Trace Date* and *Time* is not furnished by the originator, the Date and Time the table is updated is used. *Stop Trace Date* and *Time* no longer have meaning. They are retained as elements to prevent syntax and application changes. Parameters remain in effect until deleted by the registering party.

8.4.1 TRAIN17 Group Level Record (Basic Waybill Trace Data)

	G01	G02	G03	G04	G05	G06	G07	G08					G09				
	S T A R T	Group Sequence Number	Type Record	Report Type	Type Output	Trace Identifier	Message Addressee	Start Trace					Stop Trace				
								Date			Time		Date			Time	
Field Name								YY	MM	DD	HH	MN	YY	MM	DD	HH	MN
Length	1	4	1	1	1	12	4	2	2	2	2	2	2	2	2	2	2
Example	*	0001	1	2	A	LU50682A0001	ATSF	89	02	15	08	00	89	03	15	08	00

G10	G11	G12	G13	G14	G15	G16	G17	G18	G19	G20	G21
					Parameter Trace Entries						
AAR Car Type Code	Status	Waybill Billing Road	Origin SPLC	Destination SPLC	Commodity STCC	Shipper	Consignee	Road 1 In Route	Road 2 In Route	Junction (SPLC)	Destination Road
4	1	3	6	6	7	12	12	4	4	6	4
A204	L	620	185400	886148	3611135	Genelectric	Califpower	CR	SP		

G22	G23	G24	G25	Total Number Of Positions Per Record
Transportation Code	Car Grade	Movement Code or TOFC/COFC Plan	Reserved Future Use	
2	1	2	22	
YA	A		Blanks	140

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data; must be numeric and one greater than the previously processed Group Level record in this message.
G03	Type Record	Always a 1 (Basic Waybill Trace data).
G04	Report Type (Action Code)	1-digit, numeric; must be one of the following values: **1** Delete a Previous Table Entry Must contain all information previously furnished. **2** Add a New Table Entry Must be present.

ID	Name	Content
G05	Type Output	1-character, alphabetic; indicates the format of the report that is to be sent in the TRAIN76 message; valid values are as follows: **A** Interchange Only **B** Boundary Crossing Only **C** Car Movement Only **D** Interchange and Boundary Crossing **E** Interchange and Car Movement **F** All TRAIN Reportings **G** Last Location (Batch Process) **H** Bad Order Reports **J** Batch Process—*All TRAIN Reportings For All Waybills* **Note:** Some output options (Type Output=A, D, E, and F) include interchange events in the tracing output. When an interchange is reported between a haulage rights carrier and a haulage movement carrier that interchange will appear in TRAIN76 output as an Arrival Intransit (ARIL) event on the haulage rights carrier. If you have selected interchange output to assist in Car Hire calculations, these arrival events should be discarded. The equipment remains in the account of the haulage rights carrier.
G06	Trace Identifier	12–position, alpha/numeric; used by the originating party to uniquely identify each response relating to this particular Trace. This field is not edited for content but: – Must not match previous *Trace Identifier* if this is an *add* report type, and – Must match if this is a *delete* report type
G07	Message Addressee	4-character, alphabetic; code of who the TRAIN76 Parameter Tracing message is to be sent; Action Code=1. – Must always be present – Must match Railinc approved message addresses
G08	Start Trace	Must be numeric and not later than the processing date by more than 60 days; Action Code=3. *Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) that Trace is to begin. Cannot be established more than 60 days in advance. – Month must be 01 through 12. – Day must be 01 through 31 as per the number of days in the specified month. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) that Trace is to begin. – Hour must be 00 through 23. – Minute must be 00 through 59. **Note:** If the Trace is to begin immediately, value is all 9's. If correct information is not present, field defaults to the Date and Time the table is updated.

ID	Name	Content
G09	Stop Trace	Must be numeric and not later than 1 year from the *Start Date*; Action Code=3. – *Stop Trace Date* and *Time* no longer have meaning. They are retained as elements to prevent syntax and application changes. Parameters remain in effect until deleted by the registering party. *Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) that Trace is to end. – If the Trace is to be carried its maximum period, the field can be filled with all 9's and the Date will default to one (1) year from the *Start Date*. – If correct information is not present, field defaults to one (1) year from the *Start Date*. o Month must be 01 through 12. o Day must be 01 through 31 as per the number of days in the specified month. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) that Trace is to end. – Hour must be 00 through 23. – Minute must be 00 through 59.
G10	AAR CTC	4–position, alpha/numeric or blank; format is ANNN; if supplied, must be a valid entry in the AAR Car Type Code Table
G11	Status	1-character, alphabetic; valid values are as follows; if both are desired, leave blank; **L** Loaded **E** Empty
G12	Waybill Billing Road	3-digit, numeric; must be the Accounting Rule 260, code of the *Waybill Origin Road*. – Must match the Accounting Rule 260 Table. – If furnished, will select only Waybills originated by this road.
G13	Origin SPLC	2- to 6-digit, numeric; *Standard Point Location Code* of location where Trace is considered at origin; must be numeric and the State Code portion must be valid or blanks. – May be reported at 2–, 4– or 6-digit level; left-justified, trailing blanks. – First 2 positions are State only. – First 4 positions are State and County. – Full 6 positions are a specific location.
G14	Destination SPLC	2- to 6-digit, numeric; *Standard Point Location Code* of location where Trace is considered at destination; must be numeric and the State Code portion must be valid or blanks. – Refer to *Origin SPLC* for a full description.
G15	Commodity STCC	2- to 7-digit, numeric; *Standard Transportation Commodity Code* of the commodity to be traced; Action Code=1 (if there) or 4 (if blank). – Must be numeric and match the STCC Range Table or blank. – May be reported at 2–, 5–, or 7-digit level; left-justified, trailing blanks.
G16	Shipper	12-character, alpha/numeric or blank; matches the shipper being reported on originating Waybill. – Matched against the Railinc Master Customer Synonym Table to convert to standard spelling. – If not on the Master Customer Synonym Table, it is accepted as is.
G17	Consignee	12-character, alpha/numeric or blank; matches the consignee being reported on originating Waybill. – Matched against the Railinc Master Customer Synonym Table to convert to standard spelling. – If not on Master Customer Synonym Table, it is accepted as is.

ID	Name	Content
G18	Road Number 1 in Route	4-character, alphabetic or blank; if there, must be a valid Standard Carrier Alpha Code of a road to be identified for specific tracing.
G19	Road Number 2 in Route	4-character, alphabetic or blank; optional; if there, must be a valid Standard Carrier Alpha Code of a road to be identified for specific tracing. – If submitted, both *Road Number 1* and *Road Number 2* must be reported on the Waybill.
G20	Junction (SPLC)	2- to 6-digit, numeric or blank; *Standard Point Location Code* of location where Trace is considered at origin. – May be reported at 2–, 4– or 6-digit level; left-justified, trailing blanks. – First 2 positions are State only. – First 4 positions are State and County. – Full 6 positions are a specific location. – If this field is used, the SPLC Junction Table is used to verify that a valid junction is formulated between *Road Number 1* and *Road Number 2*.
G21	Destination Road	4-character, alpha/numeric or blank; must be a valid Standard Carrier Alpha Code for the final road to be identified for specific tracing.
G22	Transportation Code	Blank or a valid alphabetic code in Umler Data Specification Manual, type of assigned service, empty car routing or restriction of the unit.
G23	Car Grade	Blank or a valid entry in Event Code Table, Car Grade if currently carried in TRAIN II.
G24	Movement Code or TOFC/COFC Plan *(cont'd next page)*	2-positions, alpha/numeric or blank; Movement Code in Format Types 0, 1 or 2 Waybill (IM indicates interrupted movement, which includes such conditions as stop to partially load or unload, slow movement, high– or wide–load, excessively heavy shipment, etc.; CM designates a movement of Company Material); if provided, must match one of the following valid entries; Action Code=1. TOFC/COFC Plan Numbers will be coded as follows: **00** Plan Unknown **10** Plan I **20** Plan II **22** Plan II—1/4 **25** Plan II—1/2 **30** Plan III **40** Plan IV **50** Plan V **60** Plan VIII **83** Plan 83 (Land Bridge) **84** Plan 84

ID	Name	Content
G24	Movement Code or TOFC/COFC Plan (cont'd)	In the Format Type 4 Waybill, Movement Code identifies the original authority for movement of the empty car; valid values are: **00** Local—Railroad Distribution **01** Record Rights **02** ICC Service Order **03** AAR Assessment Order **04** Switch Service Order **05** Rule 5 **06** SCO 90 **07** CSD 145 Special Assigned **08** CSD 150 Special Unassigned **10** CSD 435 **11** TD 3 **12** CSD 155 **14** Private Car **15** Other **16** SCO100 **17** Authority Owners Instruction, subject to optional mileage charge **18** Authority Pool Operator Instruction, subject to optional mileage charge. **19** Authority AAR/ICC Instruction, subject to optional mileage charge.
G25	Reserved for Future Use	22-positions; always blank.

8.4.2   TRAIN17 Group Level Record (Basic Exception Road Data)

	G01	G02	G03	G04	G05	G06	G07	G08				
								Start Trace				
								Date			Time	
Field Name	S T A R T	Group Sequence Number	Type Record	Report Type	Type Output	Trace Identifier	Message Addressee	YY	MM	DD	HH	MN
Length	1	4	1	1	1	12	4	2	2	2	2	2
Example	*	0001	2	2	B	LU50682A0001	ATSF	89	02	15	08	00

	G09					G10	G11	G12	G13	G14	G15	Total Number of Positions Per Record
	Stop Trace											
	Date			Time		Exception Road	Exception Road	Exception Road	Exception Road	Exception Road	Reserved Future Use	
…	YY	MM	DD	HH	MN							
	2	2	2	2	2	4	4	4	4	4	6	70
	89	03	15	08	00						Blanks	

The following is an explanation of the fields and codes contained in this format

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data; must be numeric and one greater than the previously processed Group Level record in the message.
G03	Type Record	Always a 2 (Basic Exception Road data); Action Code=1. This record must be associated with a 1, 3, 4, 6, or 8 type record. It will cause any TRAIN II reported data located on one of the specified exception roads to be bypassed and not sent as a TRAIN76.
G04	Report Type (Action Code)	1-digit, numeric; must be one of the following values **1** Delete a Previous Table Entry Must contain all information previously furnished **2** Add a New Table Entry Must be present
G05	Type Output	Always *b* (blank); not applicable to road exception
G06	Trace Identifier	12–position, alpha/numeric; used by the originating party to uniquely identify each response relating to this particular Trace; Action Code=1. This field is not edited for content but: – must match a *Trace Identifier* for an existing Type 1, 3, or 4 record if this is an *add* report type. – must match a *Trace Identifier* for an existing Type 2 record if this is a *delete* report type.
G07	Message Addressee	4-character, alphabetic; code of who the TRAIN76 Parameter Tracing message is to be sent. – Must always be present. – Must match Railinc approved message addresses.

ID	Name	Content
G08	Start Trace	Must be numeric and not later than the processing date by more than 60 days. *Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) that Trace is to begin. – Cannot be established more than 60 days in advance. – Month must be 01 through 12. – Day must be 01 through 31 as per the number of days in the specified month. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) that Trace is to begin. – Hour must be 00 through 23. – Minute must be 00 through 59. **Note:** If the Trace is to begin immediately, value is all 9's. If correct information is not present, field defaults to the Date and Time the table is updated.
G09	Stop Trace	Must be numeric and not later than 1 year from the *Start Date.* – *Stop Trace Date* and *Time* no longer have meaning. They are retained as elements to prevent syntax and application changes. Parameters remain in effect until deleted by the registering party. *Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) that Trace is to end. – If the Trace is to be carried its maximum period, the field can be filled with all 9's and the Date will default to one (1) year from the *Start Date*. – If correct information is not present, field defaults to one (1) year from the *Start Date*. – Month must be 01 through 12. – Day must be 01 through 31 as per the number of days in the specified month. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) that Trace is to end. – Hour must be 00 through 23. – Minute must be 00 through 59.
G10	Exception Road	5 fields each consisting of 4-character, alphabetic; must be a valid Standard Carrier Alpha code. – Data reported by these *Road Marks* will not be furnished as part of the Trace output.
G11	Exception Road	
G12	Exception Road	
G13	Exception Road	
G14	Exception Road	
G15	Reserved Future Use	6–positions; always blank.

8.4.3   TRAIN17 Group Level Record (Basic Car Series Trace)

	G01	G02	G03	G04	G05	G06	G07
Field Name	S T A R T	Group Sequence Number	Type Record	Report Type	Type Output	Trace Identifier	Message Addressee
Length	1	4	1	1	1	12	4
Example	*	0001	3	2	A	LU50682A0001	ATSF

	G08					G09					G10	G11	G12	G13	G14	Total Number Of Positions Per Record 70
	Start Trace					Stop Trace						First Number In Series	Last Number In Series		Reserved Future Use	
	Date			Time		Date			Time		Equipment Initial			Waybill Number		
...	YY	MM	DD	HH	MN	YY	MM	DD	HH	MN						
	2	2	2	2	2	2	2	2	2	2	4	6	6	6	4	
	89	02	15	08	00	89	03	15	08	00	ATSF	100519	100578	125943	Blanks	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data; must be numeric and one greater than the previously processed Group Level record in this message.
G03	Type Record	1-digit, numeric; must be one of the following values. **3** Basic Car Series; all Equipment Numbers specified in series will be traced whenever submitting road appears in Waybill route. **6** Basic Car Series; all equipment associated with MARK specified in *Equipment Initial* field will be traced without the need for a Waybill. Refer to Note 2 under *Last In Series* for specific options.
G04	Report Type	1-digit, numeric; valid values are as follows: **1** Delete a Previous Table Entry—Must be present. **2** Add a New Table Entry

ID	Name	Content
G05	Type Output	1-character, alphabetic; indicates the format of the report that is to be sent in the TRAIN76 message; must be present and one of the following values. **A** Interchange Only **B** Boundary Crossing Only **C** Car Movement Only **D** Interchange or Boundary Crossing **E** Interchange or Car Movement **F** All TRAIN Reportings **G** Last Location (Batch Process) **H** Bad Order Reports **J** Batch Process—*All TRAIN Reportings For All Waybills* **K** Batch Process—*All TRAIN Reportings* – For single Waybill only, *Waybill Number* field must be furnished and match TRAIN II data. – Will be deleted after cycle is completed. **Notes:** G, J and K are not valid on Record Type 6. Some output options (Type Output=A, D, E, and F) include interchange events in the tracing output. When an interchange is reported between a haulage rights carrier and a haulage movement carrier that interchange will appear in TRAIN76 output as an Arrival Intransit (ARIL) event on the haulage rights carrier. If you have selected interchange output to assist in Car Hire calculations, these arrival events should be discarded. The equipment remains in the account of the haulage rights carrier.
G06	Trace Identifier	12–position, alpha/numeric; used by the originating party to uniquely identify each response relating to this particular Trace; Action Code=1. This field is not edited for content but: – must not match previous *Trace Identifier* if this is an *add* report type, and – must match if this is a *delete* report type.
G07	Message Addressee	4-character, alphabetic; code of who the TRAIN76 Parameter Tracing message is to be sent. – Must always be present. – Must match Railinc approved message addresses.
G08	Start Trace	Must be numeric and not later than the processing date by more than 60 days; Action Code=3. *Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) that Trace is to begin. – Cannot be established more than 60 days in advance. – Month must be 01 through 12. – Day must be 01 through 31 as per the number of days in the specified month. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) that Trace is to begin. – Hour must be 00 through 23. – Minute must be 00 through 59. **Note:** If the Trace is to begin immediately, value is all 9's. If correct information is not present, field defaults to the Date and Time the table is updated.

ID	Name	Content
G09	Stop Trace	Must be numeric and not later than 1 year from the *Start Date*. – *Stop Trace Date* and *Time* no longer have meaning. They are retained as elements to prevent syntax and application changes. Parameters remain in effect until deleted by the registering party. *Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) that Trace is to end. – If the Trace is to be carried its maximum period, the field can be filled with all 9's and the Date will default to one (1) year from the *Start Date*. – If correct information is not present, field defaults to one (1) year from the *Start Date*. – Month must be 01 through 12. – Day must be 01 through 31 as per the number of days in the specified month. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) that Trace is to end. – Hour must be 00 through 23. – Minute must be 00 through 59.
G10	Equipment Initial	4-character, alphabetic; must be on the Roadmark Register; OR on a Type 6, this is the Umler Registered Owner or Lessee Mark.
G11	First Number in Series	6-digit, numeric; starting equipment number in series; must not be zeros.
G12	Last Number in Series	6-digit, numeric; ending equipment number in series; must be greater than the *First Number in Series*. – Number of cars/units in series cannot exceed 1,500. – If Type 6 record, then First and Last Number must be equal to 777777, 888888, 999999. **Notes:** 1) If doing a specific Waybill Number Trace, then this field should be equal to *First In Series* or *zeros*. 2) If using Type 6 records and you want to Trace all *Owned* or *Leased* equipment, then: – make first and last series numbers equal to 777777 if selection is for matching *Equipment Owner* only. – make first and last series numbers equal to 888888 if selection is for matching *Lessee* only. – –make first and last series numbers equal to 999999 if selection is for matching *Owner* and *Lessee.*
G13	Waybill Number	6-digit, numeric; must be greater than zero if Record Type 3; Action Code=1. – If furnished, a Trace will be started for *Equipment Initial* and *Number* only when a Waybill is received with matching number. – This Trace Parameter will be automatically deleted when this Trace cycle is completed *or* 60 days elapsed time.
G14	Reserved Future Use	4–positions; always blank.

8.4.4   TRAIN17 Group Level Record (Basic Pool Assignment)

	G01	G02	G03	G04	G05	G06	G07
Field Name	S T A R T	Group Sequence Number	Type Record	Report Type	Type Output	Trace Identifier	Message Addressee
Length	1	4	1	1	1	12	4
Example	*	0001	4	2	A	LU50682A0001	ATSF

	G08					G09					G10	G11	Total Number Of Positions Per Record
	Start Trace					Stop Trace					Pool Number	Reserved Future Use	
...	Date			Time		Date			Time				
	YY	MM	DD	HH	MN	YY	MM	DD	HH	MN			
	2	2	2	2	2	2	2	2	2	2	7	19	70
	89	02	15	08	00	89	03	15	08	00	9991000	Blanks	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by the originator of the message; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data; must be numeric and one greater than the previously processed Group Level record in this message.
G03	Type Record	1-digit, numeric; must be one of the following values: **3** Basic Car Series; all Equipment Numbers specified in series will be traced whenever submitting road appears in Waybill route. **6** Basic Car Series; all equipment associated with MARK specified in *Equipment Initial* field will be traced without the need for a Waybill. Refer to Note 2 under *Last In Series* for specific options.
G04	Report Type (Action Code)	1-digit, numeric; valid values are as follows: **1** Delete a Previous Table Entry—Must be present. **2** Add a New Table Entry

ID	Name	Content
G05	Type Output	1-character, alphabetic; indicates the format of the report that is to be sent in the TRAIN76 message; must be present and one of the following values. **A** Interchange Only **B** Boundary Crossing Only **C** Car Movement Only **D** Interchange or Boundary Crossing **E** Interchange or Car Movement **F** All TRAIN Reportings **G** Last Location (Batch Process) **H** Bad Order Reports **J** Batch Process—*All TRAIN Reportings For All Waybills* **K** Batch Process—*All TRAIN Reportings* – For single Waybill only, *Waybill Number* field must be furnished and match TRAIN II data. – Will be deleted after cycle is completed. **Notes:** 1) G, J and K are not valid on Record Type 6. 2) Some output options (Type Output=A, D, E, and F) include interchange events in the tracing output. When an interchange is reported between a haulage rights carrier and a haulage movement carrier that interchange will appear in TRAIN76 output as an Arrival Intransit (ARIL) event on the haulage rights carrier. If you have selected interchange output to assist in Car Hire calculations, these arrival events should be discarded. The equipment remains in the account of the haulage rights carrier.
G06	Trace Identifier	12-position, alpha/numeric; used by the originating party to uniquely identify each response relating to this particular Trace; Action Code=1. This field is not edited for content but: – Must not match previous *Trace Identifier* if this is an *add* report type, and – Must match if this is a *delete* report type.
G07	Message Addressee	4-character, alphabetic; code of who the TRAIN76 Parameter Tracing message is to be sent. – Must always be present. – Must match Railinc approved message addresses.
G08	Start Trace	Must be numeric and not later than the processing date by more than 60 days; Action Code=3. *Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) that Trace is to begin. – Cannot be established more than 60 days in advance. – Month must be 01 through 12. – Day must be 01 through 31 as per the number of days in the specified month. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) that Trace is to begin. – Hour must be 00 through 23. – Minute must be 00 through 59. **Note:** If the Trace is to begin immediately, value is all 9's. If correct information is not present, field defaults to the Date and Time the table is updated.

ID	Name	Content
G09	Stop Trace	Must be numeric and not later than 1 year from the *Start Date*. – *Stop Trace Date* and *Time* no longer have meaning. They are retained as elements to prevent syntax and application changes. Parameters remain in effect until deleted by the registering party. *Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) that Trace is to end. – If the Trace is to be carried its maximum period, the field can be filled with all 9's and the Date will default to one (1) year from the *Start Date*. – If correct information is not present, field defaults to one (1) year from the *Start Date*. – Month must be 01 through 12. – Day must be 01 through 31 as per the number of days in the specified month. *Time*—4-digit, numeric; (2-digit hour and 2-digit minute) that Trace is to end. – Hour must be 00 through 23. – Minute must be 00 through 59.
G10	Pool Number	7-digit, numeric; must be a valid *Pool Number* in the AAR Pool Master.
G11	Reserved Future Use	19-positions; always blank.

8.5 TRAIN57 Exception Messages

This message identifies the violations of edit criteria found in the Group Level records of the Parameter Tracing Master Table entry (TRAIN17) message.

In the Group Level record of the TRAIN57, space is provided to report up to five (**5**) errors associated with the Group Level record.

- If there is only **1** error, the **1st** *Exception* is followed by a comma and the remaining *Exception* fields are blank.

- If there are more than **5** errors, the **5th** *Field* and *Code* reads **G00–00**. This indicates that the number of Exceptions exceeds the number of reporting spaces provided.

8.5.1 TRAIN57 Group Level Record

Field Name	G01 S T A R T	G02 Group Sequence Number	G03 Message Reference				G02 Original Group Sequence Number	G04	G05 Exceptions							Total Number of Positions Per Record
			Date			Original Message Number		G06 Trace Identifier	1				5			Min=37/ Max=65
			YY	MM	DD				Field	SEP 1	Code	SEP 2	Field	SEP 1	Code	
Length	1	4	2	2	2	4	4	12	3	1	2	1	3	1	2	
Example	*	0002	89	03	01	0010	0005	LU50682A0001	G06	-	02	,	G04	-	04	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G03	Message Reference	*Date*—6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of preparation of the original message. *Original Message Number*—4-digit, numeric; Message Sequence Number from the Message Header of the message in error. **Note:** The data contained in the *G02* and *G06* fields below is copied from the original input message. *G02; Original Group Sequence Number*—4-digit, numeric; *Group Sequence Number* from the Group Level record of the original message; must be numeric and one greater than the previously processed Group Level record in this message.
G04	Trace Identifier	12–positions, alpha/numeric; used by the originating party to uniquely identify each response relating to a Trace; must be present; not edited for content.
G05	Exceptions	Maximum of five (5) exceptions per record; fields are defined as follows. *Field*—2-digit, numeric; preceded by G (Group Level); identifies the data field in error; points to the data field as it was in the original message format. *Separator 1*—Always a dash (-); provides visual clarity. *Code*—2-digit, numeric; type of exception found. – Refer to Edit Exception Codes for an explanation of the exception codes. *Separator 2*—Always a comma (,); separates data fields.

8.6   TRAIN76 Parameter Tracing Response Messages

A TRAIN76 message advises an inquirer, who is in the Inquiry Parameter Table, a unit movement has occurred and responds with the appropriate data based on the *Type of Output* that is requested in the table.

When a Car Movement, Boundary Crossing, Interchange or a Waybill is processed by the TRAIN II Update Program, parameters of that reporting are compared to the Inquiry Parameter Table. If the transaction matches the parameters, a *Trace Key* is placed on the Event Repository (ER) File so that each time a transaction is processed; the appropriate TRAIN76 message is created. When the unit reaches its destination or another Waybill is reported, the *Trace Key* is removed.

Note:	Some output options (Type Output=**A**, **D**, **E**, and **F**) include interchange events in the tracing output. When an interchange is reported between a haulage rights carrier and a haulage movement carrier, this interchange will appear in TRAIN76 output as an Arrival Intransit (ARIL) or Departure (DFLC) event on the haulage rights carrier. If you have selected interchange output to assist in Car Hire calculations, these arrival events should be discarded. The equipment remains in the account of the haulage rights carrier.

8.6.1 TRAIN76 Detail Level Record (Interchange Report)

	D01	D02		D03		D04	D05	D06		D07		D08		D09	
Field Name	START	Trace Identifier	SEP 1	Equipment Initial	SEP 1	Equipment Number	Report Id	Report Type	SEP 1	TEXT	SEP 1	From Road	SEP 1	TEXT	SEP 1
Length	1	12		4	1	10	1	4	1	2	1	4	1	2	1
Example	+	LU56082A0001	1	ATSF	-	0000123456	4	ICHD	-	FR	-	BNSF	-	TO	-

	D10		D11		D12		D13						D14		D15	D16	D17	D18	Total Number Of Positions Per Record
							Date/Time												
...	To Road	SEP 1	STATUS	SEP 1	TEXT	SEP 1	YY	MM	DD	HH	MN	SEP 1	TEXT	SEP 1	City	STATE	Location (SPLC)	Filler	99
	4	1	1	1	2	1	2	2	2	2	2	1	2	1	17	2	6	4	
	DGNO	-	E	-	AT	-	08	02	04	15	00	-	AT	-	Dallas	TX	292575		

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Trace Identifier	12–position, alpha/numeric; used by the originating party to uniquely identify each Trace request; identifier is placed in all responses relating to this particular Trace request.
D03	Equipment Initial	4-character, alphabetic; left-justified, trailing spaces; reporting mark of equipment being traced.
D04	Equipment Number	10-digit, numeric; right-justified, preceding zeros; identification number of equipment being traced.
D05	Report ID	Always 4; Parameter Tracing message.
D06	Report Type	4-character, alphabetic. **ICHD** = delivery **ICHR** = receipt
D07	Text	Always "FR".
D08	FROM Road	4-character, alphabetic; reporting mark of the *Delivering Road*.
D09	Text	Always "TO".
D10	TO Road	4-character, alphabetic; reporting mark of the *Receiving Road*.
sD11	Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown
D12	Text	Always "AT".
D13	Date/Time	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) when the event occurred.
D14	Text	Always "AT".
D15	City Name	17-character, alphabetic; name of the city in which the event occurred.
D16	State/ Province	2–position state code as per Accounting Rule 260.
D17	Location (SPLC)	6-digit, numeric; city in which the event occurred.
D18	Filler	4-characters; always spaces

8.6.2 TRAIN76 Detail Level Record (Car Movement)

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10	D11	D12
Field Name	START	Trace Identifier	SEP 1	Equipment Initial	SEP 1	Equipment Number	Report ID	Report Type	SEP 1	TEXT	SEP 1	Reporting Road
Length	1	12	1	4	1	10	1	4	1	2	1	4
Example	+	LU56082A0001	-	ATSF	-	0000123456	4	RLOD	-	ON	-	BNSF

	D13	D14	D15	D16	D17	D18					D19	D20	D21	D22	D23	D24	D25	Total Number Of Positions Per Record
						Date/Time											Filler	
...	SEP 1	STATUS	SEP 1	TEXT	SEP 1	YY	MM	DD	HH	MN	SEP 1	TEXT	SEP 1	Location City	STATE	SPLC Number		93
	1	1	1	2	1	2	2	2	2	2	1	2	1	17	2	6	6	
	-	E	-	AT	-	87	04	01	15	00	-	AT	-	Newton	KS	123456		

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Trace Identifier	12–position, alpha/numeric; used by the originating party to uniquely identify each TRAIN76 request; identifier is placed in all responses relating to this particular trace request.
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Equipment Initial	4-character, alphabetic; left-justified, trailing spaces; reporting mark of equipment being traced.
D05	Separator 1	Always a dash (-); provides visual clarity.
D06	Equipment Number	10-digit, numeric; right-justified, preceding zeros; identification number of equipment being traced.
D07	Report ID	Always a 4; Parameter Tracing.
D08	Report Type	4-character, alphabetic. Refer to Event Code Table for valid values.
D09	Separator 1	Always a dash (-); provides visual clarity.
D10	Text	Always ON.
D11	Separator 1	Always a dash (-); provides visual clarity.
D12	Reporting Road	4-character, alphabetic; reporting mark of road reporting the equipment involved in the event.
D13	Separator 1	Always a dash (-); provides visual clarity.
D14	Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown – If *Report Type* equals REJS, refer to Shipper Reject Codes for Shipper Rejection Code.
D15	Separator 1	Always a dash (-); provides visual clarity.
D16	Text	Always AT.
D17	Separator 1	Always a dash (-); provides visual clarity.
D18	Date/Time	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of the event.

ID	Name	Content
D19	Separator 1	Always a dash (-); provides visual clarity.
D20	Text	Always AT.
D21	Separator 1	Always a dash (-); provides visual clarity.
D22	Location City	17-character, alpha/numeric; left-justified, trailing spaces; name of city in which the reported event occurred.
D23	State	2–position state code as per Accounting Rule 260.
D24	SPLC Number	6-digit, numeric; city in which the event occurred.
D25	Filler	Extra space to make all TRAIN76 messages the same length.

8.6.3 TRAIN76 Detail Level Record (Regional Boundary Crossing)

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10	D11	D12	D13	D14	D15	D16
Field Name	START	Trace Identifier	SEP 1	Equipment Initial	SEP 1	Equipment Number	Report ID	Report Type	SEP 1	TEXT	SEP 1	Reporting Road	SEP 1	STATUS	SEP 1	TEXT
Length	1	12	1	4	1	10	1	4	1	2	1	4	1	1	1	2
Example	+	LU56082A0001	-	ATSF	-	0000123456	4	BXNG	-	ON	-	BN	-	L	-	AT

D17	D18					D19	D20	D21	D22	D23	D24	D25	D26	D27	D28	D29	D30	D31	D32	Total Number of Positions Per Record
SEP 1	Date/Time					SEP 1	TEXT	SEP 1	Crossing City	STATE	SPLC Number	SEP 1	TEXT	SEP 1	Region From	SEP 1	TEXT	SEP 1	Region To	
	YY	MM	DD	HH	MN															99
1	2	2	2	2	2	1	2	1	17	2	6	1	2	1	2	1	2	1	2	
-	87	04	01	15	00	-	AT	-	Memphis	TN	439900	-	FR	-	05	-	TO	-	04	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Trace Identifier	12-character, alpha/numeric; used by the originating party to uniquely identify each Trace request; identifier is placed in all responses relating to this particular Trace request.
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Equipment Initial	4-character, alphabetic; left-justified, trailing spaces; reporting mark of equipment being traced.
D05	Separator 1	Always a dash (-); provides visual clarity.
D06	Equipment Number	10-digit, numeric; right-justified, preceding zeros; identification number of equipment being traced.
D07	Report ID	Always a 4; Parameter Tracing message.
D08	Report Type	Always BXNG (Boundary Crossing).
D09	Separator 1	Always a dash (-); provides visual clarity.
D10	Text	Always ON.
D11	Separator 1	Always a dash (-); provides visual clarity.
D12	Reporting Road	4-character, alphabetic; reporting mark of road reporting the event.
D13	Separator 1	Always a dash (-); provides visual clarity.
D14	Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown
D15	Separator 1	Always a dash (-); provides visual clarity

ID	Name	Content
D16	Text	Always AT.
D17	Separator 1	Always a dash (-); provides visual clarity.
D18	Date/Time	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of the event.
D19	Separator 1	Always a dash (-); provides visual clarity.
D20	Text	Always AT.
D21	Separator 1	Always a dash (-); provides visual clarity.
D22	Crossing City	17-character, alphabetic; left-justified, trailing blanks; name of the city in which the reported event occurred.
D23	State	2-character, alphabetic; state in which the city is located.
D24	SPLC Number	6-digit, numeric; city in which the reported event occurred.
D25	Separator 1	Always a dash (-); provides visual clarity.
D26	Text	Always FR (From).
D27	Separator 1	Always a dash (-); provides visual clarity.
D28	Region From	2-digit code; region from which the unit has moved.
D29	Separator 1	Always a dash (-); provides visual clarity.
D30	Text	Always TO.
D31	Separator 1	Always a dash (-); provides visual clarity.
D32	Region To	2-digit code; region to which the unit has moved.

8.6.4   TRAIN76 Detail Level Record (Bad Order)

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10	D11	D12	D13	D14	D15	D16	D17
Field Name	START	Trace Identifier	SEP 1	Equipment Initial	SEP 1	Equipment Number	Report ID	Report Type	SEP 1	TEXT	SEP 1	Location Road	SEP 1	STATUS	SEP 1	TEXT	SEP 1
Length	1	12	1	4	1	10	1	4	1	2	1	4	1	1	1	2	1
Example	+	LU56082A0001	-	ATSF	-	0000123456	1	BOHR	-	ON	-	BN	-	L	-	AT	-

	D18					D19	D20	D21	D22	D23	D24	D25	D26	D27	D28	D29	D30	Total Number Of Positions Per Record
	Date/Time					SEP 1	TEXT	SEP 1	Location City	STATE	SEP 1	TEXT	SEP 1	Hours To Repair	SEP 1	Reason Code	Filler	
...	YY	MM	DD	HH	MN													97
	2	2	2	2	2	1	2	1	17	2	1	2	1	3	1	4	6	
	87	04	01	15	10	-	AT	-	Memphis	TN	-	HR	-	015	-	BRAK	??????	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Trace Identifier	12–position, alpha/numeric; used by the originating party to uniquely identify each TRAIN76 response.
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Equipment Initial	4-character, alphabetic; left-justified, trailing spaces; reporting mark of equipment being traced.
D05	Separator 1	Always a dash (-); provides visual clarity.
D06	Equipment Number	10-digit, numeric; right-justified, preceding zeros; identification number of equipment being traced.
D07	Report ID	Always 4 (Parameter Trace Response).
D08	Report Type	Always BOHR (Bad Order Reporting).

ID	Name	Content
D09	Separator 1	Always a dash (-); provides visual clarity.
D10	Text	Always ON.
D11	Separator 1	Always a dash (-); provides visual clarity.
D12	Location Road	4-character, alphabetic; reporting mark of road reporting the event.
D13	Separator 1	Always a dash (-); provides visual clarity.
D14	Status	1-character, alphabetic; valid values are: **L** Loaded **E** Empty **U** Unknown
D15	Separator 1	Always a dash (-); provides visual clarity.
D16	Text	Always AT.
D17	Separator 1	Always a dash (-); provides visual clarity.
D18	Date/Time	8-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of the event.
D19	Separator 1	Always a dash (-); provides visual clarity.
D20	Text	Always AT.
D21	Separator 1	Always a dash (-); provides visual clarity.
D22	Location City	17-character, alphabetic; left-justified, trailing blanks; name of the city in which the reported event occurred.
D23	State	2–position state code in which the city is located.
D24	Separator 1	Always a dash (-); provides visual clarity.
D25	Text	Always HR (Hour).
D26	Separator 1	Always a dash (-); provides visual clarity.
D27	Hours to Repair	3-digit, numeric; add hours to Date and Time Reported to get Estimated Date of Release from Bad Order. **999** Equals Unknown
D28	Separator 1	Always a dash (-); provides visual clarity.
D29	Reason Code	4-character, alphabetic; abbreviation giving general classification of why unit was Bad Ordered. **BODY** Body **A** **BRAK** Braking System **B** **CLEN** Clean–Out **C** **DERL** Derailment/Accident **D** **DOOR** Doors **E** **DRAF** Draft System **F** **LINE** Interior Linings or Coatings **G** **LOAD** Load Attention **H** **LDEV** Load Restraining Devices **I** **INSP** Mechanical Inspection **J** **COOL** Refrigeration Equipment **K** **SAFE** Safety Appliances **L** **TRUK** Trucks **M** **UFRM** Underframe **N** **WHEL** Wheel Assembly **O** **SEND** Enroute Shop For Inspection **P** **WAIT** Defect Unknown—Unit Awaiting Inspection **Q**
D30	Filler	Extra space to make all TRAIN76 messages the same length.

8.6.5 TRAIN76 Detail Level Record (Car Hire Transfer of Liability)

	D01	D02	D03	D04	D05	D06	D07	D08	D09	D10	D11	D12	D13	D14	D15	D16
Field Name	START	Trace Identifier	SEP 1	Equipment Initial	SEP 1	Equipment Number	Report ID	Report Type	SEP 1	TEXT	SEP 1	Switch Or Holding Road	SEP 1	TEXT	SEP 1	Responsible Road
Length	1	12	1	4	1	10	1	4	1	2	1	4	1	2	1	4
Example	+	LU56082A0001	-	CSXT	-	0000001234	4	CH82	-	FR	-	ATSF	-	TO	-	NS

D17	D18	D19	D20	D21	D22 Date/Time					D23	D24	D25	D26	D27	D28	D29	D30	D31	D32	D33	D34	Total Number of Positions Per Record
SEP 1	A STATUS	SEP 1	TEXT	SEP 1	YY	MM	DD	HH	MN	SEP 1	TEXT	SEP 1	City	STATE	SPLC Number	SEP 1	Relief A Hours	SEP 1	B STATUS	SEP 1	Relief B Hours	
1	1	1	2	1	2	2	2	2	2	1	2	1	17	2	6	1	3	1	1	1	3	105
-	E	-	ON	-	92	09	01	22	08	-	AT	-	Dallas	TX	667300	-	60	-	L	-	60	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Contents
D01	Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
D02	Trace Identifier	12–position, alpha/numeric; used by the originating party to uniquely identify each Trace request; identifier is placed in all responses relating to this particular Trace request.
D03	Separator 1	Always a dash (-); provides visual clarity.
D04	Equipment Initial	4-character, alphabetic; left-justified, trailing spaces; reporting mark of equipment being traced.
D05	Separator 1	Always a dash (-); provides visual clarity.
D06	Equipment Number	10-digit, numeric; right-justified, preceding zeros; identification number of equipment being traced.
D07	Report I.D.	Always 4; Parameter Tracing message.
D08	Report Type	4-character, alphabetic. – Refer to – [Event Code](#) Table for valid codes.
D09	Separator 1	Always a dash (-); provides visual clarity.
D10	Text	Always FR (From).
D11	Separator 1	Always a dash (-); provides visual clarity.
D12	Switch or Holding Road	4-character, alphabetic; *Reporting Mark* of: – Rule 5—Car Hire Transfer of Liability, the road on which the event occurred. – Rule 15—Car Hire Transfer of Liability, the holding road.
D13	Separator 1	Always a dash (-); provides visual clarity.
D14	Text	Always TO.
D15	Separator 1	Always a dash (-); provides visual clarity.
D16	Responsible Road	4-character, alphabetic; reporting mark of the carrier that will accept the Car Hire Transfer of Liability.
D17	Separator 1	Always a dash (-); provides visual clarity.
D18	A Status	This status relates to *Relief A Hours*; valid values are: **L** Loaded **E** Empty
D19	Separator 1	Always a dash (-); provides visual clarity.

ID	Name	Contents
D20	Text	Always ON.
D21	Separator 1	Always a dash (-); provides visual clarity.
D22	Date/Time	10-digit, numeric; (2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) when the event occurred.
D23	Separator 1	Always a dash (-); provides visual clarity.
D24	Text	Always AT.
D25	Separator 1	Always a dash (-); provides visual clarity.
D26	City	17-character, alphabetic; name of the city in which the event occurred.
D27	State	2–position state code as per Accounting Rule 260.
D28	SPLC Number	6-digit, numeric; *Standard Point Location Code* of city in which the event occurred.
D29	Separator 1	Always a dash (-); provides visual clarity.
D30	Relief A Hours	Rule 5—Car Hire Transfer of Liability, the number of hours of Car Hire the *Switch Road* is transferring to the *Responsible Road* related to *A Status*. Rule 15—Car Hire Transfer of Liability always zeros.
D31	Separator 1	Always a dash (-); provides visual clarity.
D32	B Status	This status relates to the *Relief B Hours*; valid values are: **L** Loaded **E** Empty
D33	Separator 1	Always a dash (-); provides visual clarity.
D34	Relief B Hours	Rule 5—Car Hire Transfer of Liability, the number of hours of Car Hire the *Switch Road* is transferring to the *Responsible Road* related to *B Status*. Rule 15—Car Hire Transfer of Liability always zeros.

9 Local Waybill Reporting

9.1 TRAIN06 Original Entry Messages

The function of reporting Waybill data is to inform the Customer Service Division of car availability for comparison with ongoing car demand.

- The commodity information is used in Car Grading to determine if cars can be reloaded immediately or if they require cleaning or other preparation.

- Interline Tracing uses the Waybill to determine if the requestor is in the route and if specified selection criteria are met. This format permits specification of full–route and time–of–event.

Waybills should be submitted on trailers and containers and for flat cars carrying trailers or containers.

- Waybill messages begin with the standard Message Header and end with the standard Message Trailer.

- When multiple cars (unit train) or flat car with TOFC/COFC are covered by one Waybill, all Equipment Initials and Numbers moving on that Waybill may be submitted in the Detail Level record. The Detail Level record(s) will be followed by a standard Summary record.

There are four (**4**) types of Waybill formats:

- Local Traffic—Format Type 0 or 1 is for traffic originating and terminating on the Billing Road.
- Empty Car Disposition—Format Type 4 reports the local or interline movement of a unit that is empty and assists analysis of the road's inventory of empty units.

One variable length Group Level record reports a Waybill, along with the Detail Level record(s). The following Group format layout shows the data needed for each *Format Type*.

Each *Format Type* is defined with minimum data required. For Format Types **2** and **4**, there are eleven (**11**) additional segments with *SPLC* and *Road* fields. Report one segment for each additional carrier in the route. The last segment containing data will be considered the *Final Road*. It is not necessary to send empty segments.

Examples of the different format type data in this message are provided as follows.

- Format Type **0** (Local Non–Revenue Traffic) **and**
- Format Type **1** (Local Revenue Traffic)
  - **Group Level Record (*)**—Refer to TRAIN06 Group Level Record (Format 0 & 1) for the sample format and description.
  - **Detail Level Record (+)**—Refer to TRAIN06 Detail Level Record (Format 0 & 1) for the sample format and description.
- Format Type **1** (Delete)
  - **Group Level Record (*)**—Refer to TRAIN06 Group Level Record (Format 1-Delete) for the sample format and description.
  - **Detail Level Record (+)**—Refer to TRAIN06 Detail Level Record (Format 0 & 1) for the sample format and description.
- Format Type **2** (Interline Revenue Traffic) **and**
- Format Type **2** (Interline Revenue Traffic TOFC/COFC, With Two Carriers) **and**
- Format Type **4** (Empty Car Disposition)
  - **Group Level Record (*)**—Refer to TRAIN06 Group Level Record (Format 2 & 4) for the sample format and description.
  - **Detail Level Record (+)**—Refer to TRAIN06 Detail Level Record (Format 2 & 4) for the sample format and description.

9.2 TRAIN56 Exception Messages

This message is sent to the participant from Railinc and identifies exceptions to the edit criteria found in the *Group Level* or *Detail Level* records of the referenced Waybill Report (TRAIN06).

- In the Group Level record of the TRAIN56**,** space is provided to report up to **5** errors associated with the Group Level record fields of the Waybill Report.

- The Group Level record of the TRAIN56 is followed by a Detail Level record. This advises the originator of errors found in the *Equipment Initial* and *Number* fields of the *Group Level* record used when reporting a single unit or errors in the Detail Level record of the Waybill Report used for multiple units. Space is provided for reporting up to **3** errors.

  - If no errors are detected, the *Exception* fields indicating the *Field* in error, a *Separator*, and the error *Code* will be blank.

  - If there is only **1** error, the **1st** exception will be followed by a comma and the remaining *Exception* fields will be blank.

  - If there are more errors detected than provided for, the last *Exception* field reads **G00**–**00** (for Group Level) or **D00–00** (for Detail Level) indicating that the number of exceptions exceeds the number of reporting spaces provided.

9.3 Waybill Response Messages

This message alerts the owner that equipment registered as lost/stolen had actively reported through the TRAIN II System. When an activity record (boundary crossing, car move, interchange, or waybill) is reported for lost or stolen equipment, a TRAIN24 message is sent to the owner or lessee.

9.4 TRAIN80

Refer to Section for a detailed example.

9.5 TRAIN06 Group Level Record

	G01	G02	G03	G04	G05	G06				G07	G08	G09
	S T A R T			**Waybill Identification**						**2nd Carrier**		
Field Name		**Group Sequence Number**	**Format Type**	**Billing Road**	**Waybill Number**	**MM**	**DD**	**HH**	**MN**	**Junction (SPLC)**	**Road**	**Report Type**
Length	1	4	1	3	6	2	2	2	2	6	4	1

G10	G11	G12	G13	G14	G15	G16	G17	G18
Movement Code Or TOFC/COFC Plan	**Origin Station (SPLC)**	**Destination City**	**S T A T E**	**Commodity**		**Repetitive Waybill Code**		
				STCC	**Weight**		**Shipper**	**Consignee**
2	6	9	2	7	3	5	12	12

- End of Data Required For Format '1'* or '0' (Local Traffic)
- End of *Minimum* Data Required For Formats 2 'Interline Revenue' and 4 'Empty Car Disposition'

Variable: Required if more than two carriers in route) for Formats 2 'Interline Revenue' and 4 'Empty Car Disposition'.

G19	G20		G39	G40	**Total Number of Positions Per Record**
3rd Carrier			**13th Carrier**		
Junction (SPLC)	**Road**	**Thru**	**Junction (SPLC)**	**Road**	**Min=34/ Max=202**
6	4		6	4	

The following is an explanation of the fields and codes contained in this format

ID	Name	Content
G01	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
G02	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
G3	Format Type	1-digit, numeric; valid values are: **0** Local Non–Revenue Traffic **1** Local Revenue Traffic **2** Interline Revenue Traffic **4** Empty Car Disposition
G4	Waybill Identification: Billing Road	3-digit, numeric; road code per Accounting Rule 260.
G5	Waybill Identification: Waybill Number	6-digit, numeric; right-justified, preceding zeros. – If number is unknown, value is 000000
G6	Waybill Identification: Date/Time	8-digit, numeric; (2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) that the Bill of Lading was received at the railroad.
	2nd Carrier	**Note:** If the *SPLC* is not numeric or the *Carrier Road* is not valid (found in the Roadmark Register), the record will be rejected (Action Code=1).

ID	Name	Content
G7	2nd Carrier: Junction (SPLC)	6-digit, numeric; *Standard Point Location Code* of junction where equipment will first be interchanged; the *Junction*/*Interchange Industry Reference File* is used to verify that the Reporting Road, Connecting Carrier, and Offgoing SPLC formulate a valid junction; if not, the Offgoing Junction must be zeros and the Connecting Carrier must be blank; Action Code=2 (or see the above Note). – Always zeros for Format Types 1 and 0 and 4 if local empty move.
G8	2nd Carrier: Road	4-character, alphabetic; reporting mark, per Accounting Rule 260, of the railroad to which the equipment will first be interchanged; the *Junction*/*Interchange Industry Reference File* is used to verify that the Reporting Road, Connecting Carrier, and Offgoing Junction formulate a valid junction; Action Code=2 (or see the above Note). – Always blank for Format Types 1 and 0 and 4 if local empty move.
Note:	On empty Waybills, *Junction* and *Road* on *2nd through 13th Carrier* may be omitted if local move.	
G9	Report Type	1-digit, numeric; must be one of the following values; Action Code=2. **1** Delete a previously reported Waybill **2** Add a Waybill (Default) **3** Correct a previously reported Waybill **Note:** To delete or correct a Waybill, the *Equipment Initial* and *Number*, *Billing Road, Origin Station, Waybill Number* and *Date/Time* must match the Waybill on the file. When correcting a Waybill, the original correct data must be re-sent along with the data being corrected. To revise any of the key fields, the original must be deleted and the revised Waybill sent as an add transaction.
G10	Movement Code or TOFC/COFC Plan	2–positions, alpha/numeric; Movement Code in Format Types 0, 1 or 2 Waybill (IM indicates interrupted movement, which includes such conditions as stop to partially load or unload, slow movement, high– or wide–load, excessively heavy shipment, etc., CM designates a movement of Company Material); checked to table of valid codes; if not valid, system defaults to 00; Action Code=3. TOFC/COFC Plan Numbers will be coded as follows: **00** Plan Unknown **10** Plan I **20** Plan II **22** Plan II – ¼ **25** Plan II – ½ **30** Plan III **40** Plan IV **50** Plan V **80** Plan VIII **83** Plan 83 (Land Bridge) **84** Plan 84

ID	Name	Content
G10	Movement Code or TOFC/COFC Plan (cont'd)	In the Format Type 4 Waybill, *Movement Code* identifies the original authority for movement of the empty unit; valid values are: **BB** Unknown **00** Local—Railroad Distribution **01** Record Rights **02** ICC Service Order **03** AAR Assessment Order **04** Switch Service Order **05** Rule 5 **06** SCO 90 **07** CSD 145 Special Assigned/Unassigned **10** CSD 435 **11** TD 3 **12** CSD 155 **14** Private Car **15** Other **16** SCO 100 **17** Authority Owners Instruction, subject to optional mileage charge **18** Authority Pool Operator Instruction, subject to optional mileage charge **19** Authority AAR/ICC Instruction, subject to optional mileage charge
G11	Origin Station (SPLC)	6-digit, numeric; *Standard Point Location Code* of the Waybill Origin; must be numeric; not equal to zeros, and the State Code portion of the *SPLC* must be valid for conversion to a *Car Service Region Code*; Action Code=1.
G12	Destination City	9–positions, alpha/numeric or blank; final destination of this move; special symbols will be blanked out; Action Code=3.
G13	State	2-digit, alphabetic; destination state; must be valid as per SPLC State Region Table; Action Code=2.
G14	Commodity: STCC	7-digit, numeric; *Standard Transportation Commodity Code* of the commodity covered by this Waybill; must be numeric and valid for conversion to a *Car Service Commodity Line Code*; if not numeric; the system defaults to zeros; Action Code=3. – If this Waybill is for a flat car carrying a trailer or container, enter 9999999. – If this is a Format Type 4 Waybill, enter 0000000.
G15	Commodity: Weight Pounds (000)	3-digit, numeric; actual or estimated weight in thousands of pounds (e.g., 050 for 50,000 pounds); must be numeric; if not, the system defaults to zeros; Action Code=3. – If this is a Format Type 4 Waybill, enter 000.
G16	Repetitive Waybill Code	5-digit, numeric; pattern number; must be numeric; if not, the system defaults to zeros; Action Code=3. – If there is none, enter 00000
G17	Shipper	12–position, alpha/numeric or blank; shipper on the Waybill; Action Code=4. – If unknown, leave blank. – Do not use special characters

ID	Name	Content

G18	Consignee	12–position, alpha/numeric or blank; consignee on the Waybill; Action Code=4.
		  – If unknown, leave blank.
		  – Do not use special characters
		➙ This is the end of group data needed to report a format type 0 or 1 (local waybill).
		➙ This is the end of the minimum data required for format type 2 (interline revenue) and format type 4 (empty car disposition), when there are the minimum of two carriers (origin and 2nd carrier).
		➙ The balance of the group level record for format types 2 and 4 is variable based on the number of junctions and roads in the routing of the equipment.

G19–G39	3rd Carrier through 13th Carrier Junction (SPLC)	6-digit, numeric; *Standard Point Location Code* of junction where equipment will next be interchanged; the SPLC Junction Table is used to verify that the Prior Road, Connecting Carrier, and Offgoing SPLC formulate a valid junction; Action Code=2 (or see Note below). **Note:** If the *SPLC* is not numeric or the *Carrier Road* is not valid (found in the Roadmark Register), the record will be rejected (Action Code=1). *Field No.* *Field Name* **G19** 3rd Carrier-Junction (SPLC) **G21** 4th Carrier-Junction (SPLC) **G23** 5th Carrier-Junction (SPLC) **G25** 6th Carrier-Junction (SPLC) **G27** 7th Carrier-Junction (SPLC) **G29** 8th Carrier-Junction (SPLC) **G31** 9th Carrier-Junction (SPLC) **G33** 10th Carrier-Junction (SPLC) **G35** 11th Carrier-Junction (SPLC) **G37** 12th Carrier-Junction (SPLC) **G39** 13th Carrier-Junction (SPLC)
G20–G40	**3rd Carrier through 13th Carrier Roadmark**	4-character, alphabetic; reporting mark, per Accounting Rule 260, of the railroad to which the equipment will first be interchanged; the *Junction/Interchange Industry Reference File* is used to verify that the Reporting Road, Connecting Carrier, and Offgoing Junction formulate a valid junction; Action Code=2 (or see the above Note). – Always blank for Format Types 1 and 0 and 4 if local empty move. *Field No.* *Field Name* **G20** 3rd Carrier-Road **G22** 4th Carrier-Road **G24** 5th Carrier-Road **G26** 6th Carrier-Road **G28** 7th Carrier-Road **G30** 8th Carrier-Road **G32** 9th Carrier-Road **G34** 10th Carrier-Road **G36** 11th Carrier-Road **G38** 12th Carrier-Road **G40** 13th Carrier-Road

Note: The last junction/road reported in the group level record will be considered as the final junction and final road.

9.6   TRAIN06 Detail Level Record

Field Name	D01 START	D02 Equipment	D03	D04 STATUS	Total Number Of Positions Per Record
		Initial	Number		16
Length	1	4	10	1	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
D01	Start Character	Always a plus sign (+); identifies the beginning of the Detail Level record; Action Code=1.
D02	*Equipment:* Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of equipment being reported; must be an authorized *Reporting Mark* or ditto ("); Action Code=1. – Trailing blanks may be omitted. – For a string of cars of the same reporting mark, ditto marks (") may replace each reporting mark beyond the first. – During the update process, the *Equipment Initial* is checked to determine whether or not it is an authorized *Reporting Mark* in the *Roadmark Register Industry Reference File*. If invalid, the reported Waybill for this record is rejected.
D03	*Equipment:* Number	10-digit, numeric; right-justified, preceding zeros; identification number of the equipment being reported; must be numeric and 1– to 10–bytes; Action Code=1. – Preceding zeros may be dropped and the number placed immediately following the Initial or ditto (").
D04	Status	1-character, alphabetic; valid values are as follows; Action Code=3. **L** Loaded **E** Empty **U** Unknown (Default)

9.7 TRAIN06 Group Level Record (Format 0 & 1)

Field Name		G01 START	G02 Group Sequence Number	G03 Format Type	G04 Billing Road	G05 Waybill Number	G06 MM	G06 DD	G06 HH	G06 MN	G07 Junction (SPLC)	G08 Road	G09 Report Type	G10 Movement Code Or TOFC/COFC Plan	G11 Origin Station (SPLC)
						Waybill Identification	**Date/Time**				**2nd Carrier**				
Length		1	4	1	3	6	2	2	2	2	6	4	1	2	6
Example	A	*	0001	0	076	991476	06	28	13	05	000000	Blank	2	CM	504713
Example	B	*	0001	1	022	001621	06	28	10	10	000000	Blank	2		594754

		G12 Destination City	G13 STATE	G14 STCC	G15 Weight Lbs (000)	G16 Repetitive Waybill Code	G17 Shipper	G18 Consignee	Total Number of Positions Per Record
...				**Commodity**					
		9	2	7	3	5	12	12	
	A	Bismark	ND	3312839	080	00000	Fambrands	Fambrands	92
	B	Kancity	MO	0113710	100	00000	Unipaper	Adabrothr	

End of Data Required For Format # '1' or '0' (Local Traffic)

This format is provided as an example of Format Type **0** (*Local Non-Revenue Traffic*) and Format Type **1** (*Local Revenue Traffic*) data only. The explanation of fields and codes is contained in TRAIN06 Group Level Record.

9.8 TRAIN06 Detail Level Record (Format 0 & 1)

Field Name		D01 START	D02 Initial	D03 Number	D04 STATUS	Total Number Of Positions Per Record
			Equipment			
Length		1	4	10	1	16
Example	A	+	BN	0000615025	L	
Example	B	+	ATSF	0000307527	L	

This format is provided as an example of Format Type **0** (*Local Non-Revenue Traffic*) and Format Type **1** (*Local Revenue Traffic*) data only. The explanation of fields and codes is contained in TRAIN06 Group Level Record.

9.9 TRAIN06 Group Level Record (Format 1-Delete)

Field Name		G01 START	G02 Group Sequence Number	G03 Format Type	G04 Billing Road	G05 Waybill Number	G06 MM	G06 DD	G06 HH	G06 MN	G07 Junction (SPLC)	G08 Road	G09 Report Type	G10 Movement Code Or TOFC/COFC Plan	G11 Origin Station (SPLC)	Total Number Of Positions Per Record
						Waybill Identification	**Date/Time**				**2nd Carrier**					
Length		1	4	1	3	6	2	2	2	2	6	4	1	2	6	42
Example		*	0001	1	190	012461	05	27	15	10	000000		1		185400	

End of Data Required For Delete

This format is provided as an example of Format Type **1** (*Delete*) data only. The explanation of fields and codes is contained in TRAIN06 Group Level Record.

9.10   TRAIN06 Detail Level Record (Format 1-Delete)

Field Name		D01 S T A R T	D02 Equipment Initial	D03 Equipment Number	D04 S T A T U S	Total Number Of Positions Per Record
Length		1	4	10	1	16
Example		+	CR	0000230587	L	

his format is provided as an example of Format Type **1** (*Delete*) data only. The explanation of fields and codes is contained in <u>TRAIN06 Group Level Record</u>.

9.11   TRAIN06 Group Level Record (Format 2 & 4)

Field Name		G01 S T A R T	G02 Group Sequence Number	G03 Format Type	G04 Billing Road	G05 Waybill Number	G06 MM	G06 DD	G06 HH	G06 MN	G07 Junction (SPLC)	G08 Road	G09 Report Type	G10 Movement Code Or TOFC/COFC Plan	G11 Origin Station (SPLC)
Length		1	4	1	3	6	2	2	2	2	6	4	1	2	6
Example	D	*	0001	2	190	012461	05	27	15	06	381280	BRC	2		185400
	E	*	0001	2	076	127451	06	28	15	10	384869	ATSF	2	30	504713
	G	*	0001	4	802	001421	06	06	09	05	553200	CNW	2	06	874430

Waybill Identification (G04–G06), Date/Time (G06), 2nd Carrier (G07–G08)

...		G12 Destination City	G13 S T A T E	G14 Commodity STCC	G15 Weight Lbs (000)	G16 Repetitive Waybill Code	G17 Shipper	G18 Consignee
		9	2	7	3	5	12	12
	D	Sacrament	CA	2085125	020	00000	Fambrands	Fambrands
	E	Topeka	KS	2621215	015	00000	Unipaper	Adabrothr
	G	Buffalo	NY	0000000	000	00000	Agent	Agent

End of Minimum Data Required For Formats 2 'Interline Revenue Traffic'

Variable: Required if more than two carriers in route for Formats 2 'Interline Revenue' and 4 'Empty Car Disposition'

		G19 3rd Carrier Junction (SPLC)	G20 3rd Carrier Road	Thru	G39 13th Carrier Junction (SPLC)	G40 13th Carrier Road	Total Number Of Positions Per Record
		6	4		6	4	Min=92/Max=202
	D	381248	CNW		381248	UP	
	G	381248	BRC		381248	CR	

This format is provided as an example of Format Type **4** (*Empty Car Disposition*) data only. The explanation of fields and codes is contained in <u>TRAIN06 Group Level Record</u>.

9.12 TRAIN06 Detail Level Record (Format 2 & 4)

Field Name		D01	D02	D03	D04	Total Number Of Positions Per Record
		START	**Equipment**		STATUS	
			Initial	Number		
Length		1	4	10	1	
Example	D	+	CR	0000230587	L	16
	E	+	TTX	0000100331	L	
		+	BNZ	0000203600	L	
		+	BNZ	0000203610	L	
	G	+	CR	0000230587	E	

This format is provided as an example of Format Type **4** (*Empty Car Disposition*) data only. The explanation of fields and codes is contained in [TRAIN06 Group Level Record](#).

9.13 TRAIN56 Group Level Record

Field Name	START	Group Sequence Number	Date			Original Message Number	G02 Original Group Sequence Number	G03 Format Type	G04 Billing Road	G05 Waybill Number	SEP 2
			YY	MM	DD						
Length	1	4	2	2	2	4	4	1	3	6	1
Example	*	0001	88	04	09	0005	0010	4	622	717000	,

Message Reference spans YY, MM, DD, Original Message Number. Waybill Data spans G04 Billing Road, G05 Waybill Number.

...	Waybill Data									Exceptions						Total Number Of Positions Per Record
	G06-Date/Time									1			5			
	YY	SEP 1	MM	SEP 1	DD	SEP 1	HH	SEP 1	MN	SEP 2	Field	SEP 1	Code	SEP 2	Field	SEP 1	Code
	2	1	2	1	2	1	2	1	2	1	3	1	2	1	3	1	2	Min=51/ Max=79
	88	-	04	-	07	-	23	-	15	,	G01	-	01	,	G00	-	00	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
	Start Character	Always an asterisk (*); identifies the beginning of a Group Level record.
	Group Sequence Number	4-digit, numeric; generated by Railinc; ranges sequentially from 0001 to 9999; identifies the Group Level record within a message for reference and control purposes; discontinuity or duplication in this number alerts the addressee to possible loss or repetition of data.
	Message Reference: Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) of preparation of the Waybill Report.
	Message Reference: Original Message Number	4-digit, numeric; Message Sequence Number from the Message Header of the message in error. **Note:** The data contained in the *G02* through *G06* fields below is copied from the original input message.

ID	Name	Content
G2	Message Reference: Original Group Sequence Number	4-digit, numeric; *Group Sequence Number* from the Group Level record found in error; must be numeric and one greater than the previously processed Group Level record in the message; Action Code=1 (if not numeric) or 2 (if out of sequence).

ID	Name	Content
G3	Format Type	1–position numeric; type of Waybill being reported; must be one of the following values; Action Code=1. **0** Non–Revenue Traffic **1** Local Revenue Traffic **2** Interline Traffic **4** Empty Car Disposition
G4	Waybill Data: Billing Road	3-digit, numeric; must be numeric; must be in the Table of Accounting Rule 260 Codes; Action Code=1.
G5	Waybill Data: Waybill Number	6-digit, numeric; right-justified, preceding zeros; Waybill being reported; must be numeric; zeros are allowed; Action Code=1.
	Separator 2	Always a comma (,); separates data fields.
G6	Waybill Data: Date/Time	10-digit, numeric; separated by dashes (-);(2-digit year, 2-digit month, 2-digit day, 2-digit hour, and 2-digit minute) of the Waybill being reported; must be numeric and earlier than the processing date and time but not by more than 60 days. – Month must be from 01 to 12. – Day must be from 01 to 31 as per the total number of days in the specified month. – Hour must be from 00 to 23. – Minute must be from 00 to 59.
	Separator 2	Always a comma (,); separates data fields.
	Exceptions	Maximum of 5 exceptions containing the following fields.
	Field	2-digit, numeric; preceded by G; identifies the Group Level record data field in error.
	Separator 1	Always a dash (-); provides visual clarity.
	Code	2-digit, numeric; type of error found. – Refer to Edit Exception Codes for an explanation of exception codes.
	Separator 2	Always a comma (,); separates data fields.

9.14   TRAIN56 Detail Level Record

Field Name	S T A R T	D02	D03	D04	Relative Detail Record Number	Exceptions							Total Number Of Positions Per Record Min=22/ Max=36
		Equipment				1				3			
		Initial	Number	Status		Field	S E P 1	Code	S E P 2	Field	S E P 1	Code	
Length	1	4	6	1	4	3	1	2	1	3	1	2	
Example	+	ATSF	616043	L	0005	D01	-	04	,	D03	-	09	

The following is an explanation of the fields and codes contained in this format.

ID	Name	Content
	Start Character	Must be a plus sign (+); identifies the beginning of a Detail Level record; Action Code=1. **Note:** The data contained in the *D02* through *D04* fields below is copied from the original input message.
D02	Equipment Data: Initial	4-character, alphabetic; reporting mark of the equipment; must be an authorized *Reporting Mark* or ditto (") referencing a reporting mark; Action Code=1. – During the update process, the *Equipment Initial* is checked to determine whether or not it is an authorized *Reporting Mark* in the *Roadmark Register Industry Reference File*. This message indicates the condition found. If invalid, the reported event for this record is rejected.
D03	Equipment Data: Number	6-digit, numeric; identification number of the equipment; must be numeric and 1 to 6–bytes; Action Code=1.
D04	Equipment Data: Status	Status of the equipment; if neither L (Loaded) nor E (Empty), the system defaults to U; Action Code=3. **Note:** If the event is a car grade event, then the permissible options are A, B, C, D, E, H, I, J, K, L, M, R, T, U, X, Y, Z; Action Code=1.
	Relative Detail Record Number	4-digit, numeric; references the relative position of the Detail Level record in the original input message.
	Exceptions: Field	2-digit, numeric; preceded by a D; identifies the Detail Level record data field in error.
	Exceptions: Separator 1	Always a dash (-); separates the Field number from the Exception Code.
	Exceptions Code	2-digit, numeric; type of exception found. – Refer to Edit Exception Codes for an explanation of the Exception Codes.
	Separator 2	Always a comma (,); separates data fields.
		Note: D00–00, Detail which belongs to a Group Level record which is in error. D00–*nn,* Indicates a problem not related to one specific field but prevents the data from being accepted (refer to Edit Exception Codes messages for an explanation).

9.15   TRAIN80 Detail Level Record (Waybill/Last Commodity)

Field Name	S T A R T	Equipment Data			Type Transaction	Type Report	Type Action	Waybill					Last Commodity Information		Total Number of Positions Per Record
		Initial	Number	Status				Date			Time		Not Used	Commodity (STCC)	
								YY	MM	DD	HH	MN			
Length	1	4	6	1	2	2	2	2	2	2	2	2	7	7	42
Example	+	ATSF	616004	L	70	00	02	87	03	15	04	00	Blank	2655175	

The following is an explanation of the fields and codes contained in this format.

Name	Content
Start Character	Always a plus sign (+); identifies the beginning of a Detail Level record.
Equipment Data: Initial	4-character, alphabetic; left-justified, trailing blanks; reporting mark of the equipment.
Equipment Data: Number	6-digit, numeric; right-justified, preceding zeros; identification number of the equipment.
Equipment Data: Status	Valid values are: **L** Loaded **E** Empty **U** Unknown
Type Transaction	2-digit, numeric; right-justified, preceding zeros; type of transaction; valid value is: **70** Waybill Last Commodity
Type Report	Always 00 for Waybill Last Commodity.
Type Action	2-digit, numeric; update activity code; valid values are: **01** Delete Transaction **02** Original Add **03** Correction Add
Waybill Information: Date	6-digit, numeric; (2-digit year, 2-digit month, and 2-digit day) the event occurred.
Waybill Information: Time	4-digit, numeric; (2-digit hour and 2-digit minute) the event occurred. – *Minute* is always 00.
Last Commodity Information: Not Used	Always *bbbbbbb* (blank).
Last Commodity Information: Commodity (STCC)	7-digit, numeric; right-justified, preceding zeros; STCC number.

10 Damaged and Defective Car Tracking System

10.1 Overview

As of January 1, 2011, updated Car Hire Rules 7 and 8 for Damaged and Defective Car Tracking System (DDCT) System are effective. The updated rules eliminate the need to create reclaims for damaged and defective equipment. Please see the Code of Car Hire Rules and Interpretation – Freight within Circular OT-10 for the updated Rules 7 and 8. When equipment is entered into DDCT System, the Liability Continuity System (LCS) is flagged to turn off and will not evaluate events for that equipment. The DDCT LCS module will evaluate events for the equipment and determine car hire liability. DDCT LCS will place car hire into the account of either a Railroad or the equipment owner. To place car hire into the account of the equipment owner, DDCT LCS will use special road marks referenced in Car Hire Rules 7 and 8: DSP7, DVR7, DSP8, SHP7, SHP8 and DEAD. Refer to **Special DDCTS Road Marks** for more information.

When an action occurs in DDCT, a TRAIN10 message will be posted to the Event Repository (ER); based on that message, DDCT LCS will evaluate and create GAP records to the car hire liable party. TRAIN10 messages that post to the ER from DDCT System will not be sent; only messages created by DDCT LCS will be sent.

TRAIN69 / 61 / 62 / 63 messages will contain special DDCT road marks in the "from road" and "to road" fields in the TRAIN message. If a special DDCT road mark is located in the "to road," then car hire is in the equipment owner's account.

DDCT LCS will wait for 120 hours to evaluate events posted to the ER and will run after LCS. DDCT LCS will mark movement events as inactive using the LCS code of "X". Interchanges reported to the ER will be evaluated and gap records can be created one minute prior and/or one minute after the interchange. Gap records created one minute prior to the interchange will be created as needed for continuity. Gap records created one minute after the interchange will be changing car to the equipment owner.

10.2 Haulage and DDCT

Equipment moving under haulage when incident is created:

When equipment is moving under haulage and a DDCT incident is created, haulage will be ended and car hire liability will be assigned to the carrier that created the incident. Car Hire will remain in the carrier's account until DDCT determines that the Equipment Owner is Car Hire responsible.

Equipment is reported under haulage after incident has been created:

When a haulage interchange is reported after an incident has been reported, Car Hire will be placed into the Equipment Owner's account. If Car Hire needs to be placed into the carrier's account the haulage road will be used. (Ed. Note: Haulage road is the carrier that is physically moving the equipment).

10.3 Special DDCT System Road Marks

The Special DDCT System Road Marks were created to assist carriers in their efforts to monitor and manage the time cars spend in the various damaged and defective states. In general, DSP denotes that a car is under DDCT disposition; DVR denotes that the depreciated value of a car has been requested and settlement arrangements have been made; SHP denotes that a car is at a shop facility as instructed by the car mark owner and DEAD denotes that a car has been designated for dismantling. More specific meanings for the special road marks follow.

10.3.1 Special Road Marks for Car Hire Rule 7

Mark	Description
DSP7	Equipment owner's account: Equipment interchanged to an intermediate carrier after disposition has been provided.
DVR7	Equipment owner's account: Disposition requested but equipment owner has not responded within the 15-day time limit
SHP7	Equipment owner's account: The equipment reported on-hand at a repair shop. This can occur by an interchange reported showing "SHOP" in the "to road" or the equipment is reported on-hand through DDCTS.
DEAD	Equipment owner's account: The equipment owner decides to dismantle the equipment. All events after will be marked with LCS Code "X" for inactive. If the equipment was approved for dismantle, but the equipment was not dismantled and returned to service, please contact the Railinc Customer Success Center.

10.3.2 Special Road Marks for Car Hire Rule 8

Mark	Description
DSP8	Equipment owner's account: Disposition requested.
SHP8	Equipment owner's account: Equipment reported on-hand at a repair shop. This can occur by an interchange reported showing "SHOP" in the "to road" or the equipment is reported on-hand through DDCTS.
DEAD	Equipment owner's account: The equipment owner decides to dismantle the equipment. All events after will be marked with LCS Code "X" for inactive. If the equipment was approved for dismantle, but the equipment was not dismantled and returned to service, please contact the Railinc Customer Success Center.

10.4 Example Events

10.4.1 Example 1

The following example is for an AAR Interchange Rule 107 and Car Hire Rule 7 incident (Damaged was caused by the handling carrier. The handling carrier is responsible for repairs). In this example, the equipment will be moving to one shop for repairs on its own wheels (the car was not loaded on another car) and will be interchanged to an intermediate carrier before the equipment reaches the final shop.

Road A = Damaging carrier
Road B = Intermediate carrier

Equipment Initial	Equipment Number	Event Time	Event Code	Posting Mark	From Mark	To Mark	L/E Status	LCS Code	Reference
DERF	123456	20AUG2010:13:38:00.000000	6091	AARG	A	A	U	V	a
DERF	123456	23AUG2010:11:30:00.000000	6091	AARG	A	A	U	V	b
DERF	123456	23AUG2010:12:30:00.000001	6091	AARG	A	A	U	V	c
DERF	123456	23AUG2010:12:42:00.000000	4050	B	A	B	L	R	d
DERF	123456	23AUG2010:12:43:00.000000	4040	AARG	B	DSP7	L	G	e

DERF	123456	23AUG2010:13:30:00.005272	4040	AARG	DSP7	SHP7	U	G	f
DERF	123456	23AUG2010:13:31:00.000000	6091	AARG	SHP7	SHP7	U	V	g
DERF	123456	23AUG2010:14:31:00.000001	6091	AARG	SHP7	SHP7	U	V	h

Reference:

a) Incident 107 is created, TRAIN10 message is posted to the Event Repository. LCS is flagged to turn off and DDCT LCS is flagged to turn on. This message is not sent out through a TRAIN message and is marked as a non-locating event. Car Hire will remain in the damaging carrier's account.

b) Depreciated Value/Disposition is requested by the damaging carrier using DDCT System. This message is not sent out through a TRAIN message and is marked as a non-locating event. No change in Car Hire; Car Hire remains in the damaging carrier's account.

c) Depreciated Value/Disposition is provided by the equipment owner using DDCT System. This message is not sent out through a TRAIN message and is marked as a non-locating event. No change in Car Hire; Car Hire remains in the damaging carrier's account.

d) Interchange is reported through the Event Repository from the damaging carrier to an intermediate carrier. This will cause a change in Car Hire to the equipment owner's account. Refer to reference "e" for Gap record.

e) Gap record created by DDCT LCS as a result of the interchange from the damaging carrier to the intermediate carrier. The Gap record is created one minute after the interchange and places Car Hire into the account of the equipment owner (DSP7). Refer to reference "d" for interchange.

f) Gap record created by DDCT LCS as a result of the equipment being reported on-hand at Shop using DDCT system. The Gap record is created one minute prior to the equipment being marked on-hand at Shop. Refer to reference "g" for on-hand reporting.

g) Equipment is marked on-hand at shop using DDCT system. This message is not sent out through a TRAIN message and is marked as a non-locating event.

h) Repairs are marked complete using DDCT system. This will flag the equipment to be evaluated by LCS. This message is not sent out through a TRAIN message and is marked as a non-locating event. However, once LCS determines car hire liability, the appropriate gap record(s) will be created for continuity.

10.4.2   Example 2

The following example is for an AAR Interchange Rule 108 and Car Hire Rule 8 incident (Damage was not caused by the handling carrier. Equipment owner is responsible for repairs). In this example the equipment will be moving to one shop for repairs on its own wheels (the car was not loaded on another car) and will be interchanged to an intermediate carrier before the equipment reaches the final shop.

Road A = Handling carrier
Road B = Intermediate carrier

Equipment Initial	Equipment Number	Event Time	Event Code	Posting Mark	From Mark	To Mark	L/E Status	LCS Code	Reference
DERF	123456	20AUG2010:11:56:00.000000	6092	AARG	A	A	U	V	a
DERF	123456	23AUG2010:13:00:00.005272	4040	AARG	A	DSP8	U	G	b
DERF	123456	23AUG2010:13:01:00.000000	6092	AARG	DSP8	DSP8	U	V	c
DERF	123456	23AUG2010:14:17:00.000000	6092	AARG	DSP8	DSP8	U	V	d
DERF	123456	23AUG2010:15:09:00.005272	4040	AARG	DSP8	A	U	G	e
DERF	123456	23AUG2010:15:10:00.000000	4044	B	A	B	L	R	f
DERF	123456	23AUG2010:15:11:00.000000	4040	AARG	B	DSP8	L	G	g
DERF	123456	23AUG2010:15:16:00.005273	4040	AARG	DSP8	SHP8	U	G	h
DERF	123456	23AUG2010:15:17:00.000001	6092	AARG	SHP8	SHP8	U	V	i
DERF	123456	23AUG2010:16:17:00.000002	6092	AARG	SHP8	SHP8	U	V	j

Reference:

a) Incident 108 is created, TRAIN10 message is posted to the Event Repository. LCS is flagged to turn off and DDCT LCS is flagged to turn on. This message is not sent out through a TRAIN message and is marked as a non-locating event. Car Hire will remain in the handling carrier's account.

b) Gap record created by DDCT LCS as a result of the handling carrier requesting disposition. The Gap record is created one minute prior to the request for disposition and places car hire with the equipment owner (DSP8). Refer to reference "c" for Disposition Request.

c) Disposition is requested by the handling carrier through DDCT System. This message is not sent out through a TRAIN message and is marked as a non-locating event. When disposition is requested, car hire will be moved into the account of the equipment owner (DSP8). Refer to reference "b" for Gap record.

d) Disposition is provided by the equipment owner through DDCT System. This message is not sent out through a TRAIN message and is marked as a non-locating event. No change in Car Hire; Car Hire remains in the equipment owner's account.

e) Gap record created by DDCT LCS as a result of the interchange reported from the handling carrier to the intermediate carrier. The Gap record is created one minute prior to the interchange for continuity. Refer to reference "f" for interchange reported.

f) Interchange is reported through the Event Repository from the handling carrier to an intermediate carrier. This will not cause a change in Car Hire will remain with the equipment owner. Refer to reference "e and g" for Gap records created due to the interchange.

g) Gap record created by DDCT LCS as a result of the interchange from the handling carrier to the intermediate carrier. The Gap record is created one minute after the interchange and places Car Hire into the account of the equipment owner (DSP8). Refer to reference "f" for interchange.

h) Gap record created by DDCT LCS as a result of the equipment being reported on-hand at Shop through DDCT system. The Gap record is created one minute prior to the equipment being marked on-hand at Shop. Refer to reference "j" for on-hand reporting.

i) Equipment is marked on-hand at shop through DDCT system. This message is not sent out through a TRAIN message and is marked as a non-locating event.

j) Repairs are marked complete through DDCT system. This will flag the equipment to be evaluated by LCS. This message is not sent out through a TRAIN message and is marked as a non-locating event. However, once LCS determines car hire liability, the appropriate gap record(s) will be created for continuity.

11 Event Code Table

TRAIN Event Code	TRAIN Event Code Description	TRAIN Report Type	456 Event Code	CLM Sighting Code	Locate
ABNO	Arrival Not Ordered Placed by Destination Party. This event signifies an end of trip, short of placement for: 1) customers who order cars placed; 2) cars for which demurrage will not be collected.	08			Y
AETA	Estimated time of arrival of equipment at either an interchange point, rail destination, or customer industry	30	ETA	3	N
AETI	Advanced Interchange Report	32	ETI		N
AINV	Inventory move (AAR use only).	28	INV		Y
ARIL	Arrival at an intermediate point or interchange point other than the final destination of either a loaded or empty unit. If interchange occurs at the same time as arrival, only interchange needs to be reported. Report date and time.	06	ARI	A	Y
ARRI	Date and time of a unit's arrival at the final destination in the waybill route.	05	ARR	D	Y
BADO	Reported in lieu of BHVY or BLGT, status of unit condition is unclear (either heavy or light). Date and time of event occurrence reported.	14	BAD	B	Y
BFRM	Date and time the railroad reports releasing a unit from BHVY, BLGT, or BADO status (Report Type Codes).	15	BFR	G	Y
BHVY	A unit for which more than 20 man hours of repair is required. Date and time of event occurrence reported.	11	BHV	B	Y
BLGT	A unit for which 20 man hours or less of repairs is required. Date and time of event occurrence reported.	13	BLG	B	Y
BOHR	Reported when the Bad Order Reason Code and/or the estimated hours to repair are known.	10	BOH	B	Y
BXNG	Boundary Crossing	90	BXN		Y
CGIP	Date and time of physical inspection and grade of an empty rail car per the provisions of AAR Circular OT–34 B and AAR Interchange Rule 1, paragraph 6.	46	CG1		Y
CGRD	Car grade by waybill (AAR use only).	47			N
CH80	Car Hire Expense Recovery—Rule 5 terminal switch	80			N
CH81	Car Hire Expense Recovery—Rule 5 intermediate switch	81			N
CH82	Car Hire Expense Recovery—Rule 15 to delinquent road	82		I	N
CH83	Car Hire Expense Recovery—Rule 15 to holding road	83		I	N
CH84	Car Hire Expense Recovery—Rule 5 intermediate switch following intermediate switch	84			N
CH85	Car Hire Expense Recovery—Rule 5 terminal switch following intermediate switch	85			N
CH86	Car Hire Rule 15 Offering Acceptance	86		I	N
CH89	Car Hire Rule 15 Offering Denial	89		I	N

TRAIN Event Code	TRAIN Event Code Description	TRAIN Report Type	456 Event Code	CLM Sighting Code	Locate
DFLC	Date and time a unit departed from the origin or in–transit location.	16	DFL	P	Y
DRMP	Date and time a trailer or container is removed from a rail car.	68	DRM	V	Y
EQOR	Equipment ordered in. Usually reported after constructive placement but may be reported anywhere in transit.	76	EQO		N
FFBO	Flat Car from Bad Order	60			Y
FTBO	Flat Car to Bad Order	59			Y
HADR	Motor carrier departure from final railroad facility enroute to non–railroad facility. This event occurs when a highway carrier takes a trailer, container or chassis from a railroad intermodal terminal after completion of railroad transportation.	37	ADR	E	Y
HAND	Hand Delivery Interchange of an End-Of-Train Device	42	HND		
HANR	Hand Receipt Interchange of an End-Of-Train Device	43	HNR		
HEMB	Date and time an equipment unit was placed in hold status due to conditions of an embargo.	74	HEB	H	Y
HHAR	Motor carrier arrival at initial railroad facility. This event occurs when a highway carrier brings a trailer, container or chassis from a shipper to a railroad at a railroad intermodal terminal.	36	HAR	C	Y
HIGT	Intermodal In-gate—"No Trucker Recorded" This event occurs when a trailer, container or chassis is brought by highway to a railroad intermodal terminal from another railroad facility in the same local area.	38	IGT	K	Y
HMIS	Date and time a loaded or empty unit is held for railroad convenience to either obtain billing information or awaiting disposition.	24	HMI	H	Y
HOGT	Intermodal Out–gate/No Trucker Recorded This event occurs when a trailer, container or chassis leaves a railroad intermodal terminal by highway for movement to another railroad facility in the same local area.	39	OGT	K	Y
ICHD	Identify the delivering railroad's junction or Standard Point Location Code (SPLC) with another railroad, and date and time the interchange took place.	40 (TR-10)	ICH	J	Y
ICHD	Interchange record furnished by delivering carrier—when TO carrier =TRUK.	40 (TR-10)	ICH	K	Y
ICHR	Interchange record furnished by receiving carrier—when FROM carrier =TRUK.	50 (TR-10)	ICR	K	Y
ICHR	Identify the receiving railroad's junction or Standard Point Location Code (SPLC) with another railroad, and date and time the interchange took place.	50 (TR-10)	ICR	R	Y
IGTI	In-gate from rail interchange	42	IRI		Y
IGTR	In-gate from rail terminal	43	ITS		Y
LCOM	Last Commodity.				N

TRAIN Event Code	TRAIN Event Code Description	TRAIN Report Type	456 Event Code	CLM Sighting Code	Locate
LDCH	Container loaded on chassis	77			Y
LTFR	Lading Transfer From	62			Y
LTTO	Lading Transfer To	61			Y
MAWY	Date and time when a trailer or container is placed onto a railroad controlled truck for intra–facility movement. It does not leave the railroad's property or control. This reporting is not to be used in place of the TRUK Interchange Report. This event occurs when a trailer, container or chassis leaves a railroad intermodal terminal gate by highway for movement to another part of the same railroad facility (e.g., a satellite parking lot). The equipment does not leave the railroad's account.	64	MWY	M	Y
MOTR	Railroad controlled arrival on motor carrier from intra–facility move. This event occurs when a trailer, container or chassis arrives at a railroad intermodal terminal gate by highway following a movement from another part of the same railroad facility. The equipment does not leave the railroad account.	65		L	Y
NOBL	Unit held – no billing or car movement instructions.	26	NOB	N	Y
NOTP	Notified Destination Party	44	NOT		Y
OGTI	Out–gate to rail interchange	48	ORI		Y
OGTR	Out–gate to rail terminal or satellite	49	OTS		Y
OSTH	Date and time a unit is reported released from Event Types STPL, STEA, STSU, STEX, STSE, or HMIS. If the prior reporting had been STEA or STEX, the provisions of 49 CFR 1039.14(c) apply and a TRAIN88 message is to be created to advise the equipment owner and/or AAR 16–C pool operator that the unit has been released from storage. The reporting will place an F in the Detail Level record of the message.	25	HRE	9	Y
PACT	Date and time that a railroad physically spots a loaded or empty rail car to a shipper or consignee for unloading or loading.	07	PAC	Z	Y
PASL	Indication that a car is passing by a location or when a car is reported at a location that is not a rail yard	99	PAS	Z	Y
PCON	Railroad notifies customer that railcar equipment is available for placement or that trailer or container is available for highway departure. Date and time of railroad notification that a unit is available to be spotted for loading or unloading.	09	PCO	Y	Y
PFLT	Reported when a customer has ordered equipment pulled from a lease track and placed on their siding.	29	PUL		Y
PFPS	Date and time a railroad physically pulls a loaded or empty unit from a consignor or consignee.	02	PFP	X	Y
PKGD	Shipment Delivery Interchange of an End-of-Train Device	44	PKD		

TRAIN Event Code	TRAIN Event Code Description	TRAIN Report Type	456 Event Code	CLM Sighting Code	Locate
PKGR	Shipment Receipt Interchange of an End-of-Train Device	45	PKR		
PLJI	Place at joint industry.	63	PLJ	Z	Y
PLLF	Reported when car is placed on lease track subsequent to pull from customer and prior to creation of a movement waybill.	22	PLF		Y
PLLT	Reported when car is placed on lease track prior to delivery to customer.	12	PLT		Y
PUJI	Pull from joint industry.	66	PUJ	X	Y
RAMP	Date and time a trailer or container is placed on a rail car.	67	RAM	U	Y
REBL	Date and time to be used in lieu of Release Load (01) when the event is for re-consignment, rebilling, customs release of shipments, or the re-spotting of shipments at a patron's siding.	50			Y
REJS	Date and time railroad reports that a shipper has rejected a unit for loading. Railroad reports 1–position alpha Reject Code A through Q or U as best describes the reason the unit was rejected.	45	REJ		Y
REMB	Date and time an equipment unit was released from a hold status due to conditions of an embargo.	75	REB	9	Y
RFLT	Reported when a customer has turned equipment over to a road to be moved from leased track.	27	RLT		Y
RLOD	Date and time the shipper releases a loaded unit from their siding and into railroad control.	01	RLO	W	Y
RMTY	Date and time the consignee releases an empty unit from their siding and into railroad control.	03	RMT	W	Y
RRFS	A unit that was stored under the provisions of 49 CFR 1039.14(c) and released back to the AAR 16–C pool operator or railroad equipment owner.	04			Y
RTAA	Traveling per AAR/ICC directive.	35			Y
RTOI	Traveling to owner per his instructions.	31			Y
RTPO	Traveling to pool operator per his instructions.	33			Y
STEA	Initial date and time an empty unit is stored under the provisions of 49 CFR 1039.14(c).	18	STA	S	Y
STEX	Initial date and time an empty unit meets the criteria for possible actual storage under the provisions of 49 CFR 1039.14(c).	20	STI	S	Y
STOP	Event identifying point where event analysis indicated an SCO-90 'T' code should be removed from an equipment unit.				
STPD	Event identifying point where event analysis indicated an SCO-90 'D' code should be removed from an equipment unit.				
STPE	Event identifying point where event analysis indicated an SCO-90 'E' code should be removed from an equipment unit.				
STPL	Stored for prospective load.	17	SPL	S	Y

TRAIN Event Code	TRAIN Event Code Description	TRAIN Report Type	456 Event Code	CLM Sighting Code	Locate
STRD	Event identifying point where event analysis indicated an SCO-90 'D' code should be applied to an equipment unit.				
STRE	Event identifying point where event analysis indicated an SCO-90 'E' code should be applied to an equipment unit.				
STRT	Event identifying point where event analysis indicated an SCO-90 'T' code should be applied to an equipment unit.				
STSE	Initial date and time an empty serviceable unit is placed in storage for seasonal use.	23	STS	S	Y
STSU	Initial date and time an empty serviceable unit is held for railroad convenience with no anticipation of a Car Order and not in a queue for prospective loading.	19	STU	S	Y
STUN	Initial date and time an empty unit is removed from revenue service and stored in anticipation of a shop program, dismantling or scrapping. Unit may or may not be or also be in Report Type 11, 13, or 14 status.	21	STN	S	Y
SWAP	Container swapped between chassis	79			Y
ULCH	Container unloaded from chassis	78			Y
UNKN	Data not on file or not available.				N
UNSC	Unable to Schedule	34	UNS		Y
WAYB	Waybill response.		WYB		N

11.1   Event Code Table: Alternative Events

Event codes in this table should NOT be reported by means of a TRAIN II message. Events with these codes are either wholly or partially sourced by Railinc systems.

TRAIN Event Code	TRAIN Event Code Description	TRAIN Report Type	456 Event Code	CLM Sighting Code	Locate
DFOL	Railinc generated event indicating the date and time that an intermodal unit departed from the origin location.	9002	DFO	X	Y
PSLA	Augment event indicating that a car is passing by a location, triggered by AEI or HBD detector reads.	7099	PSA	P	Y

12   Shipper Reject Codes

A	Dirty
B	Dirty—Infestation
C	Dirty—Contaminated
D	Grade Not Satisfactory For Shipper's Requirement
E	*** Grade Doesn't Match TRAIN II*
F	Unit Doesn't Match Umler Specifications
G	Railroad Error—Car Not Ordered
H	Ordered Not Used
I	Bad Doors
J	Bad Floor
K	Bad Roof
L	Bad Lining
M	Bad Hatch Covers
N	Bad Outlet Gates
O	Bad Interior Bulkheads
P	Bad Order Refrigeration System
Q	Other Mechanical Defects
R	Rust Contamination
U	Unknown Or Other Than Specific Code Description

*** No longer used for reporting shipper reject events.*

13 Examples of Car Grading

A. Car Grades For Box Cars (Field Manual of the AAR Interchange Rules, Rule 1 [Physical Inspection by Railroad])

Class	A	B	L	C	K	U
Roof	• Watertight	• Watertight	• Meets A or B Standard Except Roof Not Watertight	• Not Watertight		• Car is Unfit for Loading Secure Disposition per Section 3.
Floor	• Smooth • No Splinters • No Leak Odor, Oil Spots, Contamination	• Won't Leak Lading • No Protruding Patches • No Leaks, Odor or Contamination	• Meets A or B Standard	• Will Hold Rough Freight	• Car Contaminated as Listed in AAR Interchange Rule 97	
Lining	• Intact • Smooth • No Splinters • Watertight	• Intact • Watertight	• Meets A or B Standard Except Lining Not Watertight	• Poor		
Doors	• Watertight • Fixtures (including Locks, Hasps, etc.) in Good Condition	• Watertight • Fixtures (including Locks, Hasps, etc.) in Good Condition	• Meets A or B Standard Except Doors Not Watertight	• Fixtures (including Locks, Hasps, etc.) in Good Condition		

B. Car Grades for GB, GBS Gondolas (Field Manual of the AAR Interchange Rules, Rule 1)

Class	A	B	C	D	K	U
Exterior	• No Holes in Floors or Sides	• Holes in Floor 1"–6"; Over less than 10% of Area not Located over Trucks	• Holes in Floor 6"–12"; Over less than 10% of Area not Located over Trucks	• Holes in Floor 12" Over more than 10% of Floor Area, but less than 30%	• Car Contaminated	D Car is Unfit for Loading Secure Disposition per Section 3
	• No Holes in Sides	• Holes in Sides 1"–6" Over less than 10% of Area	• Holes in Sides 1"–6" Over less than 10% of Area	• Holes in Sides Larger than 6"		
	• Gates not Missing	• Gates not Missing [physical inspection by railroad]	• Gates not Missing [physical shipper inspection; reported by railroad]	• Gates may be Missing		

DIRTY CAR—Box Car and Gondolas containing refuse shall be classified in the following manner.

Class	X	Y	Z
Interior	Meets Class A Criteria But Contains Refuse	Meets Class B Criteria But Contains Refuse	Meets Class C Criteria But Contains Refuse

C. Car Grades for Shipper/Receiver Grading

Class	E	H	I	J	M	R	T
	• Door Defects	• Floor Defect	• Wall Defect	• Roof Defect	• Restraining Devices Missing or Defective	• Dirty Equipment (Shipper Only Report)	• Car Certified Clean and Defect Free (Receiver Only Report)

D. Car Grades for Covered Hopper Cars

Class	N
	• Car containing proteins derived from ruminants

14 Bad Order Reason/Status Codes

In reporting a Bad Order (Report Type **10**), the following values apply:

14.1 Reason Code

Code	Abbreviation	Explanation
A	**BODY**	***Body***; including floors, roof, sides, ends and multi–level rack.
B	**BRAK**	***Braking System***; any brake component listed in Rule 83 *Car Part Codes* under the heading of *Brake Equipment* and/or *Piping*.
C	**CLEN**	***Clean–Out***; including preparation for loading such as clean–out, conditioning and/or pre–tripping, but excluding mechanical refrigeration equipment.
D	**DERL**	***Derailment/Accident***; damage resulting from derailment, sideswipe, fire, flood or other casualty occurrence.
E	**DOOR**	***Doors***; including side, end and hopper doors, outlet gates, hatch and dome covers.
F	**DRAF**	***Draft System***; including couplers, yokes, draft gears, draft lugs, draft sills, EOC and COC cushioning units and articulated connections.
G	**LINE**	***Interior Linings & Coatings***; including any interior lining or coating.
H	**LOAD**	***Load Attention***; requiring measurement, weighing, adjustment, transfer or containment of leaking commodity.
I	**LDEV**	***Load Restraining Devices***; components integral to unit such as tie down equipment, interior bulkheads, DF equipment, trailer hitches, container pedestals or other similar equipment.
J	**INSP**	***Mechanical Inspection***; including inspection resulting from Early Warning letters, Maintenance Advisory notifications or special instructions received from equipment owners or handling line.
K	**COOL**	***Refrigeration Equipment***; including inspections, pre–tripping and defective equipment listed in Rule 83 *Car Part Codes* under the heading *Mechanical Refrigeration Equipment*.
L	**SAFE**	***Safety Appliances***; including handholds, sill steps, ladders, running boards, crossover boards, brake steps and uncoupling levers.
M	**TRUK**	***Trucks***; including side frames, truck bolsters, friction castings, springs, snubbers and side bearings, but excluding wheel assemblies and brake rigging.
N	**UFRM**	***Underframe***; including center sills, side sills, body bolsters, crossbearers, crossties, body center plates and body side bearings.
O	**WHEL**	***Wheel Assembly***; including wheels, axles, friction or roller bearings wedges, adapters, periodic attention and hot boxes.
P	**SEND**	***Enroute*** Shop for Inspection*.*

14.2 Status Code

Y	Qualifier for reporting estimated time to repair to be used ***ONLY*** after a previous Bad Order reporting has been made with a valid *Reason Code*.
Z	Release from Bad Order Status (use this report ***instead*** of TRAIN03, Type **15**).

15   Edit Exception Codes

Exception Code	Exception (Title/Description)
Blanks	**No Exception Found**—Indicates the Group Level record is error free, but an associated Detail Level record is incorrect. The Group Level record will be returned to the reporting road along with the erroneous Detail Level record.
00	**Exceptions Exceed Maximum**—When this code appears in the right–most exception code field it indicates that all of the exceptions in the message cannot be transmitted because the number of exceptions exceeds the number of spaces allotted for transmission.
01	**Invalid Start Character**—Indicates the start character required to identify the beginning of a record level within a message is missing.
02	**Invalid Entry**—Certain data, such as Standard Point Location Codes (SPLC), Standard Transportation Commodity Codes (STCC) and railroad reporting marks are automatically checked against tables of valid entries. The 02 code indicates that the input was not found in the appropriate table. *** Additional D04-02 Validation** – Indicates incorrect TOL message type.
03	**Invalid Date/Time**—Indicates an error in the date/time field of the message. There are numerous ways in which the date/time may be invalid: day may exceed 31 or month may exceed 12 or the event time may be later than the time of processing. For Rule 5/15, calculated hours for TOL are zero.
04	**Missing Data Element**—Indicates a mandatory data item is missing.
05	**Invalid Sequence**—Indicates a variation exists in the expected sequence of the message number in the Message Header or Group Level records.
06	**Invalid Count**—Indicates the count of Group Level records found in the Message Trailer, or the count of the detail Level records found in the Summary record, does not match the count computed by TRAIN II.
07	**Not Numeric**—Indicates a field whose input must be numeric was not.
08	**Not Alphabetic**—Indicates a field whose input must be alphabetic was not.
09	**Not Found**—Indicates a data item or message was not located anywhere in the TRAIN II database. For example, if a corrective entry is submitted and the system cannot locate the original entry to be deleted a 09 would be generated. For message retransmission request, a 09 indicates no match within the message History File. *** Additional D07-09 Validation** – Indicates incorrect TOL message type.
10	**Reporting Road Not Authorized**—Indicates a report was made by a railroad not authorized to report an event. An example would be an interchange reported by railroad without responsibility for report activity at the referenced junction, or receipts reported at an interchange location where only deliveries are acceptable. All reports by unauthorized roads are rejected.
11	**Invalid Junction**—For Interchange reportings (TRAIN01), indicates the reported Road From, Road To, and Standard Point Location Code (SPLC) do not form a valid Interchange point or junction. Refer to TRAIN II SPLC Junction Table Update Request for instructions and forms to register the valid point. For Car Hire Rule 5 Transfer of Liability (TRAIN08), Road From, Road To and SPLC combination is invalid. *** Additional G05-11 Validation** – Indicates invalid sending mark.
12	**Duplicative Entry**—Indicates two reports have been input with the same identification, such as a waybill number, but are otherwise dissimilar. (Duplicate entries are often the result of unintended retransmissions of input messages. Exact duplications are screened out of the system with no exception sent).
13	**Message Retransmission**—Indicates a message retransmission request could not be satisfied because the message is no longer retained or is out of range.
14	**Message Failure**—Indicates a message exceeds the maximum message length. If it is a TRAIN II message then it exceeded 12,000 bytes. If it is a switched message then it exceeded 63,000 bytes.
15	**Message Limit Exceeded**—Indicates an online query exceeded the limit of cars appropriate for the query subtype.

Exception Code	Exception (Title/Description)
16	**Late Reporting of Delivery**—Indicates TRAIN II has received an Interchange Delivery report exactly matching an Interchange Receipt Report that already generated a junction advice to the car owner. Another junction advice will not be sent to the car owner based on the delivery report.
17	**Late Reporting of Delivery (Discrepancy with Receipt Report)**—Indicates TRAIN II has received an Interchange Delivery Report which matches a receipt report with the exception of the month/day or time of interchange. A Junction Advice has already been generated by the receipt report. TRAIN II has replaced the month, day, and time in the delivery report with that reported to the car owner in the junction advice generated from the receipt report. This information is returned to the submitting road.
18	An Early Warning Letter is trying to be posted without a prior one being closed.
19	An Early Warning Inspection Report is illogical.
20	Reporting Road is not authorized to change the Inspection Code now on file. (H02–20)
21	The unit reported on this TRUK interchange is not a trailer or container.
22	**Record Length Invalid**—Indicates the record length was too long or too short as required by the record type (i.e., header, group, detail, etc.). This may result in rejection or incomplete processing of part or the entire message.
23	Transportation Codes are invalid, illogical, or do not apply to this car type; for AAR use only.
24	**File Not Available**—Indicates the source Master file for this query is not available at this time.
25	**Not Registered**—The unit reported on is not registered in Umler. Interchanges and car movements will be accepted but no TRAIN53 will be sent on car movements. TRAIN51s will be sent as an advise/accept on interchange. TRAIN54/56s will be sent as notice of rejection on waybill.
26	**Invalid Delete**—The event could not be deleted because the event time was more than 120 hours in the past when the delete action was attempted. LCS has marked this event as part of the official record for Car Hire determination. As such, it can no longer be deleted.
31	The Car High Number was not greater than or equal to Car Low Number.
32	The Car Series contained more than the maximum number (1500) allowed for a series.
33	**Invalid Parameter Combinations**—Denotes the Exception Code when a combination of Global Car Initial Tracing indicators does not generate a valid Trace type. This exception code is also displayed in the TRAIN98 message.
34	Fleet Registration cannot be deleted because cars still exist on the fleet.
35	**Invalid–Range**—Indicates the values for the parameter range are invalid.
40	**Time Exceeded**—The calculated hours of Car Hire Transfer of Liability exceed the 120, 24, or other agreed to maximum limit.
41	**Late Reported Transfer of Liability (TOL)**—The data being reported is more than 30 days after the reported End Time of Relief (A or B).
42	**TOL Not Within Interchanges**—Transfer of Liability (TOL) does not fall within the inbound and/or outbound Interchange.
43	**Conflicting Entry**—Overlapping or duplicate Transfer of Liability (TOL) entries. The times reported share part or all of another TOL's time–period.
44	**TRC_PERIOD_EXPIRED**—Informs the user that the Trace Registration mentioned in the TRAIN98 had been deleted because the Stop Date and Time for the Trace had been exceeded.
50	**TOL Entry Not Found**—Transfer of Liability (TOL) could not be found for deletion.
51	**Equipment Not On Switch Road's Property**—No Interchanges have been reported to support the Transfer of Liability (TOL).
89	**Receiving Road Open For Interchange**—The Rule 15 TOL is rejected because the receiving carrier reports the ability to accept the cars in interchange.
99	**Transmission Failure**—Indicates a line error in the communications network.

16 Message Descriptions

Message ID	Purpose	Input=I Output=O	Event
EDACK51	Inform transmitting road of message receipt (regardless of type) and may contain exceptions detected in the Summary record and/or Message Trailer record by the TRAIN II Edit process for TRAIN II input messages.	O	Acknowledgment Message from AAR
QUERY87	Query the Online TRAIN II System.	I	Online Inquiry All Events (Q10–Q18)
	Request Car Data from the Umler file.		(Q19, Q20, Q22)
REPLY87	Identify violations to any QUERY87 inquiry. Response from the Online Train II System	O	
SWRPY87	Provide inquiring road with responses to Query87 sub-type 41 messages.	O	
TPMSG51	Identify violations of edit criteria found in the Message Header record of all messages sent to the AAR.	O	All Messages
TPMSG61	Inform the originator of a message sent to the AAR that the transmission was successfully received and queued for further processing.	O	Message Receipt Message Switching
TPMSG62	Inform the originator of a switch message that the transmission was forwarded to destination submitted in the Message Header record. (Optional for message switching participants.)	O	Message Forwarding (Switching Messages Through AAR)
TRAIN01	Report a delivery/receipt of equipment.	I	Interchange
TRAIN02	Report equipment movement from any Car Service Region to another.	I	Regional Boundary Crossing
TRAIN03	Report Equipment Movement events.	I	Car Movement
TRAIN06	Report desired movement instructions.	I	Waybill
TRAIN08	Report Various Events: – Bad Order/Hours to Repair – *Rule 5* Switching Car Hire Transfer of Liability, Report Types 80, 81, 84, and 85. – *Rule 15* Car Hire Transfer of Liability, Report Types 82 and 83. – Several events with TRAIN ID.	I	Event Reporting
TRAIN10	Designed to incorporate reporting of events currently handled by TRAIN01, TRAIN02, TRAIN03, and TRAIN08 with expanded functionality (i.e., century, event source indicator, etc.).	I	Event Reporting
TRAIN17	Allow input of entries to update the Parameter Tracing Master Table.	I	Parameter Tracing
TRAIN18	Allow input of Parameter Trace Registrations from the Industry PC Package.	I	Parameter Tracing
TRAIN24	Advise a TRUK reporter on a non-TRUK move.	O	Interchange (Junction Advice)

Message ID	Purpose	Input=I Output=O	Event
TRAIN28	Transfer of Liability messages. Rule 4 TOLs: Sent to Equipment Owner, Switch Carrier, and Responsible Road on the 21st of the month. Rule 5 TOLs: Sent to Equipment Owner, Lessee, Switch Carrier, and Responsible Road when Rule 5 TOL is posted. Rule 15 TOLs: Sent to Holding Road, Delinquent Road, and Equipment Owner when Delinquent Road accepts a Rule 15 TOL or when they fail to respond.	O	Transfer of Liability
TRAIN31	Delete and/or correct erroneous Interchange Reports (TRAIN01) identified by an Exception message (TRAIN51).	I	Interchange
TRAIN32	Delete and/or correct erroneous Regional Boundary Crossing Reports (TRAIN02) identified by an Exception message (TRAIN52).	I	Regional Boundary Crossing
TRAIN33	Delete and/or correct erroneous Car Movement Reports (TRAIN03) identified by an Exception message (TRAIN53).	I	Car Movement
TRAIN50	Identify violations of edit criteria found in the Group and Detail Level records at an Event Report (TRAIN10).	O	Event Report
TRAIN51	Identify violations of edit criteria found in the Group and Detail Level records of an Interchange Report (TRAIN01/31).	O	Interchange
TRAIN52	Identify violations of edit criteria found in the Group and Detail Level records of a Regional Boundary Crossing Report (TRAIN02/32).	O	Regional Boundary Crossing
TRAIN53	Identify violations of edit criteria found in the Group and Detail Level records of a Car Movement Report (TRAIN03/33).	O	Car Movement
TRAIN56	Identify exceptions to the edit criteria found in the Group and Detail Level records of the referenced Waybill Report (TRAIN06).	O	Waybill
TRAIN57	Identify violations of edit criteria found in the Group Level records of the parameter Tracing Table Entry (TRAIN17) message.	O	Parameter Tracing
TRAIN58	Identify violations of edit criteria found in the Group Level or Detail Level records of the TRAIN08 Reports.	O	Bad Order Reporting Transfer of Liability
TRAIN61	Junction Report (Option 1).	O	Interchange (Junction Advices)
TRAIN62	Junction Report (Option 2).	O	Interchange (Junction Advices)
TRAIN63	Junction Report to Lessee.	O	Interchange (Junction Advices)
TRAIN69	Identify delivery and receipt Interchange Reports that do not match data which are detected during continuity analysis.	O	LCS
TRAIN74	Last road known to have reported a car.	O	Interchange (Unknown)

Message ID	Purpose	Input=I Output=O	Event
TRAIN75	Last known carrier of a car.	O	Interchange (Unknown)
TRAIN76	Advise an inquirer (who is in the Inquiry Parameter Table) that a unit movement has occurred and responds with the appropriate data based on the Type of Output that is requested in the table.	O	Parameter Tracing
TRAIN80	Indicate to recipient of message that the equipment moved from one Car Service Region to another. Indicate to recipient of message that a Car Movement has been reported. Indicate to a recipient of message that a Waybill has been reported.	O	Regional Boundary Crossing Car Movement Waybill
TRAIN82	Advise the lessee/appurtenance owner or owner of a car that its grade has changed due to inspection or Waybill reportings.	O	Car Grade
TRAIN83	Advise anyone wants it of all cars whose grade has changed.	O	Car Grade
TRAIN88	Advise the lessee/appurtenance owner or owner of a covered hopper car of the last commodity in it due to Waybill Reportings	O	Car Grade
TRAIN89	Advise anyone who wants it of all covered hoppers whose last commodity has changed due to Waybill Reportings.	O	Car Grade
TRAIN98	Acknowledge receipt of and/or identify violations of edit criteria found in the Group Level records of the Parameter Tracing Master Table entry (TRAIN18) message.	O	Parameter Tracing

17   TRAIN II SPLC Junction Table Update Request

This form is contained on the following pages.

FORM AD 103
JUNCTION INTERCHANGE UPDATE FORM
Junction Industry Reference File

FAX completed form to
Railinc at **(919) 651-5410**

JUNCTION—unique identification of the LOCATION of an **INTERCHANGE**

JUNCTION ABBREVIATION: ☐ ☐ ☐ ☐ ☐

STANDARD POINT LOCATION CODE (SPLC): ☐ ☐ ☐ ☐ ☐ ☐ (☐ ☐ ☐)

JUNCTION LOCATION NAME: _____

JUNCTION STATE / PROVINCE: ☐ ☐

INTERCHANGE—description of ACTIVITIES between two transportation entities at a **JUNCTION**

ACTION REQUESTED: ☐   (A = add, C = change, E = expire)

INTERCHANGE TYPE: ☐

	INTERCHANGING CARRIER	REPORTING CARRIER	CSM STATION FSAC (when required)
MARK / SCAC 1:	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	☐ ☐ ☐
MARK / SCAC 2:	☐ ☐ ☐ ☐	☐ ☐ ☐ ☐	☐ ☐ ☐

DELIVERY ONLY FLAG: ☐   (Y = yes, N = no)

INHIBIT JUNCTION ADVICES: ☐   (Y = yes, N = no)

EFFECTIVE DATE OF ACTION: ☐ ☐ ☐ ☐ ☐ ☐ ☐ ☐ (CCYY-MM-DD)

AGREEMENT—signatures of transportation entity representatives (as required by Interchange TYPE)

MARK / SCAC 1	**MARK / SCAC 2**
SIGNATURE: _____	_____
CONDITIONAL AGREEMENT ☐ Y = yes, N = no ; If yes, form MUST be accompanied by a complete description of the conditions of agreement	☐ Y = yes, N = no ; If yes, form MUST be accompanied by a complete description of the conditions of agreement
NAME: (please print) _____	_____
COMPANY: _____	_____
PHONE NUMBER: (☐ ☐ ☐) ☐ ☐ ☐ – ☐ ☐ ☐ ☐	(☐ ☐ ☐) ☐ ☐ ☐ – ☐ ☐ ☐ ☐
FAX NUMBER: (☐ ☐ ☐) ☐ ☐ ☐ – ☐ ☐ ☐ ☐	(☐ ☐ ☐) ☐ ☐ ☐ – ☐ ☐ ☐ ☐

SUBMISSION—FAX completed form to Railinc at (919) 651-5410 (or mail to address in the instructions)

Last modified: Aug 5, 2011

Junction Interchange Update Form—INSTRUCTION GUIDE

To ADD, CHANGE or EXPIRE an INTERCHANGE in the Junction Interchange (JUNC) Industry Reference File (IRF), it is required that a ***JUNCTION INTERCHANGE UPDATE FORM*** be submitted to Railinc with the required information and signature(s). This ***INSTRUCTION GUIDE*** is intended to answer any questions you may have while completing the form.

Should you have any additional questions and/or require assistance when completing the form, please contact the Railinc Customer Success Center at (877) 724-5462 for assistance.

The ***JUNCTION INTERCHANGE UPDATE FORM*** is divided into three sections; JUNCTION, INTERCHANGE and AGREEMENT. The ***INSTRUCTION GUIDE*** is likewise divided into these three sections.

> **JUNCTION**—unique identification of the LOCATION of an **INTERCHANGE**

The information requested in this section of the form is used to uniquely identify the specific location of the INTERCHANGE. These unique locations are called JUNCTIONS. Each JUNCTION is identified by a three, four or five character JUNCTION ABBREVIATION (i.e.—CHGO for Chicago, IL).

Before an INTERCHANGE can be ADDED, CHANGED or EXPIRED, it is ESSENTIAL that the correct LOCATION of this INTERCHANGE be identified. While JUNCTION ABBREVIATION alone uniquely identifies the location of an INTERCHANGE, the other information is requested to verify that there is no misunderstanding between the parties involved (the two carriers and Railinc).

- **JUNCTION ABBREVIATION**—A unique 3 to 5 character alphabetic code assigned to a location by Railinc. This information is required on all forms. If the JUNCTION ABBREVIATION is not known please contact the Railinc Customer Success Center at (877) 724-5462 for assistance.

- **STANDARD POINT LOCATION CODE (SPLC)**—The six (or nine) numeric digit code used to identify geographic places. The SPLCs are assigned by the National Motor Freight Traffic Association (NMFTA) for points in the United States and Mexico, and by the National Transportation Agency (NTA) for points in Canada. The SPLC is not required on the form, but is requested to verify that there is no misunderstanding between the parties involved (the two carriers and Railinc). If the SPLC is not known, please contact the Railinc Customer Success Center at (877) 724-5462 for assistance.

- **JUNCTION LOCATION NAME**—The city or common name for the location. The JUNCTION LOCATION NAME is not required on the form, but is requested to verify that there is no misunderstanding between the parties involved (the two carriers and Railinc).

- **JUNCTION STATE / PROVINCE**—The US or Mexican STATE or the Canadian PROVINCE in which this location can be found. The JUNCTION STATE / PROVINCE is not required on the form, but is requested to verify that there is no misunderstanding between the parties involved (the two carriers and Railinc).

> **INTERCHANGE**—description of ACTIVITIES between two transportation entities at a **JUNCTION**

The INTERCHANGE is the means of describing the activities that will take place between the two transportation entities at the JUNCTION location described above. Please refer to the ***SUMMARY OF INTERCHANGE TYPES*** for more detailed information regarding the various types of INTERCHANGES that can exist.

- **ACTION REQUESTED**—A single character code used to indicate the type of update that is being requested to the INTERCHANGE file. This information is required on all forms. The acceptable codes are:

  A   ADD a new INTERCHANGE to the file. This action is used when no INTERCHANGE currently exists between these two transportation entities at the JUNCTION LOCATION described.

  C   CHANGE an existing INTERCHANGE on the file. This action is used when some aspect of the INTERCHANGE between these two transportation entities at the JUNCTION LOCATION described is being changed.

         This action is NOT used to change one of the transportation entities involved in the INTERCHANGE or to change the JUNCTION LOCATION for the INTERCHANGE, both of which would require an EXPIRE of the existing INTERCHANGE and an ADD of the new INTERCHANGE.

  E   EXPIRE an existing INTERCHANGE on the file. This action is used when an existing INTERCHANGE between these two transportation entities at the JUNCTION LOCATION described is no longer needed.

         Before a revenue capable INTERCHANGE can be EXPIRED, all Routes utilizing this INTERCHANGE must be EXPIRED in Industry Route File.

- **INTERCHANGE TYPE**—A single character code used to identify the activity that can take place between the two transportation entities involved in this INTERCHANGE beginning on the EFFECTIVE DATE OF ACTION (see below). Two entities can only have ONE type of INTERCHANGE between them at each JUNCTION location. The *SUMMARY OF INTERCHANGE TYPES* is the official source for information on the various types of INTERCHANGES that can exist.

  This information is required on all forms. In summary, the ten INTERCHANGE TYPES acceptable today are:

C	Indirect Haulage	Linehaul Revenue & Indirect Operating	Rail-to-or-from-Rail
E	End-of-Train Device	Direct Operating Only	Rail-to-or-from-Other (non-rail) Transportation Mode
I	Joint Motor-Rail	Linehaul Revenue	Joint Motor-Rail Movements
N	Normal	Linehaul Revenue & Direct Operating	Rail-to-or-from-Rail
O	Operating Only	Direct Operating Only	Rail-to-or-from-Rail
P	Per Diem Relief	Direct Operating	Rail-to-or-from-Intermodal Storage
R	Rubber	Indirect Operating	Rail-to-or-from-Rail via Drayman -or- Rail-to-or-from-Owner
S	Shop	Direct Operating	Rail-to-or-from-SHOP -or-TTX-to-or-from-SHOP
V	Revenue Only	Linehaul Revenue Only	Rail-to-or-from-Rail
W	Water	Linehaul Revenue & Direct Operating	Rail-to-or-from-Water Carrier

- **INTERCHANGING CARRIER** -- The two or four character MARK or SCAC (Standard Carrier Alpha Code) that uniquely identifies the transportation entity involved in this INTERCHANGE. This information is required on all forms for both MARK / SCAC 1 and 2.

  There is no significance to the designation of 1 or 2; all INTERCHANGES are considered to be bi-directional and will be stored in the central files in MARK/SCAC alphabetical order. For example, an INTERCHANGE of any type between the MARKS **XYZ** and **ABC** will be stored in the central files with **ABC** as MARK/SCAC 1 and **XYZ** as MARK/SCAC 2.

- **REPORTING CARRIER**—The two or four character MARK or SCAC that uniquely identifies the transportation entity that will report activity at this INTERCHANGE to TRAIN-II for either MARK/SCAC 1 or 2. This information is required on all forms for both MARK / SCAC 1 and 2.

  When the same MARK/SCAC is used as the REPORTING CARRIER for both MARK/SCAC 1 and 2, this situation is commonly referred to as ONE ROAD REPORTING. When the INTERCHANGE TYPE is E, I, P, S or W, ONE ROAD REPORTING is REQUIRED. Please refer to the *SUMMARY OF INTERCHANGE TYPES* for more detailed information regarding the various requirements for TRAIN-II reporting with each of the INTERCHANGE TYPES.

- **CSM STATION FSAC**—The 5 digit numeric Freight Station Accounting Code (FSAC) from the Centralized Station Master (CSM) file that identifies a specific station that supports this INTERCHANGE. The CSM STATION FSAC is not required in all circumstances. Please refer to the *SUMMARY OF INTERCHANGE TYPES* for more detailed information regarding the various types of INTERCHANGES that can exist and their CSM STATION requirements.

  In summary, the CSM STATION requirements for the ten INTERCHANGE TYPES acceptable today are:

C	Indirect Haulage	Stations required for BOTH railroads—Station types must include R
E	End-of-Train Device	Stations are NOT required
I	Joint Motor-Rail	Station required for railroad only—Station types must include R
N	Normal	Stations required for BOTH railroads—Station types must include R&O or R&H
O	Operating Only	Stations required for BOTH railroads—Station types must include O or H
P	Per Diem Relief	Stations are NOT required
R	Rubber	Stations are NOT required
S	Shop	Station is required for railroad only—Station types must include O or H
V	Revenue Only	Stations required for BOTH railroads—Station types must include R
W	Water	Station is required for railroad only—Station types must include R

Besides the appropriate station type(s) as indicated above, the CSM stations also require that the same JUNCTION ABBREVIATION be included in the station record as is being used to uniquely identify this INTERCHANGE's location.

- **DELIVERY ONLY FLAG**—This special TRAIN-II code is used when the INTERCHANGE participants want to report on "delivery" only to TRAIN-II and any report of a "receipt" would be rejected by TRAIN-II.

  The default value for this information is "N" (no). When the DELIVERY ONLY FLAG is set to "Y" (yes), then both REPORTING CARRIERs must be different; one-road reporting is not allowed.

  Please be advised that setting the DELIVERY ONLY FLAG to "Y" (yes) carries significant implications and should not be used unless you fully understand these implications. A full description of those implications is beyond the scope of this document; please contact the Railinc Customer Success Center at (877) 724-5462 with any questions you have regarding the implications of this flag in TRAIN-II.

- **INHIBIT JUNCTION ADVICES**—This special TRAIN-II code is used when the INTERCHANGE participants want TRAIN-II to NOT send notice of an INTERCHANGE when it is requested by an equipment owner for INTERCHANGES that occur between these two carriers at this JUNCTION location.

  The default value for this information is "N" (no).

  Please be advised that setting the INHIBIT JUNCTION ADVICES flag to "Y" (yes) carries significant implications and should not be used unless you fully understand these implications. A full description of those implications is beyond the scope of this document; please contact the Railinc Customer Success Center at (877) 724-5462 with any questions you have regarding the implications of this flag in TRAIN-II.

- **EFFECTIVE DATE OF ACTION**—The date on which the ACTION REQUESTED (as described above) is to become effective. This is NOT (necessarily) the date the form is being signed as INTERCHANGES can be added, changed and expired with future effective dates.

  The date is required on all forms and the proper format must be used; CCYY-MM-DD where C is century, Y is year, M is month and D is day. For example, July 23, 1996 would be written 1996-07-23.

  The rules governing when an INTERCHANGE can and cannot be added, changed or expired in the past are complex and are beyond the scope of this document.

AGREEMENT—signatures of transportation entity representatives (as required by Interchange TYPE)

Bilateral concurrence is not required for all types of interchanges. Please refer to the ***SUMMARY OF INTERCHANGE TYPES*** for more detailed information regarding the various types of INTERCHANGES that can exist and their signature requirements.

In summary, the signature requirements for the ten INTERCHANGE TYPES acceptable today are:

C	Indirect Haulage	bilateral agreement	2 signatures
E	End-of-Train Device	signature required from railroad only	1 signature
I	Joint Motor-Rail	signature required from railroad only	1 signature
N	Normal	bilateral agreement	2 signatures
O	Operating Only	bilateral agreement	2 signatures
P	Per Diem Relief	signature required from railroad only	1 signature
R	Rubber	signatures required from all (and only) railroads involved	1 or 2 signatures
S	Shop	signature required from railroad only	1 signature
V	Revenue Only	bilateral agreement	2 signatures
W	Water	signature required from railroad only	1 signature

At each major carrier and many of the shortline carriers, only one person (or sometimes a small group) is authorized to sign INTERCHANGE AGREEMENTS. If you are initiating an update to the JUNC IRF using this form, you will need to identify who on the other road needs to sign the form before it can be updated into the central file.

Should you need to know who the authorized contact person is at a specific railroad or if you have any additional questions and/or require assistance when completing the form, please contact the Railinc Customer Success Center at (877) 724-5462.

- **SIGNATURE**—Signature of the/an authorized person at the carrier(s) as described above.

- **CONDITIONAL AGREEMENT?**—The default value for this information is "N" (no). When the CONDITIONAL AGREEMENT? field is set to "Y" (yes) by either or both MARK/SCACs, they are indicating that they agree to this Interchange update ONLY when some condition is met. That condition must accompany the form in writing and be signed and must make clear all special conditions for agreement to this Interchange update.

  An example of a common condition for Interchange agreement is the need for another Interchange to be ADDed, CHANGEd or EXPIREd simultaneously.

- **NAME**—The name of the person signing the form. Please print for clarity.

- **COMPANY**—The name of the railroad or company for which the signatory works.

- **PHONE NUMBER**—The full (including area code) phone number of the signatory for use in case of questions by the Railinc staff or the other Interchange participant.

- **FAX NUMBER**—The full (including area code) facsimile (fax) number of the signatory.

> **SUBMISSION**—**FAX** completed form to Railinc at **(919) 651-5410** (or mail to address in the instructions)

For INTERCHANGE TYPES that require bilateral agreement and 2 signatures (as described above), the typical form creation—submission path is as follows:

- MARK / SCAC 1 initiates the update by completing a form.

- MARK / SCAC 1 faxes the form to MARK / SCAC 2 as well as the AAR.

- If the type of Interchange requires only one signature (as described above), the AAR keys the update into the central system.

- If MARK / SCAC 2 signature is required for the type of interchange, the AAR will hold the form awaiting MARK / SCAC 2's reply for 5 business days.

- If after five business days there is no reply, the AAR will fax the form to MARK/SCAC 2 with a cover note asking for a response. The AAR will follow-up in a proactive manner as required.

- When a fax is received from MARK/SCAC 2, the form is keyed and the update becomes part of the central file.

Should you need to know who the authorized contact person is at a specific railroad or if you have any additional questions and/or require assistance when completing the form, please contact the Railinc Customer Success Center at (877) 724-5462.

If you wish to send a form to Railinc via mail, the address is:

Railinc Customer Success Center
Railinc
11000 Weston Parkway, Suite 200
Cary, NC 27513

18   TRAIN II Joint Industry Location Update Form

This form is contained on the following page.

JOINT INDUSTRY LOCATION UPDATE FORM
Joint Industry Table

LOCATION—unique identification of the location of the joint industry activity

STANDARD POINT LOCATION CODE (SPLC): ☐ ☐ ☐ ☐ ☐ ☐ (☐ ☐ ☐)

LOCATION NAME: _____

STATE / PROVINCE: ☐ ☐

INVOLVED PARTIES—description of the two transportation entities at the location

ACTION REQUESTED: ☐ (A = add, C = change, E = expire)

PARTICIPATING CARRIER

MARK / SCAC 1: ☐ ☐ ☐ ☐

MARK / SCAC 2: ☐ ☐ ☐ ☐

EFFECTIVE DATE OF ACTION: ☐☐☐☐ ☐☐ ☐☐ (CCYY-MM-DD)

AGREEMENT—signatures of transportation entity representatives

MARK / SCAC 1	MARK / SCAC 2
SIGNATURE: _____	_____
NAME: (please print) _____	_____
COMPANY: _____	_____
PHONE NUMBER: (☐☐☐) ☐☐☐ – ☐☐☐☐	(☐☐☐) ☐☐☐ – ☐☐☐☐
FAX NUMBER: (☐☐☐) ☐☐☐ – ☐☐☐☐	(☐☐☐) ☐☐☐ – ☐☐☐☐

SUBMISSION – FAX completed form to Railinc at (919) 651-5410 (or mail to address in the instructions)

Last Updated: November 2024

Joint Industry Location Update Form—INSTRUCTION GUIDE

To ADD, CHANGE or EXPIRE a location in the Joint Industry Table, it is required that a ***JOINT INDUSTRY LOCATION UPDATE FORM*** be submitted to Railinc with the required information and signature(s). This ***INSTRUCTION GUIDE*** is intended to answer any questions you may have while completing the form. Should you have any additional questions and/or require assistance when completing the form, please contact the Railinc Customer Success Center at (877) 724-5462.

The ***JOINT INDUSTRY LOCATION UPDATE FORM*** is divided into three sections; LOCATION, INVOLVED PARTIES and AGREEMENT. The ***INSTRUCTION GUIDE*** is likewise divided into these three sections.

LOCATION—unique identification of the location of the joint industry activity

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The information requested in this section of the form is used to uniquely identify the specific location of the joint industry activity.

Before a joint industry location can be ADDED, CHANGED or EXPIRED, it is ESSENTIAL that the correct LOCATION of this activity be identified.

Should you have any additional questions and/or require assistance when completing the form, please call the Business Process Analyst at Railinc at (919) 651-5259.

- **STANDARD POINT LOCATION CODE (SPLC)**—The six (or nine) numeric digit code used to identify geographic places. The SPLCs are assigned by the National Motor Freight Traffic Association (NMFTA) for points in the United States and Mexico, and by the National Transportation Agency (NTA) for points in Canada. If the SPLC is not known, please contact the Railinc Customer Success Center at (877) 724-5462 for assistance.

- **LOCATION NAME**—The city or common name for the location. The LOCATION NAME is not required on the form, but is requested to verify that there is no misunderstanding between the parties involved (the two carriers and Railinc).

- **STATE / PROVINCE**—The US or Mexican STATE or the Canadian PROVINCE in which this location can be found. The STATE / PROVINCE is not required on the form, but is requested to verify that there is no misunderstanding between the parties involved (the two carriers and Railinc).

INVOLVED PARTIES—description of the two transportation entities at the location

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- **ACTION REQUESTED**—A single character code used to indicate the type of update that is being requested to the JOINT INDUSTRY file. This information is required on all forms. The acceptable codes are:

  A   ADD a new JOINT INDUSTRY LOCATION to the file. This action is used when no JOINT INDUSTRY LOCATION currently exists between these two transportation entities at the LOCATION described.

  C   CHANGE an existing JOINT INDUSTRY LOCATION on the file. This action is used when some aspect of the JOINT INDUSTRY LOCATION between these two transportation entities at the LOCATION described is being changed.

          This action is NOT used to change one of the transportation entities involved in the JOINT INDUSTRY ACTIVITY or to change the LOCATION for the JOINT INDUSTRY ACTIVITY, both of which would require an EXPIRE of the existing JOINT INDUSTRY LOCATION and an ADD of the new JOINT INDUSTRY LOCATION.

  E   EXPIRE an existing JOINT INDUSTRY LOCATION on the file. This action is used when an existing JOINT INDUSTRY LOCATION between these two transportation entities at the LOCATION described is no longer needed.

Should you have any additional questions and/or require assistance when completing the form, please contact the Railinc Customer Success Center at (877) 724-5462.

PARTICIPATING CARRIER—The two to four character MARK or SCAC (Standard Carrier Alpha Code) that uniquely identifies the transportation entity involved in this JOINT INDUSTRY ACTIVITY. This information is required on all forms for both MARK / SCAC 1 and 2.

There is no significance to the designation of 1 or 2; all JOINT INDUSTRY LOCATIONS are considered to be bi-directional and will be stored in the central files in MARK/SCAC alphabetical order. For example, a JOINT INDUSTRY LOCATION registered between the MARKS **XYZ** and **ABC** will be stored in the central files with **ABC** as MARK/SCAC 1 and **XYZ** as MARK/SCAC 2.

Should you have any additional questions and/or require assistance when completing the form, please contact the Railinc Customer Success Center at (877) 724-5462.

- **EFFECTIVE DATE OF ACTION**—The date on which the ACTION REQUESTED (as described above) is to become effective. This is NOT (necessarily) the date the form is being signed as JOINT INDUSTRY LOCATIONS can be added, changed and expired with future effective dates.

  The date is required on all forms and the proper format must be used; CCYY-MM-DD where C is century, Y is year, M is month and D is day. For example, July 23, 1996 would be written 1996-07-23.

  Should you have any additional questions and/or require assistance when completing the form, please contact the Railinc Customer Success Center at (877) 724-5462.

AGREEMENT—signatures of transportation entity representatives
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Bilateral concurrence is required to register JOINT INDUSTRY ACTIVITY.

At each major carrier and many of the short line carriers, only one person (or sometimes a small group) is authorized to sign JOINT INDUSTRY AGREEMENTS. If you are initiating an update to the JUNC IRF using this form, you will need to identify who on the other road needs to sign the form before it can be updated into the central file.

Should you need to know who the authorized contact person is at a specific railroad or if you have any additional questions and/or require assistance when completing the form, please call the Business Process Analyst at Railinc at (919) 651-5259.

- **SIGNATURE**—Signature of the/an authorized person at the carrier(s) as described above.
- **NAME**—The name of the person signing the form. Please print for clarity.
- **COMPANY**—The name of the railroad or company for which the signatory works.
- **PHONE NUMBER**—The full (including area code) phone number of the signatory for use in case of questions by the RAILINC staff or the other participant.
- **FAX NUMBER**—The full (including area code) facsimile (fax) number of the signatory.

SUBMISSION—**FAX** completed form to **Railinc** at **(919) 651-5410** (or mail to address in the instructions)

The typical form creation—submission path is as follows:

- MARK / SCAC 1 initiates the update by completing a form.
- MARK / SCAC 1 faxes the form to MARK / SCAC 2 as well as Railinc.
- Railinc will hold the form awaiting MARK / SCAC 2's reply for 5 business days.
- If after five business days there is no reply, Railinc will fax the form to MARK/SCAC 2 with a cover note asking for a response. Railinc will follow-up in a proactive manner as required.
- When a fax is received from MARK/SCAC 2, the form is keyed and the update becomes part of the table.

Should you need to know who the authorized contact person is at a specific railroad or if you have any additional questions and/or require assistance when completing the form, please contact the Railinc Customer Success Center at (877) 724-5410.

If you wish to send a form to Railinc via mail, the address is:

Railinc Customer Success Center
Railinc
11000 Weston Parkway, Suite 200
Cary, NC 27513

19   Summary Of Interchange Types

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

Summary of Interchange Types—(Cont'd)

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

20   TRAIN II Car Hire Rule 5 Table Update Request for Transfer of Car Hire Liability

This form is contained on the following page.

TRAIN II CAR HIRE RULE 5 TABLE UPDATE REQUEST FOR TRANSFER OF CAR HIRE LIABILITY

Road A   Road B

Intermediate or Terminal	Hours	Starting Effective Date YYMMDD	SPLC	Intermediate or Terminal	Hours	Starting Effective Date YYMMDD	TRN Code

ROAD A

From:

_____ (Name)

_____ (Title)

_____ (Company)

_____ (Address)

_____ (City/St/ZIP)

_____ (Signature)

(_____) _____–_____ (Telephone)

_____ / _____ / _____ (Date)

(_____) _____–_____ (Fax #)

ROAD B

From:

_____ (Name)

_____ (Title)

_____ (Company)

_____ (Address)

_____ (City/St/ZIP)

_____ (Signature)

(_____) _____–_____ (Telephone)

_____ / _____ / _____ (Date)

(_____) _____–_____ (Fax #)

INSTRUCTIONS FOR PROCESSING
TRAIN II Car Hire Rule 5 Table Update Request For Transfer Of Car Hire Liability

Under Car Hire Rule 5, effective January 1, 1994, unless you report to TRAIN II® a specific number of hours which you and your connecting carrier have agreed to, you will be limited to a maximum of **120** hours in Terminal Switch Service and **24** hours in Intermediate Switch Service, by default, on any liability transfer you submit using **TRAIN08** Type **80** and **81** records.

Switch Service—Indicates switching service. Valid values are:

- **T**—If this agreement covers Terminal Switching service.

- **I**—If this agreement covers Intermediate Switching service.

Road **A** should indicate, under Road **A**, the exact number of hours that apply to his transfer to Road **B** at each specific SPLC interchange point. Road **A** should also indicate, under Road **B**, the exact number of hours that Road **B** may transfer to him.

If the effective date of the agreement is in the future, please indicate the starting date; otherwise, it will be effective immediately.

Transaction Code (TRN CDE)—**1**-character Transaction Code to specify the type of update processing desired. Valid values are:

- **A** (Add)

- **B** (Change)—Applies to a previously registered agreement.

- **C** (Delete)

If this field is left blank, it is assumed to be a change.

After filling out both parts, if applicable, send a signed copy of the form to Road **B** for his agreement and signature. Road **B** should then forward the copy to the AAR, Policy, Legislative and Economics Department.

Note: The combination of Road **A**, Road **B**, and the SPLC must match a valid pre–registered interchange point.

Note: Signatures from both parties are not required to cancel a Bi–lateral Agreement for other then **120** or **24** hours from the TOL Table. Either road may cancel the agreement.

The names, signatures, dates, and other information for the responsible individuals representing each of the railroads that are involved in this agreement are required. When the document has been completed by the last railroad, it must be emailed to Railinc's Customer Success Center at csc@railinc.com.

HAULAGE AGREEMENT REGISTRATION REQUEST

Delivering Carrier	Receiving Carrier	Standard Point Location Code	Car Hire Responsible Carrier	Agreement Indicator	Action A/E
		0 0 0			

EFFECTIVE DATE: _____/_____/_____   EXPIRATION DATE: _____/_____/_____

DELIVERING CARRIER	
NAME	
	(SIGNATURE)
TITLE	PHONE( ) –
COMPANY	FAX ( ) –
ADDRESS	EMAIL
CITY, ST, ZIP	DATE / /

RECEIVING CARRIER	
NAME	
	(SIGNATURE)
TITLE	PHONE( ) –
COMPANY	FAX ( ) –
ADDRESS	EMAIL
CITY, ST, ZIP	DATE / /

CAR HIRE RESPONSIBLE CARRIER	
NAME	
	(SIGNATURE)
TITLE	PHONE( ) –
COMPANY	FAX ( ) –
ADDRESS	EMAIL
CITY, ST, ZIP	DATE / /

INSTRUCTIONS FOR COMPLETING HAULAGE AGREEMENT REGISTRATION REQUEST

DELIVERING CARRIER – Show the 2- to 4- character SCAC (Standard Carrier Alpha Code) of the railroad delivering equipment at this interchange point.

RECEIVING CARRIER – Show the 2- to 4- character SCAC of the railroad receiving equipment at this interchange point.

STANDARD POINT LOCATION CODE – Show the 6-digit SPLC for the interchange point at which equipment will transfer. This point must be registered in the JUNCTION and INTERCHANGE Industry Reference Files as a valid interchange point between the delivering and receiving carriers before the haulage agreement can be processed.

CAR HIRE RESPONSIBLE CARRIER – Show the 2- to 4- character SCAC of the railroad that will be responsible for car hire charges while the equipment is in possession of the receiving carrier (or until the haulage movement ends).

AGREEMENT INDICATOR—1-character alphabetic code from "A" to "J" used to distinguish between multiple agreements between the delivering and receiving railroads at a single location. (e.g. – car hire responsible carrier is ABC railroad and agreement indicator is "A". At the same interchange location between the same delivery and receipt road car hire responsible carrier is XYZ railroad, then agreement indicator is "B" etc. etc.) If not present, "A" will be assumed.

ACTION—A= ADD, E = EXPIRE

EFFECTIVE DATE – If ACTION = A, this is the date on which the haulage agreement becomes effective. If ACTION = E, this field is not required or edited.

EXPIRATION DATE – If ACTION = E, this is the date on which this haulage agreement expires. This date must be current or in the future (based on time of receipt at RAILINC). If ACTION = A, this field is optional. If not provided, the agreement will be marked as continuing with no expiration date.

The names, signatures, dates and other information for the responsible individuals representing each of the railroads that are involved in this agreement are required. When the document has been completed by the last railroad, it must be emailed to Railinc's Customer Success Center at csc@railinc.com.

INSTRUCTIONS FOR COMPLETING THE LIABILITY CONTINUITY SYSTEM OUTPUT REGISTRATION FORM

The Liability Continuity System (LCS) produces a Junction Advice (TRAIN61/62) for equipment owners and official accounting records (TRAIN69) for railroad use. The owner of equipment may register for Junction Advice messages using the form shown below. Rail carriers may register for TRAIN69 official accounting records using the following pages of this form.

Equipment owners may elect to receive a junction advice in one of two formats. The TRAIN61 format contains a Group Level record for each interchange followed by Detail Level records for each equipment unit that was involved in the interchange. The TRAIN62 format contains a separate Group Level record for each equipment unit and no Detail Level records. Additionally, equipment owners may authorize that a copy of the TRAIN62 message is sent to the lessee of the equipment unit as a TRAIN63. The format is the same as the TRAIN62 message. For each option selected, you must specify the Railinc network address (and optional sub-address, if any).

EQUIPMENT OWNER JUNCTION ADVICE REGISTRATION FORM

From: _____ (Name)

_____ (Title)

_____ (Company)

_____ (Address)

_____ (City, State, Zip)

_____ (Signature)

_____ / __ / _____ (Date)

☐ TRAIN61 FORMAT JUNCTION ADVICE

RAILINC NETWORK ADDRESS | | | | |

RAILINC NETWORK SUBADDR | | | | |

☐ TRAIN62 FORMAT JUNCTION ADVICE

RAILINC NETWORK ADDRESS | | | | |

RAILINC NETWORK SUBADDR | | | | |

☐ TRAIN63 JUNCTION ADVICE COPY TO LESSEE

RAILINC NETWORK ADDRESS | | | | |

RAILINC NETWORK SUBADDR | | | | |

Return completed form(s) to:

Railinc Customer Success Center (CSC)
Email: csc@railinc.com

Rail carriers may elect to receive official accounting records (TRAIN69) from LCS. These accounting records are offered in four standard options. They are:

1) ALL Option—provides every official interchange that defines liability for the subscribing rail carrier, including "forced" or "gapped" interchanges.

2) CHANGES Option—provides every official interchange that defines liability for the subscribing rail carrier but was not reported by the subscribing carrier.

3) ON HAND Option – official accounting record produced on the 6th of each month showing the last liability carrier through the end of the prior month.

4) HOME ROAD Option – provides every official interchange involving equipment owned by the subscribing carrier and involving the subscribing carrier.

Each of the four standard options is also offered in a "copy" form that can be sent to a different RAILINC network address.

Each of the options can also be further restricted to "flavors" of equipment or particular LCS data types. The flavors are:

- Railroad Marked Equipment (Including TTX)
- Private Marked Equipment (Excluding TTX)
- Trailers (AAR Equipment Type Code Z---)
- Containers (AAR Equipment Type Code U---)
- Duplicate Interchange Message (LCS Data Type "I")
- Illogical Interchange Message (LCS Data Type "I")

If no flavors are selected, then LCS messages for all equipment will be sent. If any flavor(s) is selected, then only equipment types appropriate to the selected flavor(s) will be sent. Complete forms as needed as send to the address shown below.

Return completed form(s) to:

Railinc Customer Success Center (CSC)
Email: csc@railinc.com

LCS OFFICIAL ACCOUNTING RECORD REGISTRATION FORM

STANDARD OPTIONS

NAME _____   **SIGNATURE** _____

RAIL CARRIER MARK _ _ _ _   **DATE** _____ / _____ / _____

☐ TRAIN69 "ALL" OPTION   (TR69ALL)
☐ TRAIN69 "CHANGES ONLY" OPTION   (TR69CHG)
☐ TRAIN69 "ON-HAND" OPTION   (TR69ONH)
☐ TRAIN69 "HOME ROAD" OPTION   (TR69HOM)

RAILINC NETWORK ADDRESS _ _ _
RAILINC NETWORK SUBADDR _ _ _

☐ TRAIN69 "ALL COPY" OPTION   (TR69ACP)
☐ TRAIN69 "CHANGES ONLY COPY" OPTION   (TR69CCP)
☐ TRAIN69 "ON-HAND COPY" OPTION   (TR69OCP)
☐ TRAIN69 "HOME-ROAD COPY" OPTION   (TR69HCP)

RAILINC NETWORK ADDRESS _ _ _
RAILINC NETWORK SUBADDR _ _ _

TRAIN69 "FLAVORS"

☐ RAILROAD STENCILED CARS (INCLUDING TTX)
RAILINC NETWORK ADDRESS _ _ _
RAILINC NETWORK SUBADDR _ _ _
☐ PRIVATE STENCILED CARS (EXCLUDING TTX)
RAILINC NETWORK ADDRESS _ _ _
RAILINC NETWORK SUBADDR _ _ _
☐ TRAILERS (AAR EQUIPMENT TYPE CODE Z---)
RAILINC NETWORK ADDRESS _ _ _
RAILINC NETWORK SUBADDR _ _ _
☐ CONTAINERS (AAR EQUIPMENT TYPE CODE U---)
RAILINC NETWORK ADDRESS _ _ _
RAILINC NETWORK SUBADDR _ _ _
☐ DUPLICATE INTERCHANGE MESSAGE (LCS TYPE "I")
RAILINC NETWORK ADDRESS _ _ _
RAILINC NETWORK SUBADDR _ _ _
☐ ILLOGICAL INTERCHANGE MESSAGE (LCS TYPE "I")
RAILINC NETWORK ADDRESS _ _ _
RAILINC NETWORK SUBADDR _ _ _