

CENTRALIZED STATION MASTER (CSM)
(8050 Release/Version Effective October 15, 2025)
800-byte Distribution File Record Layout

Field Element Number	Req	Field Element	Field Format	Field Starting Position	Field Ending Position	Field Length
1.	*	Standard Carrier Alpha Code	A	1	4	4
2.	*	Freight Station Accounting Code (FSAC)	A/N	5	9	5
3.	*	Effective Date	A/N	10	17	8
4.		Effective Time of Change	A/N	18	23	6
5.		Station Status Reason	A/N	24	25	2
6.		Filler	A/N	26	26	1
7.		Rule 260 Junction Abbreviation	A	27	31	5
8.	*	Location SPLC	A/N	32	40	9
9.	*	Freight Station OPSL Number	A/N	41	47	7
10.	*	Location Type	A	48	52	5
11.		AAR Station Current Status	A	53	53	1
12.		Filler	A	54	54	1
13.	*	Location Name	A/N	55	84	30
14.	*	Freight Station OPSL Name	A/N	85	114	30
15.		Location Geopolitical Name	A/N	115	144	30
16.	*	Location County	A/N	145	174	30
17.		Location State	A	175	176	2
18.		Location Country	A	177	178	2
19.		Location Zip/Postal Code	A/N	179	189	11
20.		Location Rating Zip/Postal Code	A/N	190	200	11
21.		Rate Base SPLC	A/N	201	209	9
22.		Rate Base City	A/N	210	239	30
23.		Rate Base State	A	240	241	2
24.		Revenue Switch SPLC	A/N	242	250	9
25.		Revenue Switch City	A/N	251	280	30
26.		Revenue Switch State	A	281	282	2
27.		CIF Number Identification Code	A/N	283	284	2
28.		Filler	A/N	285	292	8
29.		Import/Export Flag	A	293	293	1
30.		Customs Flag	A	294	294	1
31.		Grain Flag	A	295	295	1
32.		Automobile Ramp Facility Flag	A	296	296	1

Field Element Number	Req	Field Element	Field Format	Field Starting Position	Field Ending Position	Field Length
33.		Intermodal Flag	A	297	301	5
34.	*	Embargo Flag	A	302	302	1
35.		Operating Plate	A	303	303	1
36.		Operating Weight	A/N	304	307	4
37.		Filler	A/N	308	395	88
38.		FIPS County Code	A/N	396	400	5
39.		BEA Region Code	A/N	401	403	3
40.		BEA Location Name	A/N	404	463	60
41.		CEA Region Code	A/N	464	467	4
42.		Filler	A/N	468	470	3
43.		Latitude	A/N	471	479	9
44.		Longitude	A/N	480	488	9
45.		Reload Abbreviation	A	489	493	5
46.		Geopolitical SPLC	A/N	494	502	9
47.		Customs CIF Number	A/N	503	515	13
48.		Time Zone	A	516	517	2
49.		Daylight Indicator	A	518	518	1
50.		OPSL Notes	A/N	519	558	40
51.		OPSL Reference Number Qualifier	A/n	559	561	3
52.		Filler	A/N	562	673	112
53.	*	Expiration Date	A/N	674	681	8
54.		Canadian Interswitch Area	A/N	682	690	9
55.		333 Abbreviation	A	691	699	9
56.		New SCAC	A/N	700	703	4
57.		New FSAC	A/N	704	708	5
58.		Filler	A/N	709	754	46
59.		Last Maintenance Timestamp	TS	755	780	26
60.		AAR Last Transaction Type	A	781	781	1
61.		AAR Last Update Type	A	782	782	1
62.		AAR Last Reporting Road Mark	A/N	783	786	4
63.		AAR Last Activity Date	A/N	787	794	8
64.		AAR Last Activity Time	A/N	795	800	6

The following list describes the proper coding and interpretation of the CSM.

- 1. Standard Carrier Alpha Code (SCAC) – 4 positions alpha**
The Freight Mandatory Rule 260 alpha abbreviation for the entity to which Location information is being added, changed, or expired. This must be a currently effective value in the MARK Industry Reference File.
- 2. Freight Station Accounting Code (FSAC) – 5 positions alpha/numeric**
The Freight Station Accounting Code of the SCAC (field element 1.) This value must be left filled with zeros. Any numeric code may be used with the exception of "00000". When the Location is representing a Motor Carrier Point, e.g. when Location Type (data element 9) is "M", then the FSAC is generated by central site.
- 3. Effective Date – 8 positions alpha/numeric**
The calendar date (CCYYMMDD) of which the information for the location record becomes effective. This value must be equal to or greater than the value of an earlier location record. Refer to *General Date Guidelines for use in the Industry Reference Files* for a detailed description of Effective Date.
- 4. Effective Time of Change – 6 positions alpha/numeric**
The time (HHMMSS) of which the information for the station becomes effective. Location data becomes effective at one second after midnight on its effective date.

Effective Time of Change is not distributed on tape or compact disk.
- 5. Station Status Reason – 2 positions alpha/numeric**
This flag field is required when the Location is being expired (i.e., when the Expiration Date is not equal to "99991231".) Allowable values include:

" " (Blank). Default
44 Abandoned
47 Sold by carrier (New SCAC and FSAC are required)
- 6. Filler – 1 position alpha/numeric**
- 7. Rule 260 Junction Abbreviation – 5 positions alpha**
The Freight Mandatory Rule 260 interchange junction abbreviation for the location of the junction point between two or more railroads. This alpha code must be a currently effective value in the JUNC Industry Reference File.
- 8. Location SPLC – 9 positions alpha/numeric**
The Standard Point Location Code (SPLC) of the location reported. The SPLC provides each origin or destination point with a unique number constructed to identify a specific geographic location.

Currently the rail industry recognizes only the first 6 positions of the SPLC. Positions one and two designate the STATE, while positions three and four designate the COUNTY, and positions five and six designate the CITY. Positions seven through nine may be used at a later date to further identify specific CSM locations. In the meantime, these last positions default to '000'.

Please note that while the source of all US and Mexican SPL codes is the National Motor Freight Traffic Association (NMFTA), the source of all Canadian SPL codes is the Canadian Transportation Agency (CTA).
- 9. Freight Station OPSL Number – 7 positions alpha/numeric**
The station number as provided to the Open and Prepaid Station List (OPSL), maintained by Business Services Division of Railinc. Positions one through five are referred to as the OPSL Number, while positions six and seven are referred to as the OPSL Sub-Number.

The Freight Station OPSL Number is required for all Locations and will be a value greater than "0000000". When the Location Type (data element 9), includes an "R", then this value will be unique to the SCAC (data element 1) for all active Locations. When the Location Type is "M" or "L", then this value will be "9999999". For all other Location Types, this value will be unique to the SCAC for all active Locations, or "9999999".

Whenever this value is "9999999", the Freight Station OPSL Name is "N/A".

10. Location Type – 1 position alpha / 5 occurrences

The station type. Allowable values include:

R	Railroad Freight Tariff Location
O	Railroad Operating Location
L	International Location
H	Haulage Location
J	Junction Settlement Location (Only allowed when 'CSXT' is the SCAC.)
W	Switching Location
T	AEI Reader Equipped Location
M	Motor Freight Tariff Location (Substituted for truck-for-rail service and not to be used for TOFC/COFC service)

11. AAR Station Current Status – 1 position alpha

AAR Station Current Status is for AAR internal use only and is not distributed on tape or compact disk.

12. Filler – 1 position alpha

13. Location Name – 30 positions alpha/numeric

The name of the location reported. Often this value is used as the station's name. Although the length of this field is 30 positions, current EDI standards only provide for 19 positions. Positions greater than 19 are truncated. For the full location name, refer to Location Geopolitical Name (data element 14.)

14. Freight Station OPSL Name – 30 positions alpha/numeric

The station name as provided to the Open and Prepaid Station List (OPSL), maintained by Business Services Division of Railinc.

The Freight Station OPSL Name is required for all Locations. When the Location Type (data element 9), includes an "R", then this value will be unique to the SCAC (data element 1) for all active Locations. When the Location Type is "M" or "L", then this value will be "N/A". For all other Location Types, this value will be unique to the SCAC for all active Locations, or "N/A".

Whenever this value is "N/A", the Freight Station OPSL Number is "9999999".

15. Location Geopolitical Name – 30 positions alpha/numeric

Full name of the Location as defined by the NMFTA. This is the "Point Name" in the NMFTA file that relates to the value for Location SPLC, data element 7.

16. Location County – 30 positions alpha/numeric

This field represents the county in which the Location is found. For any Location in the U.S. or Mexico, this value corresponds to the county value for the SPLC as found in the NMFTA SPLC table. For any Location in Canada, this value will be "CANADA". If the Location Type (data element 9) is "L", International Location, then this value will be empty.

17. Location State – 2 positions alpha

This field represents the state or province in which the Location is found. For any Location in the U.S. or Mexico, this value will correspond to the state value for the SPLC as found in the NMFTA SPLC table. For any Location in Canada, this value will correspond to the province value for the SPLC as found in the CTA SPLC table. If the Location Type (data element 9) is "L", International Location, then this value is optional.

18. **Location Country – 2 positions alpha**
Location Country represents the country in which the Location is found. This field is only distributed by central site.

19. **Location Zip/Postal Code – 11 positions alpha/numeric**
This field represents the geographic zip code of the station. When displayed, U.S. and Mexican Locations will show at least 5 positions filled, while Canadian Locations will show 6 positions formatted as 'ANANAN'. All other Locations may display free-form text.

20. **Location Rating Zip/Postal Code – 11 positions alpha/numeric**
This field represents the zip code of the geographic area covered for rating purposes and is required for all Location Types except "L", International Location, and "O", Operating Location. All other Location Types display free-form text. When displayed, U.S. and Mexican Locations will show at least 5 positions filled, while Canadian Locations will show 6 positions formatted as 'ANANAN'.

21. **Rate Base SPLC – 9 positions alpha/numeric**
This field represents the Standard Point Location Code (SPLC) of the National Rate Base.

The National Rate Base (NRB) refers to a geographical grouping of all rail stations in the United States and Canada for rating purposes. NRB data is used as aid in checking shortline (Docket 28300) rail mileage between rail locations. Each Revenue Location is assigned to one of approximately 2900 National Rate Base Points, between which mileage is published. When displayed, the Rate Base SPLC value must correspond to one of these points. If no rate basis is being used, this field contains a blank value.

22. **Rate Base City – 30 positions alpha/numeric**
This field represents the Rate Base City for the station. If the NRB SPLC (data element 20) is used, the Rate Base City must correspond to the Rate Base City value for NRB SPLC as found in the NRB 6000 tariffs. If no rate basis is being used, this field contains a blank value.

23. **Rate Base State – 2 positions alpha**
The Rate Base State, or Canadian Province, for the station. If the NRB SPLC (data element 20) is used, the Rate Base State must equal the Rate Base State value for NRB SPLC as found in the NRB 6000 tariffs. If no rate basis is being used, this field contains a blank value.

24. **Revenue Switch SPLC – 9 positions alpha/numeric**
Most rail stations belong to their own unique revenue switch area. Others, however, may be located within the reciprocal revenue switching area of another station (e.g. Wood Street Yard is within the Chicago reciprocal switching limits).

If the station is not part of another (larger) station's limits, this field value is the Location SPLC (data element 7). If the station is within the switching limits of another station, data identifying the other Location's SPLC is provided. This SPLC must be a valid value from the NMFTA or the CTA as defined in Location SPLC (data element 7.)

When referring to neither an operating or revenue location, i.e. Location Type (data element 9) is "M" or "L", the value for Revenue Switch SPLC is empty.

Currently the rail industry recognizes only 6 positions of the SPLC. Positions one and two designate the STATE, while positions three and four designate the COUNTY, and positions five and six designate the CITY. Positions seven through nine may be used at a later date to further identify specific CSM locations. In the meantime, these last positions default to '000'.

- 25. Revenue Switch City – 30 positions alpha/numeric**
This refers to the Revenue Switch City corresponding to the Revenue Switch SPLC (data element 23). If the Location belongs to its own unique revenue switch area, e.g., Revenue Switch SPLC (data element 23) is the same as Location SPLC (data element 7), this value is the Revenue Switch City of the Location Name that relates to the SPLC value as found in the NMFTA (for U.S. or Mexican Locations) or CTA (for Canadian Locations) SPLC tables.
- 26. Revenue Switch State – 2 positions alpha**
Revenue Switch State refers to the state or province that corresponds to the Revenue Switch SPLC (data element 23) as found in the NMFTA (for U.S. or Mexican Locations) or CTA (for Canadian Locations) SPLC tables. If the Location belongs to its own unique revenue switch area, e.g. Revenue Switch SPLC (data element 23) is the same as Location SPLC (data element 7), this value is the Revenue Switch State of the state/province that relates to the SPLC value as found in the NMFTA (for U.S. or Mexican Locations) or CTA (for Canadian Locations) SPLC tables.
- 27. CIF Number Identification Code – 2 positions alpha/numeric**
Customer Identification Code must contain "C5".
- 28. Filler – 8 positions alpha/numeric**
- 29. Import/Export Flag – 1 position alpha**
This flag determines whether imports and/or exports are handled at the station. Allowed values include "B", "I", "E", and "N" as follows:
- B** A U.S. station having a border crossing from and to Canada or Mexico; or
 A U.S. station having port facilities for importing and exporting shipments via water to and from the U.S.; or
 A Canadian station having port facilities from and to the U.S.; or
 A Canadian station having port facilities for importing and exporting shipments via water to and from Canada.
- I** A U.S. station having a border crossing from Canada or Mexico; or
 A U.S. station having port facilities for importing shipments via water to the U.S.; or
 A Canadian station having port facilities from the U.S.; or
 A Canadian station having port facilities for importing shipments via water to Canada.
- E** A U.S. station having a border crossing to Canada or Mexico; or
 A U.S. station having port facilities for exporting shipments via water from the U.S.; or
 A Canadian station having port facilities to the U.S.; or
 A Canadian station having port facilities for exporting shipments via water from Canada
- N** No import/export activity occurs at this station. "N" is the default value for this field.
- 30. Customs Flag – 1 position alpha**
This flag determines whether U.S. Customs will perform an inspection at this location of cars and intermodal equipment requiring customs clearance. Allowed values include "Y" and "N" as follows:
- Y** Cars and trailers/containers can be inspected at this location.
N Customs inspections are not made at this location. "N" is the default value for this field.

31. Grain Flag – 1 position alpha

This flag determines whether a recognized grain inspection authority will perform an inspection at this location of grain. Allowed values include "Y" and "N" as follows:

- Y** Grain can be inspected at this location.
- N** Grain inspections are not made at this location. "N" is the default value for this field.

32. Automobile Ramp Facility Flag – 1 position alpha

This flag determines whether automobiles can be physically loaded/unloaded at this location from multilevel cars. Allowed values include "N", "F", "P", "B", "T", and "A" as follows:

- N** No auto loading/unloading facilities are available at this location. "N" is the default value.
- F** Fixed Ramp(s) are available at this location.
- P** Portable Ramp(s) are available at this location.
- B** Fixed and Portable Ramp(s) are available at this location.
- T** Transversing Ramp(s) are available at this location.
- A** All types of Ramp(s) are available at this location.

33. Intermodal Flag – 1 position alpha / 5 occurrences

This flag determines whether there are facilities at this location for physically loading or unloading trailers or containers from rail cars. There can be as many as 5 values used. Allowed values include "0", "1", "2", "3", "5", "6", "7", "8", and "C" as follows:

- 0** No intermodal loading or unloading facilities are available at this location. "0" is the default value for this field.
- 1** A circus ramp is available at this location.
- 2** An overhead crane is available at this location.
- 3** A side lifter is available at this location.
- 5** A stack train is available at this location.
- 6** The intermodal facility has been closed at this location.
- 7** Both Carload and Intermodal Facilities are available at this location.
- 8** The facility is a port.
- C** Other.

34. Embargo Flag – 1 position alpha

This flag determines whether or not the station is embargoed. This field is included in the CSM as a convenience only. Official Embargo Notices are issued by the Business Services Department of RAILINC. Allowed values include "Y" and "N" as follows:

- Y** The Station is Embargoed.
- N** The Station is not Embargoed. "N" is the default value for this field.

35. Operating Plate – 1 position alpha

This field indicates the maximum plate size (car dimensions) that can be handled at this location. Plate refers to the height, width, and length of cars, as well as the offset clearance needed for a car to round curved track. Refer to the [Official Railway Equipment Register](#) for more information on plate restrictions. Allowed values include "B", "C", "D", "E", "F", "G", "H", "I", and "X" as follows:

- B** Plate B
- C** Plate C, is the default value for this field when referring to an operating location.
- D** Plate D
- E** Plate E
- F** Plate F
- G** Plate G
- H** Plate H
- I** Plate I
- X** Size restriction has been eliminated at this location.

Operating Plate is required for operating locations only, i.e., when the Location Type (data element 9) includes an "O". It is optional for Location Types including "H", "J", "T", or "W", but not including "O". When the Location Type is "R", "L", or "M" with no other Location Types (i.e., when the location is purely a revenue station), the Operating Plate value will be empty.

36. Operating Weight – 4 positions alpha/numeric

This is the maximum gross weight on rail (reported in hundred weights) that can be handled at the location. The Operating Weight is dependent on the weight and condition of the rail and track bed, wheel diameter or the car, etc.

Operating Weight is required for operating locations only, i.e., when the Location Type (data element 9) includes an "O". It is optional for Location Types including "H", "J", "T", or "W", but not including "O". When the Location Type is "R", "L", or "M" with no other Location Types (i.e., when the location is purely a revenue station), the Operating Weight value will be empty.

37. Filler – 88 positions alpha/numeric

38. FIPS County Code – 5 positions alpha/numeric

The Federal Information Processing Standard (FIPS) code for the county of the location as determined by the Bureau of Economic Analysis of the U.S. Department of Commerce. The first two positions of the FIPS code represent the state, while the last three positions represent the county.

FIPS County Code is only distributed by central site.

39. BEA Region Code – 3 positions alpha/numeric

The Bureau of Economic Analysis assembles economic data on industry by earnings and employment, and then assigns codes to define geographic economic areas. Each BEA economic area is comprised of Component Economic Areas (CEA), which in turn are comprised of counties. The data in this field must be the BEA Region Code value that corresponds to the FIPS County Code as defined by the Bureau of Economic Analysis of the U.S. Department of Commerce.

BEA Region Code is only distributed by central site.

40. BEA Location Name – 60 positions alpha/numeric

The data in this field must be the BEA Location Name value that corresponds to the FIPS County Code as defined by the Bureau of Economic Analysis of the U.S. Department of Commerce.

BEA Location Name is only distributed by central site.

41. CEA Region Code – 4 positions alpha/numeric

The CEA is the Component Economic Area of which the county specified in FIPS County code (data element 43) belongs. The CEA is center of economic activity of a group of counties. The data in this field must be the CEA Region Code value that corresponds to the FIPS County Code as defined by the Bureau of Economic Analysis of the U.S. Department of Commerce.

CEA Region Code is only distributed by central site. At one time, this was referred to as MSA Region Code.

42. Filler – 3 positions alpha/numeric

43. Latitude – 9 positions alpha/numeric

Latitude refers to location coordinates based on global length and expressed in 3 digits degree and 6 digits fraction of a degree.

Due to field limit restrictions, Latitude is only properly conveyed via EDI or EBCDIC and is not distributed by central site on compact disk.

- 44. Longitude – 9 positions alpha/numeric**
Longitude refers to location coordinates based on global length and expressed in 3 digits degree and 6 digits fraction of a degree.
- Due to field limit restrictions, Latitude is only properly conveyed via EDI or EBCDIC and is not distributed by central site on compact disk.
- 45. Reload Abbreviation – 5 positions alpha**
The abbreviation referring to "carhire reload station."
- Reload Abbreviation is for AAR distribution only.
- 46. Geopolitical SPLC – 9 positions alpha/numeric**
The Standard Point Location Code of the value expressed in Location Geopolitical Name (reference number 14) as defined by the NMFTA or the CTA.
- Geopolitical SPLC is for AAR distribution only.
- 47. Customs CIF Number – 13 positions alpha/numeric**
The Customs CIF Number refers to the Customer Interface Industry Reference File. Only required when customs activity occurs at the Location, this value is a value from the CIF file. When there is no customs activity at this Location, this value defaults to zeros.
- 48. Time Zone – 2 positions alpha**
Time Zone refers to the locations geographic position relative to Greenwich Mean Time. There are seven allowable values for this field as follows:
- | | |
|-----------|-------------------------|
| AT | Alaska or Aleutian Time |
| CT | Central Time |
| ET | Eastern Time |
| MT | Mountain Time |
| NT | Newfoundland Time |
| PT | Pacific Time |
| TT | Atlantic Time |
- Time Zone is for AAR distribution only.
- 49. Daylight Indicator – 1 position alpha**
This flag refers to the location's observance of daylight savings time. Allowable values include "Y" and "N" as follows:
- | | |
|----------|---------------------------------------|
| Y | Daylight Savings Time is observed |
| N | Daylight Savings Time is not observed |
- When not provided, Daylight Indicator is generated by central site.
- 50. OPSL Notes – 4 positions A/N, 10 occurrences**
OPSL Notes are instructions that refer to restrictions, facilities, interchange designations or waybill instructions at the Location. A value can only appear in the OPSL Notes field when there is a value in Freight Station OPSL Number (data element 8) greater than "0000000" and less than "9999999". If there is a value in the OPSL Notes field, the note must be listed in the Official Railroad Station List (OPSL-6000) published by Railinc. If OPSL Notes is not used, this value will be empty.
- 51. OPSL Reference Number Qualifier – 3 positions alpha/numeric**
OSPL reference number qualifier must equal OE
- 52. Filler – 112 positions alpha/numeric**

- 53. Expiration Date – 8 positions alpha/numeric**
The Expiration Date refers to the date on which the data in the location record is no longer effective. The value is expressed as CCYYMMDD, where CC is century, YY is year, MM is month, and DD is day. When the data in the Location currently effective with no planned expiration, this value is "99991231". Refer to *General Date Guidelines for use in the Industry Reference Files* for a more detailed description of Expiration Date.
- 54. Canadian Interswitch Area – 9 positions alpha/numeric**
This refers to the Standard Point Location Code of the Canadian Interswitch point as defined by the Canadian Transportation Agency (CTA). The SPLC provides each origin or destination point with a unique number constructed to identify a specific geographic location.

Currently the rail industry recognizes only the first 6 positions of the SPLC. Positions seven through nine may be used at a later date to further identify specific CSM locations. In the meantime, these last positions default to '000'.
- 55. 333 Abbreviation – 9 positions alpha**
The 333 Abbreviation is primarily used in Car Location Message (CLM) processing for the railroad industry. From the Location Name, the unique 333 Abbreviation is generated each time the location record is processed at central site. The algorithm used to generate the abbreviation is based on a set of rules approved by the National Industrial Transportation League (NITL).

This field value can only be assigned and distributed by central site.
- 56. New SCAC – 4 positions alpha/numeric**
New SCAC code must be present when Station Status Reason = "47"
- 57. New FSAC – 5 positions alpha/numeric**
New FSAC code must be present when Station Status Reason = "47"
- 58. Filler – 46 positions alpha/numeric**
- 59. Last Maintenance Timestamp – 26 positions timestamp**
This refers to the date and time that the record was processed at central site. It appears in the format CCYY-MM-DD HH.MM.SS.MMMMMM where:
- | | |
|------------------------|-------------------------|
| CC | Last Maintained Century |
| YY-MM-DD | Last Maintained Date |
| "" | Filler |
| HH.MM.SS.MMMMMM | Last Maintenance Time |
- Refer to General Date Guidelines for use in the Industry Reference Files for a detailed description of Last Maintenance Timestamp.
- 60. AAR Last Transaction Type – 1 position alpha**
This field is for AAR internal use only and is not distributed on tape or compact disk.
- 61. AAR Last Update Type – 1 position alpha**
This field is for AAR internal use only and is not distributed on tape or compact disk.
- 62. AAR Last Reporting Road Mark – 4 positions alpha**
This field is for AAR internal use only and is not distributed on tape or compact disk.
- 63. AAR Last Activity Date – 8 positions alpha/numeric**
This field is for AAR internal use only and is not distributed on tape or compact disk.
- 64. AAR Last Activity Time – 6 positions alpha/numeric**
This field is for AAR internal use only and is not distributed on tape or compact disk.

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