

Great Lakes Railcar
Data Form Instructions (rev 10, 28 January 2007)

Characteristics: Because it is critical that the physical characteristics of the car are properly identified for inclusion in the AAR Universal Machine Language Equipment Register (Umler), you **MUST** ensure that you are properly measuring the car, or reading the correct dimensions from the correct drawings if you have them.

Below are instructions on how to fill in the data fields of the form. Items in **Bold** are mandatory for upload to Umler, or to provide identification of the car on the road. Your request can not be processed without them.

Items in plain text are optional. It is best that you provide the information, but it is not required to process your request.

KEEP A COPY: The information we ask for here is good representation of your car. It provides us and you with a single list of the car characteristics. If you fill all of this in, you probably have the answer immediately available to over 99.9% of any problems if a railroad calls you because they have a problem with the car on the road.

ORGANIZ The car OWNER's name, a person or an organization or business of some kind, but the real owner of the car.

RESP_PTY The name of the person we are to contact, or direct the AAR or railroad to contact that makes decisions for and about this car.

Car # The number you are requesting, whether it is an Amtrak 800 number or something else.

AMTK# The number assigned by Amtrak to your car. **MUST** be included even if you are requesting other than an Amtrak 800 number. If not Amtrak certified, leave blank.

CAR_NAME Include if your car has been named. This assists clearly identifying cars for personnel in the field.

TYPE Include EVERY configuration your car has, starting with the most prevalent. Example: A sleeper with a small lounge section would be a sleeper/lounge. A lounge with a small snack bar is a lounge/snack. A combine is tricky. A predominately dormitory car with a small baggage section is a dorm/bagg. A predominately baggage car with a small dorm section is a baggage/dorm. We will convert your information into the correct MCB and UMLER equipment codes.

CAPY Insert the minimum number of people the car can appropriately carry for the primary vocation. A sleeper/lounge might be able to hold 50 during the day, but if only 16 can be roomed at night, then the number should be "16" with "capy 50 day" noted in the miscellaneous block. We need this field for purposes of identifying the capacity of our collective fleet, but it is not required for UMLER.

MFDBY This is where you identify the builder, or final assembler, of the car, e.g. American Car and Foundry is ACF; the Budd Company is Bud; Canadian Car & Foundry is CCF; National Steel Car is NSC; Pullman Car & Manufacturing Company is PCM; Pullman Standard is PS; Saint Louis Car Company is SLC; Barney and Smith is B&S; and Wagner is Wag. There are many cars that were railroad assembled, with bodies manufactured by the "big" guys. CPR and Milwaukee were good at that. The CPR cars assembled in the Angus shops used NSC car bodies. If you know this, you can use: CPR/NSC

MO/YR BLT This is the month and year that the car body was built. If you don't know, you can sometimes get an indication from the truck casting dates. **BUT**, be careful. We know of a

complete fleet of cars that were constructed new in 1950, but the trucks were cast in 1946. Use two numerals for the month, i.e. Jan = 01, Oct = 10, and the last two digits of year, example: June of 1948 would be 0648

- RBLT BY** Identify in this field what company LAST rebuilt the car, meaning it was completely torn down, with all structure checked and repaired, if not highly modified. This could be a railroad, it could be a major shop, it could be one of our member smaller shops such as Avalon, it could have been a commuter agency if it was a commuter car.
- MO/YR RBLT** Place in this field the month and year that the car was out shopped from the last rebuild. Use last two digits of year, example: October 1968 would be 1068.
- HOME_BASE** The city and state that the car is normally kept, spelling out the city and US Postal Service two letter code for the state, example: St. Louis, MO.
- HOME_RR** The reporting marks of the railroad that picks up and delivers your car. This should be 3 or 4 letters NOT ending in X, U or Z.
- HERITAGE** Who were the previous owners, starting with the first, separated by slashes (/). Where are renumbering occurred under a single owner, please include the initials of the owner as many times as there are multiple numbers for that owner. If you don't know the name of an owner, leave a blank between the slashes.
- OLD_NUM** What were the previous numbers and/or names, starting with the first, separated by slashes. There should be one number for each owner above. If you don't know one, leave that spot blank between the slashes.
- OPERBL** Is the car currently operable? Y or N
- OPER_LST_3** Has the car operated in the last 3 years? Y or N
- xtrm lngth** This is the first part of a two part entry. This is a three place field for the FEET in length of the car over buffers or coupling lines (buffers preferred). If the car is an articulated, the length is over the outside ends of the outer bodies. A car 85 feet 0 and 1/4 inches long, a standard light weight car, would use the 085 in this field to show 85 feet long. This number is frequently shown on the car diagram or data sheets.
- lg in** This is the second of a two part field. This is the two place field for the INCHES in length of the car over buffers or coupling lines, with single digits led by a zero. The number is rounded UP to the next larger number for any length more than a whole number of inches. Example: zero and 1/4 inches, like a standard light weight car, becomes 01; 4 and 1/4 inches becomes 05; 9 and 1/8 inches becomes 10. In the car mentioned above, the entry would be 01, to show more than no inches and less than 1 inch more than the 85 feet.
- xtrm width** This is the first part of a two part entry. This is a two place field for the FEET in width of the car over the widest point, whether the hand grabs or if with recessed hand grabs, over the widest section of the body, or even mirrors on a PV. A car 10 feet 9 and 1/4 inches wide would use the 10 in this field to show 10 feet wide. This number is frequently shown on the car diagram or data sheets.
- xtrm wd in** This is the second of a two part field. This is the two place field for the INCHES in width of the car over the widest point with single digits led by a zero. The number is rounded UP to the next larger number for any length more than a whole number of inches. Example: 4 and 1/4 inches becomes 05. 9 and 1/8 inches becomes 10. In the car mentioned above, the entry would be 10, to show more than nine inches and less than 10 inches width more than the 10 feet.

- ht xw ft** This is the first part of a two part entry. This is a two place field for the FEET part of the dimension above the rail head, to the top of what is widest on your car, mirrors, grab irons if not recessed, or maybe even the belt rail. On a modern light weight passenger car with recessed grab irons and no mirrors or other side mounted devices, this would be where the straight side sheet meets the curve of the roof. On a heavyweight car this would be at least the belt rail, if not also the hand grabs and or marker brackets. A car where the extreme width occurs 8 feet 06 inches above the rail would be 08 in this field. A car where the extreme width occurs 12 feet 10 inches above the rail would be 12 in this field.
- ht xw in** This is the second part of a two part entry. This is a two place field for the INCHES part of the dimension above the rail head that for the width of the car over the widest point. As indicated above, a car where the extreme width occurs 8 feet 06 inches above the rail would be 06 in this field. A car where the extreme width occurs 12 feet 10 inches above the rail would be 10 in this field. Round any fraction of an inch up to the next whole inch.
- xtrm ht** This is the first part of a two part entry. This is a two place field for the FEET in height of the car over the highest point, whether the top of the roof or a radio antenna or short dome or cupola. A car 13 feet 6 and 1/4 inches high would use the 13 in this field to show 13 feet high. This number is frequently shown on the car diagram or data sheets.
- xtrm ht in** This is the second of a two part field. This is the two place field for the INCHES in height of the car over the highest point with single digits led by a zero. The number is rounded UP to the next larger whole inch for any height more than a whole number of inches. Example: 6 and 1/4 inches becomes 07. 10 and 1/8 inches becomes 11. In the car mentioned above, the entry would be 07, to show more than six inches and less than 7 inches more than the 13 feet.
- up eaves ft** This is the first part of a two part entry. This is a two place field for the FEET part of the dimension for one of two possibilities. On a modern light weight passenger car this would be the width of the car where the straight side sheet meets the curve of the roof. On an older monitor or clearestory roofed car and on a dome car, this is the width of the very top narrower section of the roof. A car where the upper eaves width is 06 feet 06-1/4 inches would be 06 in this field.
- up ew in** This is the second part of the next above two part entry. This is a two place field for the INCHES part of the upper eaves dimension of the car over the upper most roof point. As indicated above car where the extreme width occurs 06 feet 06-1/4 inches would be rounded up to 07 in this field.
- up eaves ht** This is the first part of a two part entry. This is a two place field for the FEET in height of the car over the upper eaves point as described immediately above, where the top of the roof arches over to meet either the side sheet of a modern light weight car, or the monitor or clearestory roof top or dome meets the descending roof sheet or glass/frame. A car 13 feet 6 and 1/4 inches high would use the 13 in this field to show 13 feet high. This number is frequently shown on the car diagram or data sheets.
- up eht in** This is the second of a two part field. This is the two place field for the INCHES in the upper eaves height immediately above with single digits led by a zero. The number is rounded UP to the next larger number for any length more than a whole number of inches. Example: 6 and 1/4 inches becomes 07. 10 and 1/8 inches becomes 11. In the car mentioned above, the entry would be 07, to show more than six inches and less than 7 inches more than the 13 feet.

lwr eaves ft	This is the first part of a two part entry. This is a two place field for the FEET part of the dimension for one of two possibilities. On an older monitor or clearestory roofed and on a dome car, this is the width of the broader lower section of the roof where the roof meets the side sheets of the main car body. On an arched, round, turtle or peaked roof car this dimension and the following three dimensions are left blank. A car where the extreme width is 09 feet 06-1/4 inches would be 09 in this field.
lwr ew in	This is the second part of the next above two part entry. This is a two place field for the INCHES part of the lower eaves dimension as described immediately above, that for the width of the car over the upper most side sheet point. On an arched, turtle or peaked roof car this dimension and the following two dimensions are left blank. As indicated above car where the extreme width occurs 09 feet 06-1/4 inches this would be rounded up to 07 in this field.
lwr eaves ht	This is the first part of a two part entry. This is a two place field for the FEET in height of only a clearestory/monitor roofed car or dome car over the lower eaves point, where the roof arches over to meet the main car body side sheet. On an arched, turtle or peaked roof car this dimension and the following dimension are left blank. A car 11 feet 6 and 1/4 inches high would use the 11 in this field to show 11 feet high. This number is sometimes shown on the car diagram or data sheets.
lwr eht in	This is the second of a two part field. This is the two place field for the INCHES in the upper eaves height immediately above with single digits led by a zero. The number is rounded UP to the next larger number for any length more than a whole number of inches. Example: 6 and 1/4 inches becomes 07. 10 and 1/8 inches becomes 11. In the car mentioned above, the entry would be 07, to show more than six inches and less than 7 inches more than the 11 feet.
tare wt	This is the empty weight of the car, no people, no luggage, no water, nothing in the holding tanks, expressed in hundreds of pounds without the trailing two zeroes. This is usually the weight published by the manufacturer and shown on many drawings. Example, a car with a 56 ton empty weight is 112,000 pounds, so this field would be 1120. This field is important to putting the car in the correct position on the train. This field must be less than the "wt" field following.
wt	This is the maximum design fully loaded weight of the car, with people, with luggage, with full water tanks, and 1/2 full holding tanks, expressed in thousands of pounds without the trailing three zeroes. If you do not know this weight, it can be calculated by adding weights for water, waste, people, luggage, ice, food, etc. to the tare weight of the car. Example, a car with a 66 ton fully loaded weight is 132,000 pounds, so this field would be 132. You can use an average of 275 pounds per passenger to include people and luggage, 8.1 pounds per gallon of fresh water capacity, plus 1/2 of 9 pounds per gallon of holding tank capacity, to be close enough. If you have a problem calculating this weight, GET HELP! UMLER does its own calculations, and if this weight exceeds that derived by UMLER from various fields, the input will be rejected by UMLER. This field must be greater than the "tare wt" field above and less than the calculated axle capacity of the car by the UMLER computer or it will bomb out.
40 YR INSP	This is the date in mm/dd/yr format of your 40 year/quarter million mile inspection/rebuild of the car to Amtrak standards. An approval date of 10 July of 2002 would be 07/10/02.
BRAK_TYP	This is the "schedule" number of your air brake system. A D22AR is listed just as such. A freight based system would include any modifiers for different volumes for passenger rate or capacity changes, such as a DB60L-P

- RLY** This is the manufacturers model number for your relay valve. If you do not have one, such as on the Universal valves, leave it blank. It is best to include the whole model, not a truncation. Example: The common 60% J type relay used on passenger cars should be listed as J1.6-16, not just J16, as there is a difference between these two types of valves. It is also best in the case of F type relay to list which of the 5 ratings it is set at. Example: if the relay is operating at the 80% rating, list it as F18. This number is sometimes cast or stamped into the small cover on the side of the relay inshot portion. This number can also be obtained from the single car test by a knowledgeable person comparing the brake cylinder pressure obtained to what would be expected with 100% relay during a full service application.
- TREAD_DISC** This identifies if the car is tread or disc friction surface equipped. If the car has brake shoes on the wheels, mark this T. If the car has disc brakes with the rotors on the axles, mark this D. If the car is equipped with both tread and disc brakes, mark this field B.
- SHOE** This is for Composite or Iron shoe designation. If the friction material on the brake is current standard high friction dark colored composition shoe, mark this field C. If the car has old type iron shoes on the wheels, mark this field I. If the car has disc brakes, you can leave it blank or mark it C. If you are using the new yellow, low friction composition brake shoes, list this as L.
- CYL_SIZE** This field identifies what size brake cylinders are on the car, and the number. If the car is an old heavy weight with a single body mounted 18" cylinder, mark this field 1x18. If it is real heavy car, it might have two body mounted cylinders, so it would be marked 2x18. If the car is a newer middle weight with four 10" truck mounted cylinders, mark this field 4x10. If the car is a disc brake car with 7-1/2" cylinders, mark this field 8x7.5. In most cases, the size of the cylinder is cast into the main body of the cylinder. This will not tell you if it has been bushed or "sleeved", but it gives you a starting point.
- Trucks** We need all the below information to convert to a single Umler code letter, and in the future this will be broken up and each of these items will be a separate field. If you have the truck 'General Assembly' number, usually a 5 digit number sometimes followed and/or led by a letter, put this in as well as the following. This number is usually cast into the transom of the truck. **We also need to know if the car is equipped with clearance or constant contact type side bearings, and snubbers** (usually vertical shock absorber looking devices, sometimes a round device with an arm, and sometimes both vertical and lateral). If you can only describe the truck, please do so completely. Mandatory items are in **BOLD**. Example: GSC 22410, **6 wheel**, drop equalizer, 9-1/8" pedestal jaw, inside swing hanger, coil and leaf springs, bolted pedestal, **13'-6" wheel base**, **36" wheels**, **constant contact side bearings**. Another example: GSC N25386M, **4 wheel**, drop equalizer, 13-3/8" pedestal jaw, outside swing hanger, truck mounted cylinders, all coil springs, **shocks** (or **snubbers**), bolster anchors, **8'-6" wheelbase**, **33" wheels**, **clearance type side bearings**.
- trk ft** Umler won't work without this. This is the first part of a two part entry. This is a two place field for the FEET in length of the centerlines of the trucks. On a six wheel truck car this is usually the centerline of the center axle. On a four wheel truck car, this is usually located exactly at one half the distance between axle centerlines. A car having truck centers of 59 feet 6 inches would use the 59 in this field. This number is frequently shown on the car diagram or data sheets.
- trk in** This is the second of a two part field. This is the two place field for the INCHES in the truck centers measurement with single digits led by a zero. The number is rounded UP to the next larger number for any length more than a whole number of inches. Example: 6 inches exactly is 06; 6 and 1/4 inches becomes 07; and 10 and 1/8 inches becomes 11.
- BRG_TYP** If you know the AAR letter code for bearing size, this can be put in, along with whether they are new cartridge type (AP), or older grease or oil type. If ALL the bearings on the

car are No Field Lube (NFL), please include this. If only one bearing on a car is not NFL, the car can not be labeled as NFL. Example: a rotating end cap, 5-1/2x10, no field lube can be stated just that way or could be listed as AP-D NFL in the jargon. You can provide the info as 6-1/2x12 grease, or 6x11 oil if that is all you know. The bearing size is cast into the end caps of rotating end cap bearings. Often the size is also cast into covers or adapter boxes on older bearings. Sometimes this information is available on the car diagram or data sheets. We have to convert this information into an UMLER acceptable code, which is used by the computer in calculations that can cause rejection of the input.

#axles

This field identifies the number of axles under the car, and usually ranges from 4 to 8. It is not always even, as there are some cars with a four wheel truck under one end, and a six wheel under the other. If we have anyone with a "bobber" caboose, it would be as little as 2. Examples: 4 for a standard light weight car, 6 for a older middle or heavy weight car, and 6 for an ex-SP light weight articulated coach, or 10 for an ex-UP 3 unit articulated diner!

whls

This field is a two digit number representing the diameter of the wheels over the tread when new. In most cases it will be 36, but we do have some members that have 33" and 34-1/4" wheeled passenger cars. If you are inputting freight cars, the numbers can run from as low as 22" to as high as 42". Locos should input the driver diameter, and this can run from 26" to 96".

CPLR A

This field identifies the coupler on your designated "A" end of the car. Modern cars use type 'H80' or 'H81' couplers, so H80 or H81 would be put in this field. Other types include type 'F' specials, such as the FF607E, in which case FF607 or FSPEC is inserted; as well as type 'CS' and older type 'D', type 'E', and type 'T'. Note that type 'D' and older are not allowed on the General Railroad System by regulation, but they are often confused with the newer type 'E'. The obsolete type 'T' is often mistaken for the newer type 'H', but it is also outlawed. You have to be careful, because it was the older type 'T' coupler that originated the term Titelock. These two examples show how you must be careful on what you identify, as improperly providing us the identity of an allowed coupler when a non-allowed coupler is on the car can cause all of us a lot of trouble if it fails on a move. Some couplers use smaller butt pins that others, which also limit the trailing tonnage capacity of the car.

CPLR B

This field identifies the coupler on your designated "B" end of the car. See above.

DR GR

This field identifies what type of draft gear is in the car. Most modern passenger cars use the venerable Waughmat WM6DP under its various manufacturers' names. Some of the older cars use various forms of friction draft gear, and some have a combination rubber/friction draft gear. Some commuter cars use a very short rubber draft gear from National. This field is not required by UMLER, yet, but it is very helpful to have immediately available if a railroad calls because they pounded your draft gear in the hump yard. The draft gear also is a limiting factor in the trailing tonnage a car should be allowed, so having this information helps to properly set this operating restriction.

CONST_TYP

This field identifies the material used for the basic car body STRUCTURE. Carbon steel is identified as CS. Aluminum is identified as AL. Stainless steel is identified as SS. All Budds are SS. Some Pullman-Standard cars are actually CS even though the exterior is trimmed with stainless, which would be designated as CS/SS. Most ACF aluminum cars are actually CS structure with AL sheeting, which would be designated CS/AL.

EXT_COLOR

Please identify the basic colors of your car for identification purposes, in order of most prevalent to least. As an example, the old CNR tri-color was predominately dark green, with black on the roof and below the window belt, and gold stripes. This would be identified as green/black/gold.

#Vest&Typ	Input the number of vestibules the car has for identification purposes at least, and whether the doors are dutch or full length in this format: one vestibule with two dutch doors, one on each side would be 1-2dutch. Double vestibule with one full door on each side would be 2-4 full. If the car has something stuffed in one side of what had been a full vestibule, use 1/2-1 dutch or similar to describe the installation. Open platforms count as vestibules if the traps work! A biz car with open platform and one dutch door and trap on the galley end would be O-2+1/2dutch.
#Diaph&Typ	Input the number of diaphragms the car has for identification purposes at least, and whether they are traditional standard types, tubes, Amfleet or of what other type in this format: 2-2std, 1 Amfleet, or 1 std+1 tube. Do not include the diaphragm between car bodies of articulated cars, or full width diaphragms between 'mates'.
SealedWind	Designate if the car has sealed windows, Y or N.
#ESC	Designate how many working escape windows are on the car with a numeral(s).
FRA_GLAZ	Designate if the window material complies with ALL applicable FRA glazing requirements, Y or N.
AC type	Identify the type of AC system. A modern car has an electro-mechanical system with an electric motor powered compressor system using a version of some refrigerant. If you know the refrigerant, please input as EM-R132. If you don't know the refrigerant, just input EM. If it is steam condensor, input steam. If it is the old Pullman mechanical system, input Pull.
ACoper	Designate if the AC properly works, Y or N.
Heat type	Identify whether type of heat is the old steam, electric, or hot water.
ElecSysDes	This field describes the electrical system of the car. If you have a traditional genemotor, designate it plus the base voltage of the car. The original car voltages were 32, 64, 110 DC, and 110 AC. Early cars used the battery voltage for lights. Later cars used converters to get 110 V AC for lighting. New HEP compatible cars are 480V 3 phase to the car. Some rebuilt cars use lower voltages from generator sets, such as 208 or 230 V AC 3 phase. Examples: genemotor32VDC; Railgen 230V3Ø; HEP 460V3Ø; dieselgen480V 3Ø; axlegen 32VDC. None if there is no electrical system input.
VOLT	This field describes the base voltage of the car, not necessarily what it is generated or delivered at. If the car is HEP, but has nothing greater than 208 in use, this field is 208 3Ø. If the car is a simple coach with standard 110V bulbs, it is 110AC. If it has both, it is 208/110.
LITES	This field describes the voltage of the lighting system of the car. Older cars used the battery voltage of the car. Newer cars used 110V AC, either transformed from a higher voltage delivered from HEP, or from a motor generator/alternator set that ran from battery voltage and generated AC at higher voltage. If the car has 32 Volt lighting from the battery, input 32DC. If the car has 110V AC lighting, input 110AC.
FLR_CVRG	Describe the floor covering in the car, with the predominate type first. Carpet, tile, wood, concrete, painted cement, etc. For a combine baggage-coach with longer coach section with carpet you would insert carpet/wood.
SEAT_TYP	Describe the type seats in the car, with the predominate type first. Booth, bench, parlor, reclining leg rest, bed, sleeper, etc. A parlor / bar car might be input as parlor/stool.
WNDW_CVR	Describe the type of window covering in the car, with the predominate type first. Shades, blinds, none, shutters, etc.

WATcap	Insert the number of and capacity of fresh (potable) water tanks on the car. Older cars had a single 225 gallon tank. Newer cars had two or more tanks. Examples: 1x225; 2x250; 3x200+1x85.
TOILT_WK	Indicate if the toilets all work properly, Y or N.
TOILET_TYP	Indicate the number of and types of toilets. Straight dump hopper is H; Microphor is M; recirculating is R; electrical incineration is I. Example: 2H; 2I; 3R; 1H+3M; etc.
#HOLD&Size	Indicate the number and size of black water holding tanks on board. Example: A single 250 gallon tank serving all toilets is indicated by 1x250. Two 50 gallon and two 100 gallon tanks would be indicated by 2x50+2x100.
PA_TYP	Describe to which format/design your PA system is built, or NA or none.
MISCELLANE	Input any miscellaneous comments that weren't adequately covered elsewhere, 4 sale, 4 lease, rehab 02/07; etc.

artic If your car is articulated, input the letter "A" plus the number of "platforms" it has. A two unit, such as the ex-SP Pullman Standard lightweight coach is designated A2, an older 3 unit UP diner by A3, etc. Mate sets also are input here similar to articulated. Input a "M" with the number of car bodies that are draw bar connected, such as M2. If you have a standard car with a single car body on two trucks, this is left blank.

srvc cds NOTE! Service restriction codes. We are working on new codes. When we get there, we will automatically input service restriction codes, but for now we can only insert codes representing "do not hump with motive power detached", "placement in train sensitive", and "check trailing tonnage". This is not enough to protect your cars! For older cars, we recommend a trailing tonnage limitation of 2,000 tons; and for newer cars, a trailing tonnage limitation of 4,000 tons; unless otherwise identified by the owner. You may inform us here of other restrictions you want listed, but be aware we are currently limited by the above 3 codes only published in UMLER. **You need to put these operating restrictions on your movement requests with each RR yourself because we can't yet put these in UMLER!**

PIC This is a "container" that allows us to include an electronic picture of the car. This can be provided by you to us in .jpg format, or we can scan in a picture you send with the forms.

ABT (Air Brake Test) Information

COT&S COT&S stands for 'Clean, Oil, Test & Stencil'. This is the procedure where ALL the brake valves are removed from the car, sent for proper service by a certified shop, re-installed on the car with new gaskets, and tested on the car in a 'Single Car Test' by a certified technician with an in date test device appropriate for the type valves on the car.

IDT IDT stands for 'In Date Test'. This is a test performed because of a regulation that prescribes an IDT after some time duration, 1 year by Amtrak as part of the PC1 inspection, 1 year on 26C systems by Part 238, or 5 or 8 years for ABD type systems under Part 232. The car as a whole is tested just as in the test portion of the COT&S, but none of the valves need to be removed unless that valve causes failure of the test. This test must also be performed by a certified technician with an in date test device appropriate for the type valves on the car.

COTS Rep This is who is reporting the ABT, whether the car owner or a shop. In most cases, we will take this as being the person reporting all of the above information.

COTS Perf

This is the identification of who actually performed the ABT by SHOP CODE or REPORTING MARK preferred, by the person's or shop's name otherwise. This MUST be a legitimate AAR assigned SHOP CODE or RR REPORTING MARK to be valid. If they don't have an assigned shop code or reporting mark, the ABT can NOT be reported and uploaded! The use of the RPCNB reporting mark in this field is NOT allowed, and your upload request will be denied if so used. The person performing the task by the Power Brake Law and FRA regulation must be certified on the type brake system on the car, either freight or passenger.

COTS SPLC

SPLC stands for Single Point Location Code. This is a code developed many years ago for stations, and later taken over by the American Trucking Association to identify customer locations. If you don't know the code for the location where the work was done, not the home office of the performer, then provide the city and state where it was done.

COTS_DT

This is the date in mm/dd/yyyy format of your last COT&S of the air brake system. A COT&S completed, including the mandatory successful single car test by a person certified to perform such test, on 10 December of 2001 would be 12/10/2001.

IDT Rep

This is who is reporting the ABT, the car owner or a shop. In most cases, we will take this as being the person reporting all of the above information.

IDT Perf

This is the identification of who actually performed the ABT by SHOP CODE or REPORTING MARK preferred, by the person's or shop's name otherwise. This MUST be a legitimate AAR assigned SHOP CODE or RR REPORTING MARK to be valid. If they don't have an assigned shop code or reporting mark, the ABT can NOT be reported and uploaded! The use of the RPCNB reporting mark in this field is NOT allowed, and your upload request will be denied if so used. The person performing the task by the Power Brake Law and FRA regulation must be certified on the type brake system on the car, either freight or passenger.

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IDT DT

This is the date in mm/dd/yyyy format of your last IDT of the air brake system. An IDT single car test completed by a person certified to perform such test, on 10 December of 2001 would be 12/10/2001.