

Thru Freight Naming Scheme

Overview

Thru freight train names or IDs are made up of three parts:

- Section (1 character)
- Train Symbol (6 characters)*
- Origin Date (2 characters)

*Note: Dummy symbols used to build other train schedules may have a seventh character in the train symbol field.

Thru freight train symbols are also made up of three parts:

- Train Category (1 character)
- Origin Code (2 characters)
- Destination Code (2 characters)

In addition, thru freight train symbols can be modified by a Train Sub-Category (1 character) or a Special Condition Code (1 character).

The following are examples of the thru freight train naming scheme:

2 G S KA ET 07

| | | | | |>>>>Origin Date
| | | | |>>>>Destination Code
| | | |>>>>Origin Code
| | |>>>>Train Sub-Category (see table below for definitions)
| |>>>>Train Category
|>>>>Section Number

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| | | | | |>>>>Origin Date
| | | | |>>>>Special Condition Code (see table below for definitions)
| | | |>>>>Destination Code
| | |>>>>Origin Code
| |>>>>Train Category
|>>>>Section Number

The restrictions for naming ad hoc extras are as follows:

- There has to be at least one character in the train symbol field.
- The train category must remain the same. For example, if the original symbol is a manifest, then the extra symbol must also be a manifest.
- There has to be an origin date.
- The number of characters in any field cant exceed the maximum for that field.
- Entries in the section and date fields must be numeric.
- If the original symbol includes a special condition code, all extra symbols based on the original symbol must also contain this special condition code.
- There cannot be a subsequent section of train symbol if a first section does not already exist. In this case, the symbol must be created as an extra.
- If the original symbol contains a special condition code, and is already 6 characters long, then the extra symbol must be categorized as a second (or third, etc) section. This also applies to subsequent extras of the same date. The exception to this is interchange trains, which are permitted to be symbolized as a subsequent section on an as needed basis, regardless of the number of characters.

The following table illustrates when to categorize a train as an extra versus a 2nd (or 3rd, etc.) section, based on train type.

Train Type	Extra	2nd Section
Auto	- Extra tonnage at intermediate location and no base symbol exists - Extra tonnage at origin and no base symbol exists - Extra tonnage at origin and base symbol exists, but base symbol is not scheduled to run	Extra tonnage at origin, base symbol exists, and base symbol is scheduled to run
Bulk	Never used	- As needed to track individual train performance - Rarely used
Coal	Never used	Extra tonnage at origin and base symbol exists
Intermodal	- Extra tonnage at intermediate location and no base symbol exists - Extra tonnage at origin and no base symbol exists - Extra tonnage at origin and base symbol exists, but base symbol is not scheduled to run	Extra tonnage at origin, base symbol exists, and base symbol is scheduled to run
Manifest	- Extra tonnage at intermediate location and no base symbol exists - Extra tonnage at origin regardless of base symbol	6 character symbol already exists - Interchange trains

The destination codes for extra symbols must be accurate. If the majority of the train tonnage is destined for a station, then that station must be used as the destination code. Using a destination code that is beyond the termination point for the tonnage will result in faulty and inaccurate reporting.

Field Definitions

Section Number Single numeric character field that is left blank for the first section of a train symbol and is numbered 2-9 for additional occurrences of the same symbol on the same origin date.

Train Category Single alpha character field indicating the class of service. The codes can be found in the UPRRTPLAN Database under Misc Info: Job Naming Scheme.

A-AUTO
 B-BEETS
 C-COAL
 D-DUMMY SCHEDULE
 E-POWER MOVE
 F-FOREIGN:MOVE
 G-GRAIN
 H-HELPER:SERVICE
 I-STNDRD:INTERMODAL
 J-ZONE:LOCAL/TSE
 K-PRIORITY:INTERMODL
 L-LOCAL
 M-STANDARD:MANIFEST
 N-APL:DOUBLE:STACK
 O-ORE
 P-PASSENGER
 Q-PRIORITY:MANIFEST
 R-ROCK:TRAIN
 S-CUSTOMER:SPECIAL (Blizzard bus also)
 T-TRANSFER:MANIFEST
 U-UNIT:TRAIN
 V-PRIMARY:MANIFEST
 W-WORK:TRAIN
 Y-YARD:JOB
 Z-PREMIUM:INTERMODAL

Train Sub-Category Single alpha character field that provides additional information concerning the commodity or load versus empty status. It is currently used only for bulk trains.

Sub-Category	Definition
A	Auto Created Symbol (Load)
B	DDG (Load & Empty)
C	Iowa Cycle (Load & Empty)
D	Domestic Whole Grain (Load)
E	Empty Generic (when used with train category G)
E	Ethanol Load or Empty (when used with train category U)
K	Storage Train
L	Loaded Export
M	Meal (Load & Empty)
R	Syrup (Load & Empty)
S	Shuttle (Load & Empty)
X	Auto Created Symbol (Empty)

Origin Code

Two character alphanumeric code for the origin station. The codes can be found in the UPRRTPLAN Database under Misc Info: Train Origin /Destination Codes. All two digit origin codes must match requested origin requested in the Extra Train Exception (TEE).

Destination Code

Two character alphanumeric code for the destination station. The codes can be found in the UPRRTPLAN Database under Misc Info: Train Origin/Destination Codes. All two digit destination codes must match requested origin requested in the Extra Train Exception (TEE).

Special Condition Code

Single alphanumeric character that provides day of week, commodity, or other amplifying information.

Special Condition Code	Definition	Auto	Coal	Intermodal	Manifest	Rock	Special	Work
1	Diverted		X					

1	Monday only	X		X	X			
2	Tuesday only	X		X	X			
3	Wednesday only	X		X	X			
4	Thursday only	X		X	X			
5	Friday only	X		X	X			
6	Saturday only	X		X	X			
7	Sunday only	X		X	X			
8	150 car train		X					
9	1500 mile inspection		X					
A	Air dump							X
B	Ballast							X
B	2nd train of that symbol operating on that day	X		X	X			
B	Blizzard Bus						X	
C	Cement					X		
C	Test/travel car that requires track bulletins							X
C	3rd train of that symbol operating on that day	X		X	X			
D	Detoured train requiring 1500 mile inspection			X				
D	4th train of that symbol operating on that day	X			X			
D	Georgetown (Dump)							X
E	Equipment (Pile driver, cranes)							X
F	Flanger, snow plow, or rotary plow							X
G	Gang							X
H	Heavy axle loading (286 tons)		X					
J	Trackage rights train	X	X	X	X	X	X	X
L	Train approved to exceed corridor train length restrictions				X			
O	OTM							X
P	Perishable				X			
P	Conductor/engineer pilots for self-propelled equipment							X
Q	Ballast plow							X
R	Repositioning equipment	X		X				
R	Rail							X
S	Georgetown (Slot)							X
S	Sand					X		
T	Ties							X
W	Weather or Hi-Wide						X	
W	Wrecker (for service interruption)							X
X	Extra	X		X	X			
Z	Herzog (PLUS)							X

Origin Date

Two character numeric field indicating the day of the month on which the train is scheduled to originate.

Blizzard Bus Symbols

When weather conditions require moving crews on trains instead of limos:

1. S moves will be used when the primary purpose of the train movement is moving crews during inclement weather. Symbol should be requested with symbol and schedule matching the expected movement, i.e., turnaround symbols should have turnaround schedules and one-way moves have one-way schedules. "Blizzard Bus" S symbol requests should show the origin and destination the same as any request, with a "B" suffix, using the "PASSENGER" category, "THRU" type and have the "SNOW" subcategory selected. The comments should clearly indicate the reasons for using a "blizzard bus". Please provide enough detail so that we can understand the why when records are reviewed later. The passenger train meet / pass protocol will not apply to these movements.
2. E moves will be used where the primary purpose of the train movement is repositioning locomotives to power trains. Crews may be transported on these trains when appropriate.

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