

RAILCAR MANAGEMENT SYSTEM



Version 8.00.40

RMS - Railcar Management System

User Manual and Reference

Railcar Management System Help

© 1997 - 2019 Railcar Tracking Company a Division of Savage

Services Corp.

All rights reserved. No parts of this work may be reproduced in any form or by any means - graphic, electronic, or mechanical, including photocopying, recording, taping, or information storage and retrieval systems - without the written permission of the publisher.

Products that are referred to in this document may be either trademarks and/or registered trademarks of the respective owners. The publisher and the author make no claim to these trademarks.

While every precaution has been taken in the preparation of this document, the publisher and the author assume no responsibility for errors or omissions, or for damages resulting from the use of information contained in this document or from the use of programs and source code that may accompany it. In no event shall the publisher and the author be liable for any loss of profit or any other commercial damage caused or alleged to have been caused directly or indirectly by this document.

Printed: July 2019 in Midvale, UT

Table of Contents

Foreword	0
Part I What's New	5
Part II Getting Started	24
Part III How Do I	28
1 Data Imports	28
Get sighting data from Steelroads	28
2 Email a report automatically	30
3 Scrub Data	30
4 Sort data on a data grid	33
5 Copy data from a data grid	34
6 Trace railcar locations	35
Part IV Custom Reports	37
1 Creating Custom Reports	38
2 Creating Specific Custom Reports	39
Union Pacific Demurrage	40
Serving Area Arrivals.....	40
Railcars in Serving Area.....	42
Railcars at Industry.....	44
3 Setting Up Automatic Delivery of Custom Reports	45
4 Tracking Exported Data	47
5 Faxing Custom Reports	48
6 Creating a Dataset (Report Framework)	49
7 Dataset descriptions	49
CLM Format H	50
Contract Rates	51
Cycles	53
Demurrage Proprietary	57
Demurrage Proprietary by Month	61
Demurrage Railroad	63
Duration of Bad Orders	68
First Sighting in RR Serving Area	70
Last Sightings	71
Last Sightings History	78
Last Sightings with Inventory	81
Last Sightings with Last Loaded Shipping Instruction	85
Last Sightings with Pool Trip Plan	91
Problem Logs	93
Railcar Utilization	95
RMS Events	97
RMS Statistics	98

Round Trip Cycles	99
Shipping Instructions (formerly Bills)	104
Sightings	112
Railcar Leases	115

Part V Daily Reports 118

1 Bad Orders	118
2 Demurrage - Railroad In Progress	118
3 Inbound Railcars	119
4 Last Sighting - various	119
5 Railcar history view and report	119

Part VI Management reports 120

1 Bad Order Activity by Railroad	120
2 Bad Order Duration by Railroad	120
3 Demurrage - Proprietary by Month	121
4 Demurrage - Proprietary by Party	123
5 Demurrage - Proprietary by Station	123
6 Demurrage - Railroad by Station	123
7 Last Sighting History	124
8 Pool Changes	125
9 Railcar Utilization	125
10 Shipping Instructions Detail	127
11 Trip Cycles - Load-Unload Performance	128
12 Trip Cycles - Round Trips	129
13 Trip Cycles - Segments Detail	129
14 Trip Cycles - Total Trip by Route	130
15 Trip Cycles - Transit Performance	130

Part VII Data Management 131

1 Commodities	131
Add, Update or Delete Standard (STCC) Commodities	132
Add Update or Delete Proprietary Commodities	133
2 Contract Rail Rates	134
Add, Update, Delete Contract Rail Rates	134
3 Cycles	135
Review cycles	135
4 Demurrage/Detention	139
Proprietary Demurrage Criteria	139
Railroad Demurrage Criteria	140
5 EDI File Transfer	142
EDI File Transfer setup	142
6 Import Properties	144

Import Properties	144
7 Origin-Destination (OD) Pairs	146
Add, Update, or Delete origin-destination (OD) pairs	147
8 Parties	148
Add, Update, Delete Parties	148
9 Problem Logs	149
Add, Update, or Delete Problem Logs	149
10 Railcar Pools	150
Add a railcar pool	151
Update a railcar pool	151
Delete a railcar pool	152
Assign one or more railcars to a pool	152
11 Railcars	153
Add / select multiple railcars	153
Add a single railcar	155
Assign railcars to report group	155
Assign railcars to sublease	157
Change Status	159
Change ownership	161
Deactivate and reactivate railcars	161
Delete railcars	163
Search railcars	163
Update railcars	164
12 Railroads	165
Add, Update, Delete railroads	166
13 Reference Values	166
Update Reference Values	167
Days to Keep Data Files	167
Days to Keep Error Logs	167
Days To Save Backup	167
Days Until Deactivate Non-Moving Temporary Railcars	168
Email address	168
Emailed Report Supplemental Message	168
Flat File Directory	169
Outgoing mail server settings	170
Proxy Server Settings	171
Relate BOL Days	172
Relate BOL Days Early Release	172
Steelroads settings	172
Technician Email Address	173
14 Scheduler	173
Add, Update, Delete a scheduled activity	174
Backup Database	175
Create Cycles Only	175
Delete Railcar Data	175
Import Data and Create Cycles	176
Import Data Only	176
Output Batch Reports	176
Update Trip Plans	177
15 Shipping Instructions (AKA: Bills of Lading, Waybills)	177
Add shipping instructions manually	178

Update shipping instructions	179
Update multiple shipping instructions	180
Delete shipping instructions	181
Review shipping instructions	182
Import from Railroad Customer 417 Account	183
Import from RTC Data Services	185
Import from a text file	185
16 Sightings	188
Add / Update / Delete railcar sightings	188
Restore Archived Sightings	190
Import railcar sightings	190
Import from Steelroads.....	190
Import from a text file.....	191
Import from Data Services.....	192
17 Stations	192
Add a station	192
Update a station's characteristics	193
Merge a station	193
Managing & Responsible stations	194
Delete a station	195
18 Trip Plans	196
Automatic Generation	196
Update multiple event days to destination manually	197
Part VIII Admin	198
1 Create User	198
2 User Management	199
3 Create Role	201
4 Change Password	202
Part IX Help	202
1 Error Logs	202
2 Event Logs	203
Part X Glossary	203
Part XI Advanced	206
1 Email Reports	206
2 Import Railcar Sightings	207
3 Release Sightings	207
4 Known Issues	207
Index	208

1 What's New

NOTE: To determine the RMS version, click on the Help > About RMS menu. It will also display the version of the database.

RMS 8.00.10 released 2/15/2019

Improvements

[162464519] As a user, I would like to bulk assign railcars to Owned = True. See [Change Ownership Status](#).

[154038277] As a user, I would like to edit a single railcar in a list of newly added/selected railcars and when the change is saved, the list of newly added/selected railcars is preserved. See [Add / Select Multiple Railcars](#).

[153643222] & [162556886] & [162558542] As a user, I need to see product / hazmat information including emergency contact phone number on the Shipping Instructions Detail report. See [Shipping Instructions Detail](#) report.

[156694861] As a User, I want to know the average days from origin and plan days from origin for any particular trip. See the fields DaysFromOriginAvg and DaysFromOriginPlan available in the [Last Sightings custom report dataset](#).

[159450232] As a user, I would like to see the same ETA on the Daily Reports as on the Trace page. NOTE: the railroad-provided ETA to destination, if provided, is now the ETA that is shown by default. If the railroad ETA is not available or is not to destination, then the RMS ETA is shown.

[160659442] As a system, I need to separate cycles based on location and consecutive events provided by the user. See [Data Management > Import Properties](#).

[157526943] As a system, my database must be compatibility level 2012. This will allow RMS to use much more advanced functions and it will allow users to use more advanced functions in the [Custom Expression Filters](#).

[161092582] As a system, I need to attach shipping instructions to cycles without considering load/empty status for intermodal equipment shipment. See

[Data Management > Reference Values > Relate BOL Days](#) and [Data Management > Reference Values > Relate BOL Days](#).

[156865591] As a user, I need to bill my customers for completed or in-progress demurrage incurred in the prior calendar month. See [Management Reports > Proprietary Demurrage by Month](#)

Fixes

[160807079] Steelroads webservice timeout issue

[160303190] Steelroads web service multiple trace lists are not handled

[153563937] Export of temp files for Sightings export have conflicting file names

[159839621] ETA2Source seems to be displaying the incorrect value, but when exported, it is correct.

[160081056] ETA not showing on the Last Sighting reports when user enters a new sighting manually

[152928344] procSaveShipment will need to declare @intShipmentID before the procInsertShipment call. This will break when we start using a newer version of SQL Server.

[159806386] Imported date/time getting updated when a sighting is updated due to updated ETA from Staging system

[159810913] Updating ETAs on sighting records was triggering the deletion of the cycle causing performance issues

RMS 7.60.10 released 7/17/2018

Improvements

- [158991662] As a user, I need to see [updated ETAs](#) from the railroad (Part 3)
- [156817704] As a user, I need to see updated ETAs from the railroad (Part 2)
- [156900156] As a user, I need to see updated ETAs from the railroad (Part 1)
- [157609183] Add Commodity and ShipmentDesc from the last loaded shipping instruction to the [Last Sightings](#) custom dataset
- [157579081] Add ETAOriginalDttm, ETAOriginalSource, ETA2OriginalDttm, ETA2OriginalSource, ETARROriginalDttm and ETARMSOriginalDttm fields to the [LastSightings](#) custom dataset
- [113757407] Add option to use Steelroads web service interface. As of 3/28/2019, this is the only interface to Steelroads that is supported. This has been implemented for all customers who use Steelroads for a data source.
- [151964377] Add a custom report dataset that exports sightings to [CLM Format H](#). This is used primarily by RMS to share data from one RMS application to another. However, you could use this to export data in an industry standard format to share with other systems that are able to import this type of file.
- [155236557] Add key railcar property fields to viewLastSightings and add ReportGroup to viewBills
- [155868768] Change ETADttm and ETASource on Daily Reports to ETA2Dttm and ETA2Source
- [153643409] As a user, I would like to print out a single page summary of a shipping instruction
- [153801961] As a user, I need to see multiple line description of the commodity
- [149847986] As a user, I need to see all parties involved in the shipment
- [151660882] As a system, I need filter data delivery by CIF for all parties
- [152899948] Add "Available for Placement" sighting event code 4 to T_EVENT_DESCRIPTIONS
- [151698235] Expand the number of sightings shown on Home page to 500
- [151616331] Proprietary Demurrage by Station / Customer: Add option to apply filter to Cycle Start (Release), Placement (CP/AP) or Cycle End (Release End)
- [150620292] As a system, I need to include the user id on the RMS Event Logs
- [151695643] Add ETARMSDttm field to viewLastSightings
- [150532361] Must be able to manually enter a negative number in the DaysToDestination field on the Edit Trip Plan Event

Fixes

- [159023172] Duplicate station record insert error crashes Update Trip Plans
- [156027851] Manual updates to Trip Plan Events Days to Destination must remove days of week Days to Destination
- [156935198] Add New Shipping Instruction is not allowing the record to be saved - no error
- [156704904] When Steelroads server not available, errors are raised, but not emailed to Technician
- [152220360] Track exports filters are not concatenating the Custom Expression Filter properly (WORK-AROUND IS AVAILABLE)
- [151864367] Trip Cycles - Total Trip: Incorrect syntax near 'Is Not Null' error raised during scheduled export
- [151862693] Data Management > Cycles filtering is not using parenthesis properly - it is including too many records
- [151889340] Stations - notice of duplicate station alias doesn't provide the correct station name
- [151660370] Data Management > Cycles when edit a cycle record, the filter is lost
- [151662718] Data Management > Shipping Instruction: Quick Filter, Advanced Filter, and Custom expression filter not getting cleared after this page is closed and reopened
- [150532397] Can't clone all of the field values when cloning a Trip Plan
- [152367695] Tabs on the Home page are not refreshing when change railcar and then switch to another tab
- [152567509] Error saving CSV formatted shipping instruction: Must declare the scalar variable "@intShipmentID"

RMS 7.10.00 released 10/11/2017*Improvements*

[148439927] ETA calculations changed to handle day of week. RMS will now check the day of the week that an event happens and will use the DaysToDestination for historical moves when the event happened on the same day. This will make RMS ETAs more accurate if there is less than daily service to a particular destination. If a matching day of week DaysToDestination is no found, then RMS will use the overall average.

[150067611] ETA calculations changed to handle negative DaysToDestination. If a user enters a negative number in a DaysToDestination field for a Trip Plan Event, then RMS will not calculate an ETA for that event.

[147446317] As a user, I would like to manually update Days To Destination for Trip Plan Events for multiple Trip Plans at once based on values copied from a spreadsheet. See [Update multiple event days](#).

[136510281] RMS branded with the Savage logo and colors.

[141947085] As a user, I need see the Origin, Destination, Route, LE, TransitMethod on the Trip Plans list page.

[137998869] 3 and 6 month option added to the [Delete Railcar Data](#) scheduled activity.

[146963187] As a user, I want to be able to filter reports by origins, destinations, or locations using simplified stations. This is an alternative to merging stations into one another. It would be useful in the situation where shipments are billed to one station, but are actually placed at another station close by. See [Managing & Responsible stations](#).

[149504853] Add ReportGroup field to the Shipping Instructions custom report dataset. See [Shipping Instructions](#) dataset.

[142795001] Add new measures to RMS Statistics custom report dataset: Shipping Instructions in last 31 days with no related cycle; Cycles in last 31 days with no related shipping instruction; Cycles completed in last 7 days with missing key event; Completed cycles in last 31 days that are invalid.

Fixes

[131893737] Error logged during shipping instruction import doesn't notify technician.

[102529050] Round Trip Cycles by Route: Step 3: filter not saved.

[90322684] Problem Logs: Occurred date can't be set.

[89465468] Imported date/time field is not getting populated when shipping instructions are manually added using the Save & New or the Save & New Similar buttons.

[140503095] When select a different railcar initial, data on Home page is not refreshed.

[137998869] When editing the Delete Rail Data scheduled activity - Years Old value is incorrect; 3 and 6 month option.

[116907713] ETA year calculation during leap year problem When the ETA month and day with a leap year is more than 30 days behind the Event month and day with a leap year, RMS assumes that the ETA is the next calendar year. Example is when the event date is 3/31/2016 and the ETA date is

2/29/2016. The number of days difference is -31. So RMS was trying to create an ETA of 2/29/2017 since the current year is 2016.

[143976691] Import sightings process is not deleting duplicate sightings out of the staging table; they collect and then eventually, with large shippers, the import times out.

[151539432] Tracking Exports: the ad hoc filter is getting used instead of the saved filter. If a user ran and viewed the report in the RMS UI and changed the filter for that ad hoc view of the report, then the next time (and all future runs) that the scheduled run of the report ran, it would use the filter from the ad hoc session.

[145146855] Company text box on Add/Edit Party page must be extended to allow 35 characters.

[151312625] Output Batch Report scheduled activity error: Object reference not set to an instance of an object.

[146631717] Tab character in between railcar initial and number raises error on Railcar Add / Select page.

[107579204] Archived sightings not refreshed properly on the Home page.

[133137849] Update Trip Plan process is not finishing with high volume shippers.

[147619805] Last Sighting History report is crashing.

[148264545] Advanced filter should have parenthesis around user created filters.

[148150085] Cannot delete Advanced Filter.

[115534029] Station 333 abbreviation add JCT for JUNCTION.

[114020243] Internet browser save password feature doesn't work.

RMS 6.15.00 released 5/15/2017

Improvements

[134379927] Ability to update multiple shipping instructions at once.

[128026685] ETA related fields added to the viewSightings Custom Report Dataset: ETARRCity, ETARRState, ETARRDttm, ETARREvent, ETARREventDesc, ETARRTYPE

[130129947] ETA related fields added to the viewLastSightings Custom Report Dataset: ETARRCity, ETARRState, ETARRCityState, ETARREvent, ETARREventDesc, ETARRTYPE, ETA2Dttm, ETA2Source. The ETA2Dttm field displays the ETA that comes from the sighting record by default; if there is no ETA provided on the sighting record, then it will display the ETA that RMS calculates from historical moves; if there is no RMS ETA, then no ETA will be displayed.

NOTE: The ETA that RMS calculates (ETADttm) will now be based on the system date / time plus the Days From Destination for the particular station, event, railroad from the Trip Plan that RMS creates from historical shipments. Prior to this version, the RMS ETA was based on the EventDttm plus the Days From Destination for the particular station, event, railroad from the Trip Plan that RMS creates from historical shipments. We spoke with customers about this change and got solid feedback that this is a more logical and reliable way to estimate ETAs especially for delayed railcars. For example, a railcar was last reported arrived Denver, CO on the BNSF on May 1, 2017 and it is destined to

Houston, TX, which historical shipments have taken 4 days to reach the final destination from this location. Prior to this version, RMS would calculate the ETADttm by adding 4 days to the EventDttm (5/1/2017). In this version, RMS now calculates the ETA by adding 4 days to the system date/time. If the railcar is delayed in Denver for 3 days, RMS will continue to show the railcar as 4 days out 3 days from now. The prior versions of RMS would show the railcar 1 day away from the destination on the 3rd day even though the railcar is still last reported in Denver. We feel that this way of calculating ETAs will be more accurate for delayed shipments and will be about the same as prior version for normally moving shipments.

Fixes

[138071755] Last Sighting History report is timing out after running for a long time. It was redesigned and runs much faster now.

[135138715] Invalid railcar initials are not prevented. Sometimes users accidentally paste railcar initials with invalid characters (e.g. // of 3011).

RMS 6.14.00 released 3/6/2017

Improvements

[133640443] Quickly combine / merge two stations into one. Occasionally, two station records are created in RMS for the same station city & state due to inconsistent spelling of the city / state. This feature now enables a station to be merged into another station with only a few mouse clicks.

Fixes

[138071067] The Daily Report Last Sightings with Inventory has been removed from the user interface. It is not usable at this time.

[98483826] When there was a failure during the scheduled activity Output Batch Reports, errors would not be emailed to the technician.

[107397672] When an Advanced Filter is created where an open parenthesis is on one line and the close parenthesis is on another line, when the user tries to edit the filter, an error is raised.

[84336286] When a mis-formatted, single sighting (CLM) record raises an error during the Import Sightings scheduled process, the entire sightings import process would fail.

[140068727] After a new shipping instruction is added or deleted to/from the Home page, the list of shipping instructions in the data grid is not refreshed properly.

RMS 6.13.00 released 2/9/2017

Improvements

[133638099] RMS can now transmit multiple fleet updates to Railinc (our data team). It will also be able to communicate include / exclude railroad instructions. This will enable data feeds to be more targeted at a lower cost.

Fixes

[126833289] The Origin / Destination Pairs Origin City filters gets cleared after the search, which makes it difficult to paginate through multiple pages of results.

[110776656] When the user enters a user ID that doesn't exist, RMS raises a hard to understand error.

[97836816] When the user enters a new shipping instruction record on the Home window, after the user clicks the Save button, the data grid is not refreshed to show the new record.

[132669211] The scheduled batch proces Delete Railcar Data times out when run on a large database.

[133640275] The user enters filters on the Data Management > Shipping Instructions page; the data grid of results is shown; if the user clicks the Edit link for one of the records and then clicks the Cancel button on the specific shipping instruction page the focus returns to the data grid of results, but the filter is no longer applied properly.

RMS 6.12.00 released 11/29/2016

Improvements

[130774601] Add Trace Railcars page that shows last location for each railcar pasted / entered by user and/or that belongs to a selected Pool and/or Report Group. By clicking on the railcar initial / number hyperlink in the trace results, the Home window will display in a new browser tab window with the last 30 days of sighting, cycle, shipping instruction and problem history for that particular railcar.

NOTE: The Data Management menu has been moved to the right side of the menu bar, to the left of the Admin menu. This may cause brief user confusion. This was done to place the most often used menus on the left and the lesser used menus on the right to increase productivity. The Custom Reports menu has been moved to the left-center of the menu bar ahead of the Daily Reports and Management Reports menus since it is used more often on average than the Daily Reports and Management Reports menus.

[124984651] Field description popup when hover pointer over a field name. When editing a report in the Custom Report Builder, the mouse pointer will trigger a popup window with a description of the field. The latest user survey indicated that this was highly desired, which would make creating custom reports easier.

[127943249] Add Station, Start Commodity, End Commodity columns to Data Management > Demurrage > Railroad list page. This makes it easier to identify railroad demurrage rules that are specific to a commodity and/or location.

Fixes

[130415627] Search text box on Data Management > Railcars > View/Add/Update window needed to find railcars that are formatted with leading zeros and with or without a space between the initial and number: For example: KEYX000750 or KEYX 000750.

[130416041] Validate text box on Data Management > Railcars > View/Add/Update > Add/Select Multiple window needed to validate railcars that are formatted with leading zeros and with or without a space between the initial and number. For example: KEYX000750 or KEYX 000750.

[110422596] The Import Properties option "Create a new cycle on consecutive Actual Placement (Z) and Release (W) events regardless of Load/Empty status" was not working properly. This option is useful if you ship "reloads".

[115958573] Update Daily Reports > Demurrage - Railroad in Progress and Management Reports > Demurrage - Railroad by Station default filtering was not working properly.

[128002887] Some Quick Filters for reports based on the Demurrage Railroad dataset were not getting saved.

[130758131] Management Reports > Last Sighting History report was timing out as well as custom reports based on the Last Sightings History dataset fail to display in the report viewer with an error "Connection Timed Out".

RMS 6.10.60 released 8/10/2016

Improvements

NOTE: The railroad demurrage settings maintained in the Data Management > Demurrage > Railroad section of the application will be changed by this update. If you have non-standard demurrage agreements with any of the railroads, you may create a new railroad demurrage record for a specific location that will override the railroad demurrage calculations for that location. You may also change the records back to your preferences.

[114826677] Updated BNSF demurrage rules

[127600683] Update CSX demurrage rules

[127600255] Update KCS Demurrage rules

[127573897] Two railroad demurrage report improvements related to specifically to Union Pacific serving areas:

1) Add ability of railroad demurrage reports to show when railcar arrived at the serving area. A new field has been added to the Demurrage Railroad custom report dataset named SAArriveDate, which shows the date that the railcar was first reported at a station, which is considered the beginning of the railroad demurrage serving area. You will need to tell RMS about the station by creating a new railroad demurrage record for the particular railroad, activity (loading or unloading) and station. To add this field to a report, edit the report, if it is a custom report, clone the report if it is a Daily or Management Report. In the custom report builder, click on the Fields tab, highlight the SAArriveDate in the list box on the left and then click the Select Fields button. This will add the field to your report.

2) Add the ability to create monthly serving area reports. This report will be helpful for Union Pacific demurrage estimates since they provide credits and debits based on when the railcar enters the serving area.

[127599405] Create new custom report dataset named Last Sightings History and a new Management Report named "Last Sighting History". This report will be helpful if you want to see the latest location of railcars on any given day for up to the last 45 days.

[126640699] Add several fields to the Railcars and Lease Information custom report dataset. Here is a list of fields added:

- Tare Weight
- IsCarSubleased
- IsSubleaseInactive
- Lessee (of sublease)
- SubleaseType
- ContractNumberSub (the contract number of the sublease)
- MonthlyRateSub (the monthly rate of the sublease)
- EffectiveDateSub (effective date of the sublease)
- ExpirationDateSub (expiration date of the sublease)

- IsCarOwned
- Height
- Width
- RetireDate
- Class
- LoadLimit
- UserField1 (can be used for any text up to 30 characters)
- UserField2 (can be used for any text up to 4000 characters)
- LoadFeeSub (the dollar amount of a fee related to each load for a subleased railcar)

Follow [this link](#) for additional information about these and each field in the Railcars and Lease Information dataset.

RMS 6.10.50 released 7/8/2016

Improvements

[120244311] Data Management > Railcars > View / Add / Update - Add / Select Multiple Railcars feature enhancement:

- Persist the recently added / selected list of railcars after bulk activities have been performed so that other bulk activities may be performed on them. The exception to this is when railcars are Deleted (it is rare that you will ever delete a railcar - it is not recommended because it will remove all of the history of the railcar movements. You should, in most cases, deactivate a railcar that is no longer being used).
- The Select All button has been removed, replaced with a checkbox in the column header of the data grid where users place checks select a particular railcar. By placing a check in this check box, all railcars visible on the data grid will be selected with checks in their corresponding check boxes. By removing the check in the check box in the column header, all checks in the data grid will be removed, thus deselecting all the railcars.
- Users can now deselect some of the recently added / selected railcars and perform bulk activities with just the selected railcars (i.e. checks in their check boxes). The deselected railcars will continue to display after the bulk activities, but the bulk activities will not be performed on them.
- The order of recently added / selected railcars will be identical to the order that the user entered / pasted them.
- Multiple contiguous railcars may be selected (i.e. checks in their checkboxes) by a user placing a check in the first railcar checkbox, pressing the Shift key, and placing a check in another railcar checkbox below or above the first railcar; all railcars in between will get selected (i.e. checks in their checkboxes). This feature will work with recently added / selected railcars as well as active, inactive, all or no pool assignment railcars.

Fixes

[107586440] Adding Destination field to custom report the default size is 0.

[114819721] Data Management > Demurrage > Railroad page: Activity drop down list box is displaying the incorrect entry based on the value stored in the database. When it was displaying "UNLOADING" these were actually the settings that the system was using for "LOADING" demurrage calculations. This would not have any impact to railroad demurrage reports unless a user modified the demurrage settings.

RMS 6.10.01 released 4/22/2016*Fixes*

[116907713] ETA year calculation during leap year problem. When the ETA month is 02 and ETA day is 29 and the current date is March 30 or later, the incorrect year was getting assigned to the ETA. The algorithm has been changed so that the system will never try to create a 02/29/YYYY ETA with a non-leap year. Also the assumptions for how old ETAs can be have been changed to 6 months instead of 30 days. Therefore, ETAs can only be up to 6 months in the future now.

RMS 6.10.00 released 2/25/2016*Improvements*

[110567284] Add / Select Multiple Railcars feature has been added. This was the most popular request on the recent Product Feature Survey. Users may now copy a list of railcars from a spreadsheet, email or other electronic document and then paste this list onto an RMS page. With two button clicks, RMS will add and select (if the railcars are already in the database, they will just be selected) this list. The users then can perform the usual tasks on this selected list such as: Assign to Report Group, Assign to Pool, Assign to Lease, Assign to Sublease, Delete, Reactivate, Deactivate, and Change Status.

[110277882] Change password process is confusing. After the password has been changed, the change password dialog box will now close automatically and the user is returned back to the main Login window with a message "Password changed successfully".

Fixes

[114433853] Reports using the wrong filter or no filter at all

[105579394] Ultimate Consignee company name (UC qualifier) is getting populated into the Care Of (C1 qualifier) party field. This is causing confusion and difficulty in finding out why sightings/CLM is not sent for certain shipments.

[101084948] Shipping Instruction CSV import not importing all fields.

RMS 6.00.36 released 1/15/2016*Improvements*

[110567530] Add ReportGroup field to various Management Reports: Demurrage - Proprietary by Party, Demurrage - Proprietary by Station, Demurrage - Railroad by Station, Trip Cycles - Load-Unload Performance, Trip Cycles - Round Trip by Pool Summary, Trip Cycles - Round Trip by Pool, Trip Cycles - Round Trip by Route Summary, Trip Cycles - Round Trip by Route, Trip Cycles - Total Trip by Route, Trip Cycles - Transit Performance. This will enable users to add this field to these reports after cloning them. It will also enable them to filter, sort, and group by this field.

RMS 6.00.35 released 12/02/2015*Improvements*

[109281474] Changed the password expiration default setting to never expire. Only a few customers wish to have the password expire on a regular basis. We will keep that setting for those customers who request it.

Fixes

- [98141018] RMS Web Run Batch button and RMS Agent doesn't export records that were modified after the Track Exports? date/time.
- [107414632] Add Modified field to the report template fields table for the viewBills (Shipping Instructions) dataset. This will now enable the exporting of shipping instructions that were already exported, but a correction updated the record in the meantime.
- [107330384] RMSAgent: Track Exports feature incorrectly ignores Quick, Advanced and Custom Expression filters.
- [106491538] Manual deactivation of railcar - archive sightings option is failing when a duplicate record already exists in the archive. Added better error logging to detect other issues.

RMS 6.00.34 released 10/12/2015

Improvements

- [104920298] Changed dashboard dataset to show waybills that have been imported yesterday and current day. This will help us better identify waybill download problems.

Fixes

- [102425410] Certain waybills raise so many ExtremeTranslator warnings, that it crashed the import by trying to pass too large of a string to the error log table.
- [102424528] Large imports are timing out.
- [100861418] Sightings archived by manual railcar deactivation process cannot be restored and are missing RR field values.
- [104745444] Railcar Utilization reports: Extended LE status not getting reported properly
- [82527530] Railcar Utilization reports: if permanent railcars are deactivated and returned to temporary status and system cars pool, the reports will incorrectly ignore them.

PLEASE NOTE: RAILCAR UTILIZATION REPORTS NOW RETRIEVE ALL RAILCARS (INSTEAD OF JUST PERMANENT RAILCARS). IF YOU ARE TRACKING A LARGE NUMBER OF SYSTEM RAILCARS (USED FOR JUST ONE SHIPMENT AND THEN RETURNED TO THE RAILROAD OR SHIPPER), THE RAILCAR UTILIZATION REPORTS WILL TAKE MUCH LONGER TO RUN THAN BEFORE. IF YOU WISH TO EXCLUDE CERTAIN RAILCARS (I.E. TEMPORARY RAILCARS), YOU MUST INCLUDE AN ADVANCED FILTER: POOL <> 'SYSTEM CARS'. IT IS ALSO RECOMMENDED TO NEVER ASSIGN TEMPORARY RAILCARS TO A POOL OTHER THAN THE SYSTEM CARS POOL. WHEN YOU DEACTIVATE RAILCARS THAT WERE OWNED, LEASED OR ASSIGNED BY A RAILROAD, IT IS RECOMMENDED THAT YOU USE THE NEW DEACTIVATE OPTIONS: CHANGE FLEET STATUS TO TEMPORARY; RETURN RAILCAR TO SYSTEM CARS POOL; REMOVE ANY INCOMPLETE CYCLES AND ARCHIVE THE RELATED SIGHTINGS. THIS WILL PUT THE RAILCAR IN A STATE WHERE IT CAN BE AUTOMATICALLY REACTIVATED IF A SHIPPING INSTRUCTION IS IMPORTED FOR IT.

RMS 6.00.33 released 7/08/2015

Improvements

- [87579492] Increase user password control

To make RMS more compliant with our larger customers:

- Force user to change password on first login
- Force user to change password in a certain number of days. The number of days is configurable

- by Railcar Tracking Company support upon request. The default is 90 days.
- Require user to change the password to something different.
- Give the user the ability to change their password whenever they want. This will reset the expiration period.
- The password validation policy will be a minimum of 8 characters and maximum of 12 characters. It requires at three out of the four types of characters: one upper case, one lower case, one number, one special character (! @ # \$ % ^ & *).
- Add label on the login window indicating the number of days before their password expires.

[82573690] Data Management > EDI File Transfer: Add "CSV shipping instruction".

- RMS now can download and import shipping instruction records in CSV format.

[82527840] Create Cycles: Complete cycle when a W sighting event immediately follows a Z event when the load / empty status remains the same.

- This feature is an improvement upon an older, similar feature. It is more robust and less prone to cause problems when the data is not complete or accurate. It enables RMS to properly end and start another cycle when a railcar is reloaded.

[84221432] Import Data: Add Import Property option to import all sightings regardless of whether the railcar is active or exists.

[82527972] Custom Report: Track Exports? option: add option to include records with a Modified date that is later than the saved date.

[85570210] Daily Reports > Inbound Inventory report implemented specifically for a customer. The functionality has yet to be improved so that it is usable for for other customers.

Fixes

[86756472] Report Tracking for reports based on the viewSightings dataset was not working. Users may now track which sighting records have been exported to ensure no duplicate records are exported.

[95758274] The process that relates shipping instructions to cycle records was timing out for some larger customers.

RMS 6.00.32 released 3/17/2015

Fixes

[81988894] Output Batch Reports: if one report in a multiple report batch fails, then the following reports don't get emailed properly

[82522708] Home window: Refresh button progress indicator not working

[84940872] Import Data: Missing City and State in Sighting data file prevents following records from getting imported

[83358816] RMSAgent Installer: EDIMapFiles folder not installed

[85314530] Import Data: for Steelroads Dynamic Trace: must accommodate newly discovered

business rule of 10,000 railcar limit; also added an option to configure the number of railcar sightings that are requested - this is designed to overcome timeout issues with large fleets.

[85549174] Import Data: in some situations, incorrect years are inserted for sighting event dates and ETAs

[86728700] Output Batch Reports: when an ad hoc filter is applied to a custom report and then that custom report is exported using the Output Batch Reports scheduled activity, the ad hoc filter was incorrectly used.

RMS 6.00.31 released 10/31/2014

Improvements

29527: Import Properties / Create Cycles: add option to not deactivate Temporary railcars upon completion of the cycle

29550: Import Properties / Create Cycles: add option to not archive unnecessary sightings for Temporary railcars

29551: Home window: add new Archived Sightings tab window

29553: When a railcar is deactivated manually, ask user if they want to change to temp and truncate the incomplete cycle

29561: RMS DB Update: New Label in viewDashboard

29457: Add validation and billing indicator to cycle screen

Fixes

29554: RMS Microsoft Partner Testing > Failed Binary "Product Name" Property

29555: Error log record labels (i.e. "ERROR:" "INFO:" "WARNING:" "STATISTIC:") are not formed properly

29556: Track Report and CSV Exports: if writing file to a designated folder fails, T_REPORT_NEW.ImportedTrackDttm incremented

29557: Reference Values: ProxyAddressPort must be able to handle NULL or blank/zero length strings

RMS 6.00.30 released 9/26/2014

Fixes

29495: Microsoft Certification testing failures - mainly needed better company identification on DLL files.

29542: Need to handle "No Events" statement in sighting data files. Add CLM_IGNORE %No Events%:

RMS 6.00.29 released 9/17/2014

Fixes

29543: Data Management > Reference Values: Emailed Report Supplemental Message Error

29545: Custom Report > CSV Export from report viewer raises error when there is no Output record for the report

29546: Custom Report > Output > CSV Export: Enclose each field in double quotes is excluding fields

29547: Custom Reports > CSV Export from Report Viewer creates Output without Column Titles (Headers)

29548: Custom Reports > CSV Export from Report Viewer Does Not Consistently Take Settings from CSV Output

29549: Custom Reports > CSV Export option from Report Viewer on MailTo button click Unable to send mail to multiple recipients

29520: Custom Report: Output tab window: Output drop down list box: error raised when selecting blank entry the second time

29529: Custom Report: Output record: Each change to an existing output record increases the number of back slashes before the file name

RMS 6.00.28 released 9/10/2014

Improvements

29524: Custom Reports: Output: CSV: option to enclose every field value in double quotes

29525: CSV file export default format change

29532: Custom Report: Track Exports? checkbox and text box: Move to top of Filter tab window

Fixes

29517: Custom Report: Output tab window: File Path and Name displays entry when no output record is selected

29523: Output Batch Reports: Selected Field for Custom Report should not be included on CSV export

29518: Custom Report: Output window: output record gets unselected, but control entries remain after Save/Preview the report

29519: Run Batch button: Track Exports: T_REPORT_NEW.ImportedTrackDttm is not updated properly - milliseconds not included

29521: Data Management > Parties: Delete - raises error: "The party cannot be deleted since it has children repair records"

29538: Report: CSV Export: RailcarNumber field values show decimal places

29539: Custom Report: Track Exports option: when the Track Exports? check box is checked and there is no entry in the text box, error

29526: Custom Report: Output tab: CSV: Exclude column titles (headers) checkbox doesn't display when re-selected

RMS 6.00.27 released 8/18/2014

Improvements

29509: Add/Edit Railcar window: add "5 Year Test", "10 Year Test", "Stub Sill Insp." fields

29510: RMS Agent installation folder: change back to "RMSAgent"

29511: RMSAgent config file: CommandTimeout key value should default to 1800

29512: RMSAgent config file: Default Technician Email Address in the RMSAgent config file should be support@railcartracking.com

29506: New view: Create a new Custom Report dataset: viewDashboard

29507: Output Batch Report: add User Reference that enables user to enter a statement in the email message

29515: Add Imported field to the Add/Edit Sighting window

29516: Add Imported field to the Add/Edit Shipping Instruction window

Fixes

29508: Import Data: failed login for railroad FTP server does not raise/log an ERROR: message.

29514: Add UserField1 and UserField2 to custom report dataset Railcars and Lease Information

RMS 6.00.26 released 7/29/2014

29500: Home window: Railcar Text Box search must consider the Active Inactive option buttons
29501: Home window: when two railcars have different initials, but same number retrieval of data is faulty
29503: Railcar Initial drop down list is sorted in descending order
29498: Output Batch Reports: Output record - New File with Time file write option
29504: Add New Railcar window: Inactive and Temporary check box not getting cleared from prior added railcar
29505: Home window: Add New Sighting link raises error when the railcar entry in the railcar text box doesn't exist in the database
29502: Home window: lower case and upper case railcar initials are separated in the drop down list

RMS 6.00.25 released 7/11/2014

29494: Home window: Customer wants to have the copy and paste of railcar initial and number
29496: Add/Edit Sighting window does not allow saving of record that has identical entries except for time of day.
29497: Edit Sighting window: Save/New raises "Another user updated the record... " error
29499: Edit Sighting window: can't change Event Date
29489: RMS must handle temporary railcar reloads when railroad reports an empty release sighting and load waybill on same day
29491: Data Management > Trip Plans window: Search feature is not filtering all results
29492: Data Management > Trip Plans > Edit / View window: the Back to Trip Plans button should return focus to the Trip Plans window
29493: Data Management > OD Pairs window: Search feature is not filtering properly

RMS 6.00.24 released 6/26/2014

29488: Import Data: Add STATISTIC message with the number of records that were deleted because the Event = 3 (ETA)
29490: Output Batch Reports: Additional filter expressions getting added to existing report filters; Fixed rare issue with extra filter expressions being added to a custom report when emailed by the Output Batch Reports RMSAgent process.
29485: Home screen: Railcar Number must keep the initial value selected after refresh when Railcar Initial is the same as prior search
29487: Home Screen: The Refresh button on the Home screen maintains focus after tabbing out of Railcar Number combo box.

RMS 6.00.23 released 6/2/2014

29479: Users can now search by railcar Status on the Railcars View/Add/Update screen.
29480: The Import Data process now accommodates CLM records that do not have a value for the Railroad field.
29482: Changed RMSAgent.exe.config file defaults to make it more fault tolerant.
29483: Sightings with Event = '3' must be excluded from import
29484: Added a new keyword to the CLM_IGNORE table to improve CLM imports.
29478: Clicking the Back button when a user views or edits a cycle record no longer raises an error.
29477: Excel export from the report viewer in Firefox now functions properly.

RMS 6.00.22 released 5/9/2014

29475: Add "Save & New" and "Save & New Similar" buttons / functionality to the Add/Edit Sightings window
29476: Fixed EDI File Transfer process to selectively download files by naming convention.
29474: Users can now add a Station Alias record that has the same city name as the existing Station record city name.

RMS 6.00.21 released 5/2/2014

29461: RMS now raises an error message if the Steelroads login fails.
29462: RMS now raises an error when the Steelroads Trace List in the Reference Values does not match the trace list stored in the Steelroads account.
29465: Improved sighting data import to ignore text file lines that match the ignore table entries.
29466: Implemented code to validate dates based on regional settings.
29467: Improved the Trip Cycle Segment report:

- 1) Segment filter records may only be deleted if used by a report other than the default report.
- 2) The segment filter record may be deleted if it is only being used by the default report
- 3) When the default report is viewed and there is no segment filter record, the QuickFilter page displays blank controls.

29469: Reference Values now accepts multiple technician email addresses.
29458: All QuickFilter screens allow clearing and typing in the date fields.
29459: Station entries are now optional in the Management Reports > Trip Cycle Segment.
29470: Shipping Instruction records with SenderCode of more than four characters is now processed properly.
29471: Fixed issue with fields calculated from the difference of two dates displaying as a date on a report. The result now displays as an integer.
29468: Missing BOL Time prevents import of shipping instruction record. Improved import of Shipping Instruction record. If missing BOL Time, the record is now imported and a default time is inputted.
16833: procSaveShipment: user supplemental entries should not get overwritten by imported corrected waybill. Shipping instructions user supplemental entries no longer get overwritten by imported corrected shipping instructions.
24854: Group footer labels overlap for third group. Group footer labels no longer overlap for third group on custom reports.
29463: procProcessShipments is not handling duplicates properly. Database process for importing shipping instruction records no longer raises errors when duplicate shipping instructions are received.
29464: EDI File Transfer incorrect user name or password error needed. Error now raised if the incorrect username and/or password is entered into an EDI File Transfer.
29472: FTP download process doesn't raise error when host address is faulty. Error now raised when an invalid FTP address is input into an EDI File Transfer.

RMS 6.00.20 released 3/28/2014

29429: RMSAgent: Output Batch Report: emailed report: if there is no data records to display on the report, include a message. Now RMS creates a message informing recipients of a scheduled report if there are no new records to attach to the report instead of sending a report that is empty.
29441: If user enters the incorrect credentials and the account gets locked, the interface should notify them of this. Users now get an error if their accounts get locked from trying to log in too many times.
29442: Administrator must be able to reset a user's password. Administrators now have the ability to reset user passwords.
29455: "License expires in X days" displayed on dialog box when user clicks the Log In button on Login page. Users get a message with a countdown to the expiration of their current license when it

is within 30 days of expiration.

29460: Encryption of existing passwords on update. Existing user passwords are encrypted with the update to 6.00.20.

29427: Passwords must be encrypted. Passwords are encrypted in the database.

29430: Reports: sorting of fields with an alias that is different than the field name. Fixed rare error when sorting fields with an alias that is different than the field name.

29431: CSV export from report viewer in FireFox isn't opening in Excel properly. Fixed CSV export from report viewer in Firefox so that it opens in Excel properly.

29432: Error raised when Task Scheduler triggers RMSAgent.exe, but there are no scheduled activities. RMSAgent.exe no longer raises an error when the Task Scheduler triggers it when there are no scheduled activities.

29242: Update to sighting record not reflected on Last Sighting reports. Last Sightings reports now reflect the most recent sighting events regardless if they are automatically imported or manually entered into the system.

RMS 6.00.19 released 2/21/2014

29412: Custom Reports: Cycle filter issue. Fixed Custom Report Quick Filter for Cycle dataset. When 'Complete' is checked in the Quick Filter when a user clicks Save and Preview Report, it is now saved as the default.

29413: Custom Reports: Sighting filter issue. Fixed New Custom Report quick filter to keep the Temporary fleet status box checked after saving and previewing the report.

29414: Custom Reports: reports based on Cycle dataset: the QuickFilter filters are not saved properly. Custom Reports based on Cycle dataset now save QuickFilter filters properly.

29415: Custom Reports: Demurrage Railroad dataset - based reports: QuickFilter selections not getting saved properly. Custom Reports QuickFilter selections based on the Demurrage Railroad dataset are now saving properly.

29416: Custom Reports: Demurrage Proprietary dataset - based reports: QuickFilter settings not getting saved properly. Custom Reports QuickFilter settings based on Demurrage Proprietary dataset are now saving properly.

29417: Reports saved to CSV standard - record delimiter must be CR/LF. Reports exporting to CSV standard now delimits records with a carriage return and line feed (CRLF).

29418: Data Management > Reference Values> Flat File Directory: Browse screen raises unhandled exception error. Fixed issue where a Visual Studio dialog box would open in the task bar when editing the Flat File Directory reference value by clicking Browse and choosing the folder.

29419: Data Management > Cycles: QuickFilter is not selecting records properly. Fixed the Data Management > Cycles QuickFilter. The QuickFilter now selects records properly.

29420: Various Cycle QuickFilters include an extra field name. Fixed issue where using a QuickFilter on Custom Reports based off of the Cycle dataset would include an extra partial filter that prevents the report from returning records.

29421: Custom Reports: clone of Round Trip by Route Summary doesn't store date filters properly. Reports cloned from Round Trip by Route Summary now stores date filters properly.

29422: QuickFilter for reports based on the Cycles dataset: labeled cycle filter not working properly. Fixed issue where the labeled cycle filter was not working properly for reports based on the Cycles dataset. Removed the Label='True'/'False' part of the filter.

29423: Re-arrange controls on the Home screen. Re-arranged controls on the Home screen for greater usability.

29424: Custom Reports: Demurrage Railroad dataset - based reports: QuickFilter settings not getting saved properly. Custom Reports QuickFilter settings based on Demurrage Railroad dataset are now saving properly.

29425: RMSAgent raises error: The number of members in the conceptual type 'RMSDataModel.T_REPORT_FILTER' does not match. Fixed RMSAgent issue where it raised an error about tables not matching.

29426: RMSAgent: Output Batch Reports: CSV file is generated and emailed successfully, but no data. Fixed CSV file report outputs. The CSV format now outputs files with data.

29408: Custom Reports: Quick Filter doesn't get saved properly

RMS 6.00.18 released 1/31/2014

29397: Home: Problem Logs tab screen data grid record count should display. Records now display under data grid on the Problem Logs tab on the Home Screen.

29407: Import Data - EDI File Transfer batch process must be able to selectively download files by naming convention. RMS data import improved to selectively download files based on naming convention of files.

29398: Home: Shipping Instructions: Add new shipping instruction screen: railcar initial and number should default to railcar selected. Add New Shipping Instruction screen now automatically populates the Railcar Initial and Number controls with the currently selected railcar. If no railcar is selected, the Railcar Initial and Number controls are blank.

29399: Add New Problem Log screen: Railcar Initial and Number controls should default to railcar selected on Home screen. Add New Problem Log screen now automatically populates the Railcar Initial and Number controls with the currently selected railcar. If no railcar is selected, then the controls are blank.

29400: Data Management>Railcars>View Add Update screen: Change label above the Search text box. Changed the label above the Search text box in the Data Management > Railcars > View/Add/Update screen.

29401: Data Management>Scheduler: Add New Schedule screen: Hours, Minutes, AM/PM default to current date/time. Add New Schedule link in the Scheduler now automatically populates with the current system data and time.

29402: Data Management > Railcars > View/Add/Update Railcars menu rename. Removed the word "Railcars" from Data Management > Railcars > View/Add/Update Railcars link.

29403: Add New Shipping Instruction: not recognizing a railcar. Fixed Add New Shipping Instruction to first railcar selected by default.

29404: Home: Shipping Instruction: Add New Shipping Instruction: Save & New button not working properly. Fixed Save & New Button in Add New Shipping Instruction tab of the Home screen.

29405: Import Data & Created Cycles batch process: duplicate sighting records causing RMSAgent to log "ERROR". Fixed RMSAgent duplicate sighting records error message.

29406: Import Data batch process: FTP error when the folder has no files. Fixed RMSAgent to not log an error when the FTP folder has no files.

29410: RMS Web application shows 6.00.16 for version on Help > About RMS screen. Fixed RMS Web Application version to reflect current version (6.00.18).

29411: RMSAgent shows 6.00.14 in Control Panel\Programs\Programs and Features. RMSAgent now reflects current version (6.00.18) in Control Panel.

29345: Import Data: Error raised when all railcars show "No New Events" from Steelroads. Fixed Steelroads import when all railcars show "No New Events."

29391: Home: Sightings tab data grid. Fixed issue with Sightings tab on the Home screen. When a user viewed the second page of the Sightings data for a railcar and changed the railcar to view another set of data, the screen would show the second page of the new railcar. This is now fixed to refresh to the first page of the Sighting data for the new railcar.

29393: ShippingManager.ImportBOL raises a timeout error. Fixed database scripts to move Shipping Instructions between tables successfully.

29394: Home: Cycle, Shipping Instructions, Problem Logs tab screen data grids don't have a vertical scroll bar. Restored a vertical scroll bar on the Cycle, Shipping Instructions, and Problem Logs tabs of the Home screen.

29395: Home: Add New Shipping Instruction screen controls are misaligned. Fixed the alignment of the controls when adding new shipping instructions from the Add New Shipping Instruction link from the Home screen.

29396: Home: Add New Shipping Instruction screen: cannot insert new record. Fixed issue with Add New Shipping Instruction not responding when clicking on the Save, Save & New, and Save & New Similar buttons.

29409: Import Data batch process: shipping instructions are records as imported successfully when they are not. Fixed statistical logging issue with RMSAgent where shipping instructions were being recorded as successfully imported when they were not.

RMS 6.00.17 released 1/10/2014

28374: Import Data process must be able to import sighting data files with header and trailer records. Fixed RMS Import Data process to import sighting data files with header and trailer records.

28375: Data Management > Railcar view/add/update screen: add button that changes a railcar's fleet status (i.e. Temporary or Permanent). Users can now change multiple railcars to Permanent status from the Railcar > View/Add/Update screen.

28183: Home screen: after the Refresh button is clicked, move focus to Railcar Initial combo box. RMS focuses on the Railcar Initial combo box after clicking the Refresh button on the Home screen.

28907: Migration Script 6.00.16 to 6.00.17 - Data.sql: does not update the database version. Fixed the database migration script to update the database version.

29052: "000000" for CLM Format H file for ETA month, day, hour (characters 69 - 74) causes fatal error. Fixed import business rules for sighting data coming from certain railroads.

27773: Add New Station Alias popup window: No message to user indicating that the alias already exists when Save clicked. Added a new Station Alias popup window indicating whether or not the alias the user is trying to enter already exists in the database.

27781: Add / Edit Railcar screens: no error message is provided when user attempts to enter a duplicate railcar. RMS now provides an error message when trying to enter a duplicate railcar on the Add/Edit Railcar screens.

27945: Backup Database Error: No message returns from CheckDB procedure. Fixed database backup procedures.

25379: Daily Reports>Demurrage - Railroad in Progress: Advanced Filter: When Label field selected Value list is wrong. Fixed Value drop down list when changing an advanced filter in Daily Reports > Demurrage - Railroad in Progress from the IsValid field to the Label field.

25592: Management Reports > Demurrage Proprietary by Party: Advanced Filter: Field CycleLabel is selected, Value control not correct. Fixed Management Reports > Demurrage Proprietary by Party Advanced Filter. RMS now brings up the correct value control when editing an advanced filter and changing the field from ContractNum to CycleLabel.

RMS 6.00.16 released 12/29/2013

25131: Data Management>Railcars>View/Add screen: Search Railcars button full text search Railcar, Pool, Lease, Sublease, Report Group. The Search Railcars button now applies the search keyword to the Railcar, Pool, Lease, Sublease, and Report Group columns.

26619: Custom Reports: Output: add option for CSV to exclude column titles (headers). Added option Custom Reports output to exclude column titles (headers) in CSV format.

26915: Management Reports>Demurrage - Proprietary report Quick Filter: allow user to clear dates. User can now clear dates from the Quick Filter in Management Reports > Demurrage - Proprietary report.

27127: RMS agent and web application version must be updated to 6.00.16 for release. RMS Agent and RMS Web Application updated to version 6.00.16.

27170: Add scroll to sightings tab screen on the Home screen. Added scroll to sightings tab on the Home screen.

27171: Add Save & New Similar button to Clone a shipping instruction. Added "Save & New" and "Save & New Similar" buttons to the Add New Shipping Instruction dialogue box.

27263: Home & Event Logs screen: Separate the Railcar combo box into two: one for Railcar Initial and one for Railcar Number. Separated Railcar Initial and Railcar Number on the Home screen for faster load times.

27606: Home screen & Event Logs screen: Railcar Initial / Number combo boxes lists must be sorted ascending. Sorted Railcar Initial and Railcar Number in ascending order on the Home screen.

25727: Check to see if space below the report title and column titles (where filters are displayed) can be dynamically sized. Space between report title and column headers dynamically increases with large / long filters.

27128: 6.00.15 release has strange data displaying when a customer's custom report is viewed. Fixed issue with certain custom reports showing incorrect data after clicking View Report from the Quick Filter screen.

26960: Technician is not notified if errors are encountered in several GetData processes. Technician is now notified if errors are encountered in several GetData processes.

26914: Custom Report: page footer looks bigger than .67 inches. Reduced size of footer on new custom reports to .67 inches.

26327: Q_LAST_SIGHTINGS_SUB.ResponsiblePartyID field incorrect expression. Fixed issue with RMS database field to have it return the proper value.

26579: Help > About RMS menu screen is not displaying the correct web application version. Fixed About RMS menu screen to display the current web application version.

27607: Help > Event Logs screen: Railcar No combo box is too narrow. Widened the Railcar Number combo box to display all six characters.

27609: Help > Event Logs screen: Railcar number combo box not requeried when Active / Inactive option buttons selected. Fixed Event Logs screen to refresh the Railcar Number combo box when toggling between Active and Inactive railcars.

27651: Home and Event Logs Railcar Number combo box lists do not take into consideration the Active / Inactive selection. Fixed Railcar Number combo box to refresh according to the Active / Inactive railcar selection.

27831: Home screen: Railcar Number combo box: when focus, the whole entry should be highlighted. Fixed Railcar Number combo box on the Home screen to highlight the whole entry to overwrite the existing railcar number by manual entry of the desired railcar number.

27480: Alter table statement should be removed from Data script and added to Schema script. Fixed database scripts.

26006: Error log file is emailed to technician when "Error:" logs logged earlier in the day. Fixed issue with error logs emailing to technician when a Warning log is created. Error logs only email to technician when there is an Error log created.

25382: Daily Reports>Demurrage: Advanced Filter: Invalid column name error STCCDesc field is misspelled. Fixed issue with Daily Reports > Demurrage advanced filter when using STCCDesc field.

25088: No progress indicated when Edit link clicked on Sightings data grid on Home screen. Added progress indicator when Edit link is clicked on the Sightings data grid on the Home screen.

25089: No Back button on Cycle record when displayed from Data Management>Cycles. Added a Back button on a cycle record when displayed from Data Management > Cycles.

25093: Data Management>Cycles: Advanced Filter: Mileage field the Value text box should not be a drop down. Fixed an issue with the advanced filter on the Data Management > Cycles page. When using the "Between" operator on the Mileage field, there are now two text boxes instead of drop down menus.

25426: Management Reports>Bad Order Activity by Railroad: has unneeded Custom filter. Removed unnecessary customer expression filter from Management Reports > Bad Order Activity by Railroad report.

25381: Daily Reports>Demurrage: Advanced Filter: RlseRR field filter has no value when report is run. Corrected filter summary output on Daily Reports > Demurrage when using the advanced filter on the RlseRR field.

25588: Management Reports > Bad Order by Duration: Advanced Filter screen: when Destination field is chosen, Value control not correct. Fixed issue with the advanced filter screen of Management Reports > Bad Order by Duration. When choosing Destination field a drop-down list that contains all the Station records is created.

25380: Daily Reports>Demurrage - Railroad in Progress: Advanced Filter: can't filter by Railcar field. Fixed issue with Daily Reports > Demurrage - Railroad in Progress report advanced filter. User can now filter by the railcar field by entering a value in a text box.

RMS 6.00.15 Release

- Management Reports > Trip Cycles - Round Trip reports. Increased time before timeout error is raised when running unfiltered Trip Cycles - Round Trip reports in Management Reports.
- Custom Reports: Run Batch button doesn't work. Fixed issue with the Run Batch button in Custom Reports. Users can now press the Run Batch button in Custom Reports to perform a one-time

- output of the report batch.
- Backup Database scheduled process raises error: Column name or number of supplied values does not match table definition. Fixed RMS database backup in SQL Server 2012.
 - Tracking Exports feature is not limiting record output. Tracking Exports feature has been fixed to limit record output.
 - Custom Reports: Editing an Advanced Filter raises error. Fixed error raised by editing an Advanced Filter.
 - Management Reports > Bad Order by Duration: Quick Filter: Date range cannot be changed. Fixed issue with changing default date range on the Quick Filter tab of reports.
 - Report page footer margins are too big after cloning. Reduced page footer of reports cloned from Daily Reports > Inbound Railcars to proper size.

RMS 6.00.14 released 2013-11-01

Improvements

- Hosted and Web Access: Use RMS on a tablet at home, from your laptop on the road and of course in the office. The application will now be hosted for you. No more software updates or data backups to manage.
- Configurable User Access Control that limits access and type of access to parts of the application making RMS more deployable throughout different departments within the enterprise.
- Report Group: Quickly and easily add many railcars to a group with which you may easily filter Daily Reports. This is helpful when you have a handful of hot shipments that you want to watch closely for a while.
- Sub Lease Tracking: Create a sub lease record and add railcars quickly and easily to it. It will be available for reports soon.
- Error logs may be filtered by whether they are Errors, Warnings, Informational, or Statistical making it easier to troubleshoot.
- Sort data on all data grids in the entire application increasing ease of use and more effective analysis of data.
- Copy data on all data grids and paste to an Excel spreadsheet for quick analysis of data.
- Easily duplicate Trip Plans including all of their events.
- View, Edit and Add Problem Logs on the Home window for a selected railcar increasing ease of use and greater efficiency.

2 Getting Started

Open Microsoft Internet Explorer 8 or higher or use your tablet

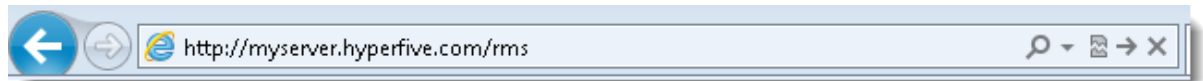
Use RMS on a tablet at home, from your laptop on the road and of course in the office. The application will now be hosted for you. No more software updates or data backups to manage.

RMS has been tested and optimized for use with Microsoft Internet Explorer version 8 or higher. If you do not have Internet Explorer, open your existing web browser, go to your favorite search engine and type, "download internet explorer". You will find many links pointing you to a free download of this browser. RMS works well with Chrome, Firefox and Safari.



Log on to Railcar Management System (RMS)

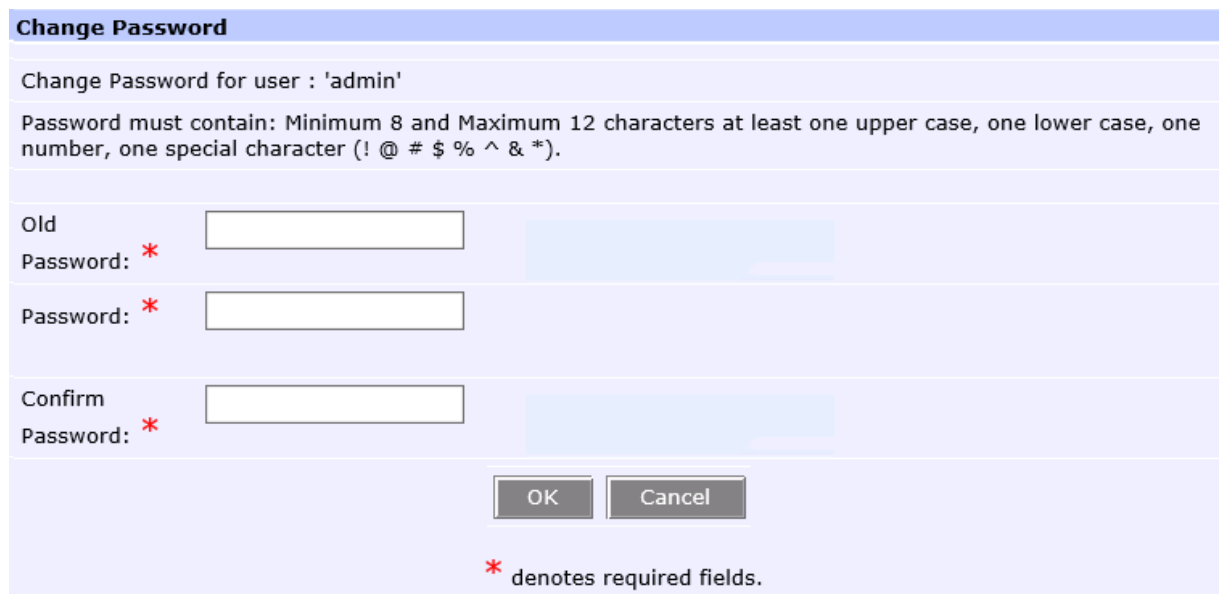
You will be given a URL or address to enter into the Internet address text box. In this example, the address is "myserver.hyperfive.com/rms". You can simply copy and paste or type that address into the browser address text box and press the Enter key on your keyboard or click the arrow on the right side of the address text box. The "http://" will be added automatically.



The Login window will appear. Enter the Username and Password that you have been provided in the corresponding text boxes and click the Log In button or press the Enter key on your keyboard. Passwords are encrypted in the database for your protection.

If this is the first time you are logging in to RMS, the first time that you are logging into to 6.00.34 or higher version of RMS, or your password has expired, you will be prompted to change your password. Enter your old password, then enter the new password and confirm it in the provided text boxes. After this, RMS can be configured to expire passwords every X days. Contact support to set the number of days. The default is 36,500 (100 years).

Click the OK button



Change Password

Change Password for user : 'admin'

Password must contain: Minimum 8 and Maximum 12 characters at least one upper case, one lower case, one number, one special character (! @ # \$ % ^ & *).

Old Password: *

Password: *

Confirm Password: *

* denotes required fields.

You will be returned to the main Login window and prompted that the password has been changed successfully.

Enter your new password and click the Log In button.

NOTE: If incorrect username and password is entered too many times (5), this will lock your account. A locked account message will appear. To unlock, contact your administrator to reset your account.

Navigating through RMS

This user documentation has been organized in a similar way as the application.

Data Management - windows that enable adding, updating and deleting of data records.

Daily Reports - reports based mainly on the last sighting of each active railcar.

Management Reports - report based mainly on the trip cycle records that summarize a shipment trip from origin to destination. They are mainly historical in nature.

Custom Reports - reports, similar to Daily and Management Reports, created by users where fields may be added / removed, filters may be saved, and automatic delivery may be configured.

You may open several windows at once. The easiest way to do this is to right click when the mouse pointer is hovering over a menu and choose "Open in new tab". This way you can keep windows that you use regularly open and just click the tab to go back to it without having to wait for the page to refresh. Sometimes you will need to refresh a window if it depends on data that was just entered in another window. To refresh a window, simply left click on its menu again.

Add railcars

If you will be managing railcars that you own or lease, you will want to be sure to get them entered into RMS before you go any further. If you have been assigned railcars that will be only in your company's control for a specified period of time, you will also want to get them entered into RMS now. Follow this link to get instructions on how to get [Railcars](#) entered into RMS.

If you are going to be tracking shipments where the railcar is borrowed for just that particular shipment, then you do not need to enter railcars into RMS. However, you will need to get [shipping instructions](#)

entered or imported into RMS in order to track these type of shipments.

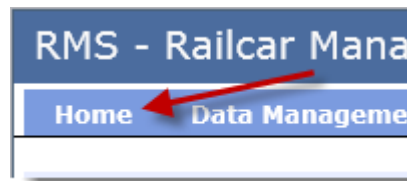
Get data

If data feeds have not already been configured for you, here is more information on how to enter and/or import [Shipping Instructions](#) and [Sightings](#) into RMS.

RMS imports data into a database that is dedicated solely to your company. TODO: Link to explanation of how often to import data, explanation of how it may be out of sync with railroad websites, Steelroads implications, etc.

Find out where railcars are and have been

Once you have railcar movement data coming into RMS, you will naturally want to see where your railcars are and have been. The fastest access to this information is through the Home screen. Click on the Home menu.



1. Select a railcar by entering or selecting the railcar initial using the Railcar Initial Field, then enter or selecting the railcar number in the Number field.

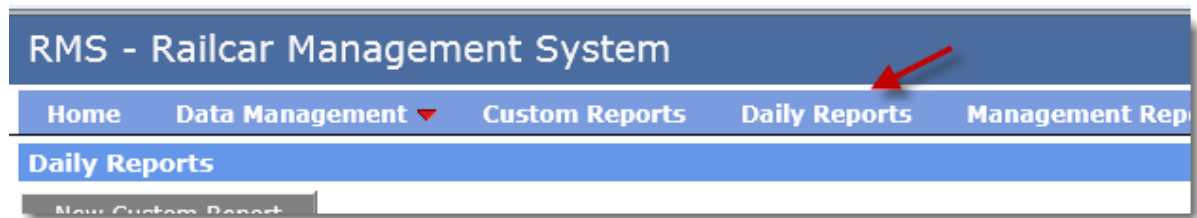
NOTE: You may also enter or paste the railcar initial and number in the text box below the two fields then press Enter for faster retrieval of data. It doesn't matter if there is not a space between the initial and number. It also doesn't matter if there is a tab character between the initial and number, which would be present if you copied the initial and number from a spreadsheet where initial is in one column and number in another.

2. Select whether the railcar is active or inactive, then select the begin and end dates.
3. When you're done, click Refresh.

Railcar Initial	<input type="text" value="KEYX"/>	<input type="button" value="v"/>	Number	<input type="text" value="626"/>	<input type="button" value="v"/>	<input checked="" type="radio"/> Active <input type="radio"/> Inactive	Begin	<input type="text" value="5/12/2015"/>	<input type="button" value="Refresh"/>
									
								End	<input type="text" value="6/11/2015"/>

View Daily Reports

Of course, you will want to share all of this good information. Reports provide an easy to read and well presented format for this information.



You will see a list of reports. For a description of each report, follow this link: [Daily Reports](#). Daily Reports are based on the last reported sighting event for each railcar, so you can begin using them immediately after the first import of data. Most of the Daily Reports only require one day's worth of railcar sightings before they provide meaningful information.

If you selected to receive sightings that are CLM Format H, an ETA may already be included with each record. You may wish to supplement these ETA's with ones generated by RMS because ETA's are not always included on the CLM Format H. TODO: Link to explanation of Update Trip Plans

Management Reports will be useful a bit later...

Management Reports are mostly based on the [Cycle](#) records. It will take several weeks before RMS will be able to create valid cycle records for your shipments. These reports will become more and more meaningful after a month or two, when each railcar has had a chance to start and complete a cycle. A cycle in RMS is a one way trip from origin to destination. A round trip cycle is a loaded cycle and the return empty cycle put together.

Several things required to make these reports more helpful:

TODO: Route network - explain Update Trip Plans

TODO: Demurrage / Detention Proprietary and Railroad explain

3 How Do I

3.1 Data Imports

3.1.1 Get sighting data from Steelroads

Follow these step by step instructions to get sighting (CLM) data from your Steelroads account into RMS.

1. Click the Data Management > Import Properties menu.
2. Click the Sighting data tab and place a check in the Steelroads check box.
3. From the Select file format text box, select CLM Format H.
4. There are 2 option buttons below the Steelroads checkbox, select the second one labeled, "New events for privates and last event for temps" and click the Save button.

The window will look like this:

If you do not have a permanent (owned or leased) fleet, go to Step 11.

5. Open another internet browser window and login to your Steelroads account.
6. Click on the Track and Trace link.
7. Click on the Create Equipment Trace link.
8. Copy and paste a list of your private railcars into the text box labeled 1.

Note: You may only put 1,000 or less railcars in a trace list. If you have more than 1,000 private railcars, you must create multiple trace lists.

Tip: From the RMS Home window, open a Daily Reports > Last Sighting by Railcar report, export it to CSV, copy the list of railcars from there.

9. Click the Save Trace button. It is recommend to name the trace list `RMSONLY` and to enter into the Trace Description: `This is for use by RMS only. Do not use!!!` If you have more than one trace list, name them `RMSONLY1`, `RMSONLY2`, etc.

10. Select the Private Trace option and click the OK button. You may logout of Steelroads.

11. Click on the Data Management > Reference Values menu, click the Edit link adjacent to the Steelroads Login label and type in your Steelroads account user name (case sensitive) in the Value text box; click the Save button.

12. Click the Edit link adjacent to the Steelroads Password label and type in your Steelroads account password (case sensitive) in the Value text box; click the Save button.

If you do not have a permanet (i.e. owned or leased), go to Step 15.

14. Click the Edit link next to the Steelroads Trace List(s) label and type in the Steelroads trace list(s) (case sensitive) established for use by RMS only in the Value text box; separate multiple entries by a semi-colon; click the Save button.

Your entries will look like this:

Steelroads Login	MySRUserName	Edit
Steelroads Password	*****	Edit
Steelroads Trace List(s)	TRACELIST1;TRACELIST2;TRACELIST3	Edit

15. Your setup is complete. During the next scheduled import, RMS will get the new events for permanent railcars and the last event for temporary railcars (i.e. free runners or system cars).

Note: The first time RMS gets data from a saved Steelroads trace list, it will get the last 4 days worth of sightings. If a railcar has not moved (i.e. been reported in a sighting record) in the last 4 days, you will not see a sighting for that railcar in RMS until the first time it moves since you established the Steelroads trace list.

It is important that no one or no other system runs the RMSONLY Steelroads trace list. The trace list is like a mailbox and each time it is run, the mailbox is emptied.

3.2 Email a report automatically

Please refer to the Custom Reports [Setting Up Automatic Delivery of Custom Reports](#) help topic.

3.3 Scrub Data

There will be imperfections in the data that comes into RMS. Here are instructions for how to use RMS to catch these imperfections and correct them.

Invalid cycles

What we want to do here is to catch the cycle records that have recently been completed that RMS identifies as invalid. Please see the topic [Review cycles](#) for a complete discussion on how RMS determines if a cycle is invalid and how you can fix the problem. Invalid cycles are most often caused by 1) Incomplete route network information, 2) incomplete sighting data, 3) incorrect sighting data.

1. Incomplete route network information. You will find that most of the invalid cycles are not actually invalid - it is usually RMS' inability to validate them. To give RMS the ability of validating cycles for you, it must know about your route network. The route network is stored in the Data Management > OD Pairs records and these records are comprised of Data Management > Stations records. You can set RMS to automatically learn your route network by scheduling the [Update Trip Plans](#) activity in Data Management > Scheduler. This process scans shipments for a given period (default is 60 days). It automatically adds the station records (and industry standard aliases) for the origins, destinations and all of the stations in between. It adds the OD Pair records as well.

If you already have Update Trip Plans scheduled and are still seeing cycles that are formed correctly, but RMS is showing as invalid, then it is usually an issue with a station alias that is spelled in an unexpected way. Sometimes a cycle record will show an origin as NYARD, CO. This is how the railroad operating system abbreviates North Yard, CO, which is an industry standard abbreviation, however it is not an abbreviation that RMS is able to create when the shipping instruction shows DENVER, CO as the origin. In this case, RMS needs your help. When you see that the cycle record shows an origin of NYARD, CO and you look at the Data Management > Station record of DENVER, CO, and see that its aliases do not include NYARD, CO, you will need to add that alias.

What if an error is raised that indicates that the station alias may not be added because it already exists for another station record? In this case, you will need to consolidate the stations. Decide what

station you wish to keep, then select the other station and remove its aliases and then add those same aliases to the station that you wish to keep. Delete the station that you no longer wish to keep. An error may tell you that the station cannot be deleted because it is being used by other records such as OD Pairs, Trip Plans, Contracts and others. If this is the case, you will need to open each of those records and replace the station with the station that you wish to keep. Once you have done that, you may delete the unwanted station record.

2. Incomplete sighting data. From time to time, there may be sightings that are missed due to an outage of some sort. By reviewing the cycle record and its related sightings, you usually see that the origin that RMS shows is actually a station that the railcar passed through on the way to its destination. When you first start using RMS, this can happen because RMS takes the first sighting received for a railcar to begin a cycle. In this case, you will need to add a sighting with the Released event. Make sure that the date is the same date or very close to the actual bill of lading date shown on the shipping instruction.

NOTE: When you make changes to the sightings that exist in a cycle, the cycle record and all following cycle records will be deleted so that they may be recreated during the next import. When you add sightings, RMS will not automatically delete the existing cycle. Don't worry, the next time that the Create Cycles process is run (usually during the next import of data), RMS will notice that there are sightings with dates that are earlier than the latest sighting in a cycle and it will delete the cycle automatically.

NOTE: Before you add sightings, check the prior cycle to be sure the missing history doesn't exist there. See the third cause of invalid cycles below for more explanation.

3. Incorrect sighting data. Occasionally, you may see sightings where the railcar shows the opposite load/empty status and a much different geographical location on a different railroad quite suddenly. This is most likely the result of a different railroad adding the railcar mistakenly to another train consist. In this case, you may delete the sightings. The cycle and all following cycles will be deleted and during the next import it will be recreated.

NOTE: If you would like to force RMS to recreate the cycles before the next import, you may schedule a one-time Create Cycles Only ([TODO link to instructions](#)). Wait until you are finished correcting the sighting history for all of the invalid cycles that you wish to work on for the day before doing this since it may take several minutes to run. It make RMS a bit slower until it completes.

Cycles With No Billing

Another indication that there may be underlying data problems is when RMS shows that there are cycles with no related shipping instruction. This will also be a method for you to identify data problems with shipments that are in progress. In order for a cycle to attach to a shipping instruction, the start of the cycle record (typically the released event) must be within a few days of the bill of lading / waybill date, and it must have the same load/empty status. Follow these steps to find if there are cycles with no billing:

1. Click on the Data Mgmt > Cycles menu;
2. Select the Incomplete option button;
3. Select the No Billing option button;
4. Remove the date range;
5. Click on the Quick Filter (pg. 2) tab and select Permanent from the Fleet Status text box;
6. Click OK.

This will display cycles in progress where there is no related shipping instruction. If the cycle is indicated as Valid, then it is most likely that a shipping instruction (usually waybills are imported directly from the rail carriers or RMS Data Services) was not received for this shipment. In this case, it is

recommended to get a copy of the bill of lading and enter the shipping instruction manually, being careful to enter the bill of lading date/time and number exactly as shown on the bill of lading. If there is no bill of lading, request a copy of the waybill from the railroad that originated the shipment and enter the shipping instruction manually, being careful to enter the waybill date and number exactly as shown on the waybill.

The most common reason for not receiving a waybill is that the name of your company is spelled in a way that is unexpected. Once you have received a copy of the bill of lading or waybill, notify either the railroad (EDI department) that originated the shipment of the new spelling or notify support@railcartracking.com of the same. In the future you will receive the waybills. If you are using RMS Data Services, the waybill(s) can be re-transmitted upon request if you do not wish to manually enter them.

Shipping Instructions Not Attached To Cycle

Another way to identify data problems with shipments that are in progress is to find shipping instructions that are not attached to a cycle. In order for a shipping instruction to attach to a cycle, its bill of lading / waybill date, must be within a few days of the start of the cycle record (typically the released event) and it must have the same load/empty status. Follow these steps to find if there are shipping instructions with no cycles:

1. Click on the Data Mgmt > Shipping Instructions menu;
2. Select the Not attached to cycle option button;
3. Use a recent date range like the last 7 days or so;
4. Click the Search Shipping Instructions button.

This will display recent shipping instructions where there is no related cycle record. For each record, look up the history of the railcar on the Home screen to better identify the problem.

If there is no sighting history at all, this most likely means the source of your shipping instructions is different than the source of sightings and that the sighting source needs to know the spelling of your company name that is showing on the shipping instruction. The other possible reason for not seeing sighting history in RMS for temporary railcars (i.e. not owned or leased) is that the shipping instruction may have been received late and so the first sighting received has an event date that is too distant from the bill of lading date on the shipping instruction. The solution to this problem is to get the Start of Trip option set if you are getting sighting data from RMS Data Services. This ensures that all of the sightings back to the beginning of the current shipment are delivered. Another solution, if you are using Steelroads as a data source and this is a temporary railcar shipment is to manually enter a sighting with the Released event and the date/time is the same day as the bill of lading date on the shipping instruction. On the next import, RMS will know that the sightings received are related and it will accept them. Of course this is not an issue with railcars that are permanent in RMS - RMS will always accept sightings for permanent railcars.

Sometimes there is complete and accurate sighting history for a railcar, but RMS is still unable attach the shipping instruction. This is most often due to either a) the railcar was reloaded or b) the loaded railcar was rejected at destination and sent back to the shipper. In both cases, there is no change in load/empty status. This prevents RMS from creating a new cycle record that the new shipping instruction can attach to. Look at the example history below:

Event	Date/Time	LE	Location	Destination	RR	
Interchange Receipt	08/10/12 06:32	L	TEMPLE, TX	TEXAS CIT, TX	BNSF	
Interchange Delivery	08/10/12 06:32	L	TEMPLE, TX	TEXAS CIT, TX	TC	
Release from Hold or Miscella	08/10/12 06:30	L	TEMPLE, TX	TEXAS CIT, TX	TC	
Release from Hold or Miscella	08/10/12 06:25	E	TEMPLE, TX	TEXAS CIT, TX	TC	
Storage	08/09/12 12:30	L	TEMPLE, TX	TEMPLE, TX	TC	
Interchange Receipt	08/09/12 08:43	L	TEMPLE, TX	TEMPLE, TX	TC	
Interchange Delivery	08/09/12 08:43	L	TEMPLE, TX	TEMPLE, TX	BNSF	
Arrival Final Destination	08/07/12 20:06	L	TEMPLE, TX	TEMPLE, TX	BNSF	
Departure	08/07/12 19:03	L	MANHATTAN, TX	TEMPLE, TX	BNSF	
Departure	08/07/12 18:35	L	CLIFTON, TX	TEMPLE, TX	BNSF	
Departure	08/07/12 17:53	L	MORGAN, TX	TEMPLE, TX	BNSF	
Departure	08/07/12 17:17	L	BLUM, TX	TEMPLE, TX	BNSF	
Departure	08/07/12 16:53	L	CLEBURNE, TX	TEMPLE, TX	BNSF	
Departure	08/07/12 16:25	L	CROWLEY, TX	TEMPLE, TX	BNSF	
Departure	08/07/12 14:46	L	FTWORTH, TX	TEMPLE, TX	BNSF	
Departure	08/07/12 14:32	L	SAGINAW, TX	TEMPLE, TX	BNSF	
Departure	08/07/12 14:27	L	SAGINAW, TX	TEMPLE, TX	BNSF	
Departure	08/07/12 12:37	L	SAGINAW, TX	TEMPLE, TX	BNSF	
Departure	08/07/12 12:13	L	ALLIANCE, TX	TEMPLE, TX	BNSF	

130 records

New Edit Delete

A railcar was shipped to Temple, TX. When it arrived, there was no room for the railcar, so it was decided to ship it further to Texas City, TX. A new load bill of lading was required, thus a new load waybill was imported with a bill of lading date of 8/10/2012. However, the load cycle that started on 7/21/2012 looked to be just continuing on to a new destination to RMS. RMS didn't create a new cycle starting on 8/10/2012 because there was no load/empty change to trigger this to happen. In the Data Management > Import Properties (Options tab) there is an option to have RMS start a new cycle when a Released event is encountered regardless of load/empty status. If you have a lot of reloads, this may be a good option for you to use, but generally it is not recommended because the load/empty change is the most reliable way to trigger RMS to create cycles. To solve this issue manually, click on the New button and insert a Release (or Release from Hold if that is what was used for the load event that started the next cycle) event with a time 5 minutes earlier. Some railroads will actually report an event like this automatically. This will make RMS separate the two cycles and enable the shipping instruction dated 8/10/2012 to attach to the cycle with a release date of 8/10/2012. RMS will not delete and recreate the cycles until the next scheduled import is run.

3.4 Sort data on a data grid

In order to sort the data on a data grid in RMS, follow these steps:

1. Click on the appropriate header (e.g. Event). This will sort in ascending order.

Delete Selected Sightings									
Sel.	Event ▲	Date	Time	LE	RR	Location	Destination	Comments	
<input type="checkbox"/>	Arrival Transit Location	4/3/2015	05:15 PM	E	CSXT	MONTGOMER, AL	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Arrival Transit Location	4/4/2015	03:30 AM	E	CSXT	MOBILE, AL	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Arrival Transit Location	4/4/2015	02:45 PM	E	CSXT	NEWORLEAN, LA	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Bad Order	4/4/2015	06:00 PM	E	CSXT	NEWORLEAN, LA	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Departure	4/4/2015	05:10 AM	E	CSXT	MOBILE, AL	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Departure	4/3/2015	07:30 PM	E	CSXT	MONTGOMER, AL	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Departure	4/3/2015	11:05 AM	E	CSXT	BIRMINGHA, AL	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Pull from Patron	4/2/2015	03:30 AM	E	CSXT	BIRMINGHA, AL	UNKNOWN, NA		Edit Delete
<input type="checkbox"/>	Released	4/1/2015	09:37 AM	E	CSXT	BIRMINGHA, AL	UNKNOWN, NA		Edit Delete

2. Click the header again to sort in descending order.

Delete Selected Sightings									
Sel.	Event ▼	Date	Time	LE	RR	Location	Destination	Comments	
<input type="checkbox"/>	Released	4/1/2015	09:37 AM	E	CSXT	BIRMINGHA, AL	UNKNOWN, NA		Edit Delete
<input type="checkbox"/>	Pull from Patron	4/2/2015	03:30 AM	E	CSXT	BIRMINGHA, AL	UNKNOWN, NA		Edit Delete
<input type="checkbox"/>	Departure	4/3/2015	11:05 AM	E	CSXT	BIRMINGHA, AL	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Departure	4/3/2015	07:30 PM	E	CSXT	MONTGOMER, AL	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Departure	4/4/2015	05:10 AM	E	CSXT	MOBILE, AL	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Bad Order	4/4/2015	06:00 PM	E	CSXT	NEWORLEAN, LA	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Arrival Transit Location	4/4/2015	02:45 PM	E	CSXT	NEWORLEAN, LA	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Arrival Transit Location	4/4/2015	03:30 AM	E	CSXT	MOBILE, AL	MICHOUD, LA		Edit Delete
<input type="checkbox"/>	Arrival Transit Location	4/3/2015	05:15 PM	E	CSXT	MONTGOMER, AL	MICHOUD, LA		Edit Delete

3.5 Copy data from a data grid

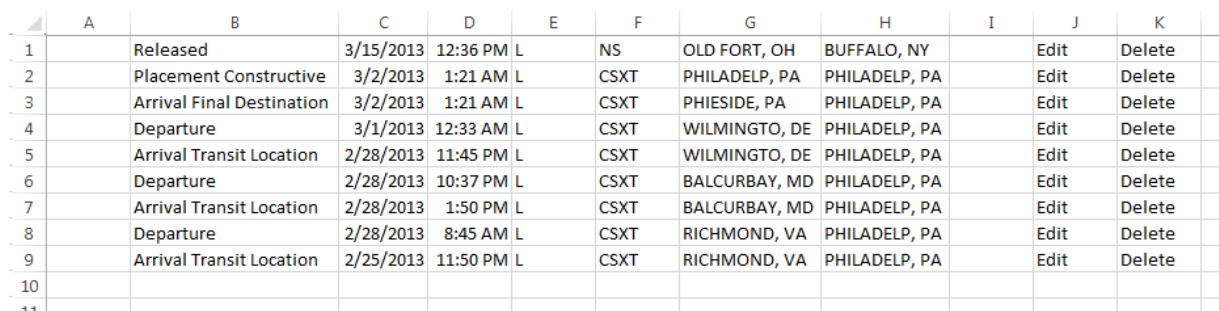
You may copy data from most of the data displayed in the RMS application. Follow the steps below to perform this.

1. Move the cursor to where the red arrow displays on the upper left corner of the data grid shown below. Hold the left mouse button down and drag to the location of the red arrow in the lower right corner of the data grid show below.



Sel.	Event	Date	Time	LE	RR	Location	Destination	Comments		
<input type="checkbox"/>	Released	3/15/2013	12:36 PM	L	NS	OLD FORT, OH	BUFFALO, NY		Edit	Delete
<input type="checkbox"/>	Placement Constructive	3/2/2013	01:21 AM	L	CSXT	PHILADELP, PA	PHILADELP, PA		Edit	Delete
<input type="checkbox"/>	Arrival Final Destination	3/2/2013	01:21 AM	L	CSXT	PHIESIDE, PA	PHILADELP, PA		Edit	Delete
<input type="checkbox"/>	Departure	3/1/2013	12:33 AM	L	CSXT	WILMINGTO, DE	PHILADELP, PA		Edit	Delete
<input type="checkbox"/>	Arrival Transit Location	2/28/2013	11:45 PM	L	CSXT	WILMINGTO, DE	PHILADELP, PA		Edit	Delete
<input type="checkbox"/>	Departure	2/28/2013	10:37 PM	L	CSXT	BALCURBAY, MD	PHILADELP, PA		Edit	Delete
<input type="checkbox"/>	Arrival Transit Location	2/28/2013	01:50 PM	L	CSXT	BALCURBAY, MD	PHILADELP, PA		Edit	Delete
<input type="checkbox"/>	Departure	2/28/2013	08:45 AM	L	CSXT	RICHMOND, VA	PHILADELP, PA		Edit	Delete
<input type="checkbox"/>	Arrival Transit Location	2/25/2013	11:50 PM	L	CSXT	RICHMOND, VA	PHILADELP, PA		Edit	Delete
<input type="checkbox"/>	Departure	2/25/2013	10:25 PM	L	CSXT	COLLIER, VA	PHILADELP, PA		Edit	Delete

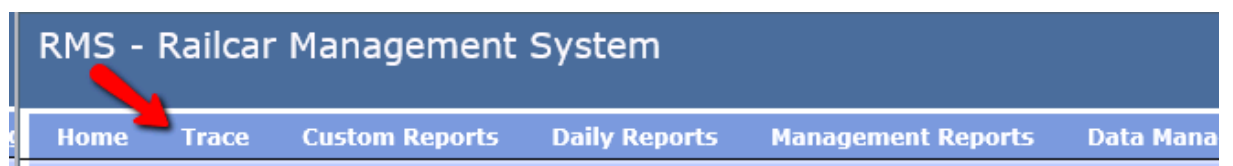
2. Open Microsoft Excel or some other application and create a new document or open an existing document. Place the cursor in the document where you would like the data to display; click the Edit > Paste menu of the application or click the right button of the mouse and choose Paste.



	A	B	C	D	E	F	G	H	I	J	K
1		Released	3/15/2013	12:36 PM	L	NS	OLD FORT, OH	BUFFALO, NY		Edit	Delete
2		Placement Constructive	3/2/2013	1:21 AM	L	CSXT	PHILADELP, PA	PHILADELP, PA		Edit	Delete
3		Arrival Final Destination	3/2/2013	1:21 AM	L	CSXT	PHIESIDE, PA	PHILADELP, PA		Edit	Delete
4		Departure	3/1/2013	12:33 AM	L	CSXT	WILMINGTO, DE	PHILADELP, PA		Edit	Delete
5		Arrival Transit Location	2/28/2013	11:45 PM	L	CSXT	WILMINGTO, DE	PHILADELP, PA		Edit	Delete
6		Departure	2/28/2013	10:37 PM	L	CSXT	BALCURBAY, MD	PHILADELP, PA		Edit	Delete
7		Arrival Transit Location	2/28/2013	1:50 PM	L	CSXT	BALCURBAY, MD	PHILADELP, PA		Edit	Delete
8		Departure	2/28/2013	8:45 AM	L	CSXT	RICHMOND, VA	PHILADELP, PA		Edit	Delete
9		Arrival Transit Location	2/25/2013	11:50 PM	L	CSXT	RICHMOND, VA	PHILADELP, PA		Edit	Delete
10											
11											

3.6 Trace railcar locations

To quickly see the latest reported location of one or more railcars, click on the Trace menu.



When the page appears, enter or paste a list of railcars into the text box labeled "Paste railcars here to search" and then click the Trace button. NOTE: railcar initials and numbers maybe separated by spaces, zeros or a tab character (would be present if you copied a list of initials and numbers that were in separate columns in an Excel spreadsheet).

Home Trace Custom Reports Daily Reports Management Reports Data Management Admin Help

Trace Railcars ☒ Show Filter Options

Paste railcars here to search

KEYX000750
KEYX000626
KEYX000710
KEYX000633

Enter or paste a list of the railcars that you wish to find or select the search options.
Valid formats are car initial and number.
Separate each railcar entry with a carriage return.

For example:
KEYX123456
KEYX 3456

Other Search Options Available

Railcar Pool
Report Group

Trace

You may also, instead or in addition to the list of railcars, select a [Railcar Pool](#) or Report Group from the drop down list boxes with the respective labels on the right side of the page. If you select a Railcar Pool without pasting or entering a list of railcars, then railcars that belong to that particular pool will be displayed after clicking the Trace button. If a Railcar Pool or Report Group is selected along with a list of railcars entered or pasted into the text box labeled "Paste railcars here to search", then the results will display railcars that are BOTH present in the list as well as the Railcar Pool and Report Group. The example shown below shows how the results display only railcars that are present in the list AND the Railcar Pool that is selected, which is the HOPEWELL POOL.

Home Trace Custom Reports Daily Reports Management Reports Data Management Admin Help

Trace Railcars ☒ Show Filter Options

Paste railcars here to search

KEYX000750
KEYX000626
KEYX000710
KEYX000633

Enter or paste a list of the railcars that you wish to find or select the search options.
Valid formats are car initial and number.
Separate each railcar entry with a carriage return.

For example:
KEYX123456
KEYX 3456

Other Search Options Available

Railcar Pool
HOPEWELL PLANT
Report Group

Trace

Railcar	Event	Date Time	LE	RR	Location	Destination	ETA	Pool	Report Group
KEYX 626	Placement Constructive	2016-11-26 01:21	L	CSXT	PHILADELPHIA, PA	PHILADELPHIA, PA	2016-11-29 10:52	HOPEWELL PLANT	
KEYX 633	Bad Order	2016-11-27 16:35	L	NS	HOPEWELL, VA	PINEVILLE, NC		HOPEWELL PLANT	

Once the results are displayed, you can click on the column titles to sort the results in either ascending or descending order.

ETAs

The ETA displayed on the Trace page as well as on Daily Reports is the ETA from the railroad if it is to final destination (often the railroad will only provide the ETA to interchange if it is not the delivery carrier). If there is no railroad ETA, then the RMS ETA will be displayed, if it is available. The [RMS ETA](#) is based on historical shipments on the identical route. If neither the railroad nor the RMS ETA is available, then no ETA is displayed.

Some railroads, such as Union Pacific, provide updated ETA records that provide RMS with updated ETAs even if the railcar has not moved.

If you would like to see both the railroad and RMS ETA, you will need to create a custom report based on the [Last Sightings](#) dataset where you can add each of these fields to the same report.

If you wish to get more detailed information about a particular railcar such as sighting history for the last 30 days or to see the details on the waybill for the current shipment, click the railcar initial and number, which is a hyperlink. A page that is similar to the Home page will open in a separate browser tab window as shown below. By default, it will display the last 30 days of sighting, cycle, shipping instruction, problem logs and archived sightings. You can change the date range and then click the Refresh button to see more or less history.

The screenshot shows the RMS - Railcar Management System interface. The browser tabs include "Trace Railcars - RMS" and "Trace KEYX 626 - RMS". The main header displays "Welcome admin [Log Out] (Your password will expire in 1662 days)". The navigation bar includes links for Home, Trace, Custom Reports, Daily Reports, Management Reports, Data Management, Admin, and Help.

The search section shows "Railcar Initial" as KEYX and "Number" as 626. The "Active" radio button is selected. The "Begin" date is 10/30/2016 and the "End" date is 11/29/2016. A "Refresh" button is present.

The "Sightings" tab is selected, and a red box highlights the "Sightings" tab and the "Add New Sighting" link. A red arrow points to the "Sightings" tab.

The "Delete Selected Sightings" button is visible above the table. The table lists sightings with columns: Sel., Event, Date, Time, LE RR, Location, Destination, Comments, Edit, and Delete.

Sel.	Event	Date	Time	LE RR	Location	Destination	Comments	Edit	Delete
<input type="checkbox"/>	Arrival Final Destination	11/26/2016	01:21 AM	L CSXT	PHIESIDE, PA	PHILADELP, PA		Edit	Delete
<input type="checkbox"/>	Placement Constructive	11/26/2016	01:21 AM	L CSXT	PHILADELP, PA	PHILADELP, PA		Edit	Delete
<input type="checkbox"/>	Departure	11/25/2016	12:33 AM	L CSXT	WILMINGTO, DE	PHILADELP, PA		Edit	Delete
<input type="checkbox"/>	Arrival Transit	11/24/2016	11:45 PM	L CSXT	WILMINGTO,	PHILADELP, PA		Edit	Delete

4 Custom Reports

About Custom Reports

When you like a particular Daily Report or Management Report, but wish that you had the ability to change what field it is grouped on, sorted by or if you wanted to be able to schedule it for automatic delivery, then you may want to consider a Custom Report.

Custom Reports give you the ability to:

- Add/change fields to group the data
- Add/change sorting
- Save a filter to the report
- Schedule the report for automatic delivery

A Custom Report is based on a Dataset. A dataset is a query that retrieves a set of records that can be used for various tracking activities.

For specific information and steps to create a custom report see [Creating Custom Reports](#).

4.1 Creating Custom Reports

To create a custom report, follow these step-by-step instructions:

1. Click the Custom Reports menu; click on the New Custom Report button.
2. The tabs are ordered, from left to right, to represent the steps to take when creating a new report. Tabs 1 through 4 (Dataset, Fields, Title, Filter), are used for creating the report, Tabs 5 through 7 (Output, Batch, Schedule) are used to setup automatic delivery.
3. Click on the tab labeled Dataset. Click on the dataset link that provides the data elements that you are looking for. For a more detailed description of the dataset and its elements (fields), go to [Dataset descriptions](#).
4. Click on the tab labeled Fields. Click on a field(s), in the Fields list box, that you would like to add to the report and then click the Select Fields button. NOTE: When the mouse pointer hovers over a particular field in the Fields list box, a description of the field will pop up helping you decide whether it is appropriate for your report. Once you have chosen a field, you may do several things to it:

Add a calculation or function to the Chosen Field

If you would like to show the difference between two or more fields (i.e. a calculated field), simply modify the field name to be an expression like this:

Selected Fields		<< Remove Selected Fields									
Sel.	Field Name	Field Alias	Size (inch.)	Summary Type	Detail	Group By	Sort	Sort Priority			
<input type="checkbox"/>	ElapsedTime - AcceptableTime	ElapsedTime	1.0	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>					

Change the name of the field

Change the entry in the Field Alias text box. This modified name or alias will display on the report as the title of the field.

Change the size (width) of the field

Change the entry in the Size (inch) text box. Partial inches are allowed by using a decimal.

Summarize the field

Select a type of summarization from the `Summary Type` drop down box. The summary types allowed are: Average (Avg), Count, Max (Maximum), Min (Minimum), Var (Variance), VarP (Variance for the population), StDev (Standard Deviation), StDevP (Standard Deviation for the population), Sum.

Grouping and sorting the report

You may select fields to group the report by placing a check in the Group By check box. You must select the sort order with the drop down box to the right of the group by check box. Also, indicate the sort priority in the Sort Priority text box. For example, if you have three fields sorted, the priority will be 1 for the sort that you wish to be applied first to the data; 2 for the sort to be applied second and so on.

Note: if you wish to not have the field display in the detail record as well as display on a group header (a common thing to desire because the information is then redundant and wastes space on your report detail line), remove the check in the Detail check box.

Note: if you wish to just sort by a field without a group, then do not place a check in the Group By check box and do select a sort order from the Sort drop down box and give it a sort priority.

5. Click on the tab labeled `Title`. Enter a title for the report in the text box labeled `Select the Report Title`. You may also choose to exclude the detail records for the report by selecting the `Exclude Detail Records (Classic Summary Style)` Or `Exclude Detail Records (Summary)` option button. This is a useful option if you wish to just see the summary figures like the count of railcars or the average transit time.

6. Click on the tab labeled `Filter`. You may use any field in the dataset in a filter. The `Quick Filter` will get you started with simple filters. More complex filters may be built using the `Advanced Filter` and the most complex filter expressions may be typed directly into the `Custom Expression Filter` text box.

Note: Any filters that you add now to the report will be saved and will be a permanent part of that report. When you run the report from the Custom Reports list window, you select additional filters and/or remove the saved filters for that single run of the report. The saved filters will remain for the next time the report is run.

4.2 Creating Specific Custom Reports

4.2.1 Union Pacific Demurrage

UP has a unique way of assessing demurrage charges. To closely estimate UP demurrage charges, you will need the *Demurrage Tracking UP Month.xlsx* spreadsheet. Please request this from the support team.

In Column B, you will enter the number of railcars that arrived the serving area each day. See [Serving Area Arrivals](#) for instructions on how to create this report.

In Column E, you will enter the number of railcars that were in the serving area each day. See [Railcars in Serving Area](#) for instructions on how to create this report.

In Column H, you will enter the number of railcars that were at industry each day. See [Railcars at Industry](#) for instructions on how to create this report.

In Column I, you will enter the number of spots (i.e. the number of railcars that can be placed) at the industry.

Demurrage Tracking UP spreadsheet

A	B	C	D	E	F	G	H	I	J	K	L	M	N
Date	Arrive Serving Area	Arrival Credits	Arrival Credit Amt	In Serving Area	Debits	Debit Amt	At Industry	Total Capacity	Free Cap	Cap Credits	Cap Credits Amt		Net Due to UP
9/1/2016	4	8	-800	5	1	200	6	10	4	4	-800		
9/2/2016		0	0		0	0		10	10	0	0		
9/3/2016		0	0		0	0		10	10	0	0		
9/4/2016		0	0		0	0		10	10	0	0		
9/5/2016		0	0		0	0		10	10	0	0		
9/6/2016		0	0		0	0		10	10	0	0		
9/7/2016		0	0		0	0		10	10	0	0		
9/8/2016		0	0		0	0		10	10	0	0		
9/9/2016		0	0		0	0		10	10	0	0		
9/10/2016		0	0		0	0		10	10	0	0		
9/11/2016		0	0		0	0		10	10	0	0		
9/12/2016		0	0		0	0		10	10	0	0		
9/13/2016		0	0		0	0		10	10	0	0		
9/14/2016		0	0		0	0		10	10	0	0		
9/15/2016		0	0		0	0		10	10	0	0		
9/16/2016		0	0		0	0		10	10	0	0		
9/17/2016		0	0		0	0		10	10	0	0		
9/18/2016		0	0		0	0		10	10	0	0		
9/19/2016		0	0		0	0		10	10	0	0		
9/20/2016		0	0		0	0		10	10	0	0		
9/21/2016		0	0		0	0		10	10	0	0		
9/22/2016		0	0		0	0		10	10	0	0		
9/23/2016		0	0		0	0		10	10	0	0		
9/24/2016		0	0		0	0		10	10	0	0		
9/25/2016		0	0		0	0		10	10	0	0		
9/26/2016		0	0		0	0		10	10	0	0		
9/27/2016		0	0		0	0		10	10	0	0		
9/28/2016		0	0		0	0		10	10	0	0		
9/29/2016		0	0		0	0		10	10	0	0		
9/30/2016		0	0		0	0		10	10	0	0		
Total			-800			200					-800		-1400

Once the daily data is entered for the entire month, then the Net Due to UP calculation will show in the lower right corner. If it is negative, no payment is due.

4.2.1.1 Serving Area Arrivals

To create a report that will show when railcars first arrived at a serving area, which is required to estimate Union Pacific demurrage, follow these instructions:

1. Click on the Custom Reports menu.
2. Click on the New Custom Report button.
3. On the Dataset tab page, click the *First Sighting in RR Serving Area* link.
4. Click on the Fields tab and highlight the *SAArriveDttm* field and click the *Select Fields* button. In

- the Field Name text box, change the entry to `dbo.fnGetDateOnly(SAArriveDttm)` and change the Field Alias entry to `SAArriveDate`. Remove the check in the Detail checkbox and place a check in the Group By checkbox; select A->Z sort and enter 1 in the Sort Priority text box.
- Select the rest of the fields as shown below.

Dataset Fields Title Filter Output Batch Schedule

Fields

Select Fields >> Selected Fields << Remove Selected Fields

	Sel.	Field Name	Field Alias	Size (inch.)	Summary Type	Detail	Group By	Sort	Sort Priority
LE	<input type="checkbox"/>	dbo.fnGetDateOnly(SAArriveDttm)	SAArriveDate	1.00	NONE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A->Z	1
Railcar	<input type="checkbox"/>	Railcar	Railcar	1.00	Count	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
RailcarInitial	<input type="checkbox"/>								
RailcarNumber	<input type="checkbox"/>								
Railroad	<input type="checkbox"/>								
SAArriveDttm	<input type="checkbox"/>								
SACityState	<input type="checkbox"/>								
	<input type="checkbox"/>	LE	LE	1.00	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>		
	<input type="checkbox"/>	Railroad	Railroad	1.00	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>		

- Click the Title tab and enter `Serving Area Arrivals`.
- Click the Filter tab create a filter as shown below, but use the dates that you need.

Report Filter

Advanced Filter Custom Expression Filter

Br	Field	Operator	Value	Br	and/or	Edit	Delete
(	SAArriveDttm	Between	2013-01-01 and 2013-01-31	)		Edit	Delete
(	LE	=		)		Insert	

- Click the Save and View Report (All Data) button.

Your report will group the results by date and will show the number of railcars that entered the serving area each day. This is required for calculating arrival credits for Union Pacific demurrage estimation. If you do not see any results on your report, that may mean that there have been no Railroad Demurrage criteria records created with a Serving Area Station setting. Please contact support to assist you with this.

Serving Area Arrivals

((SAArriveDttm Between '2013-01-01' AND '2013-01-31'))

* refers to Summary

Railcar [Count]*	SACityState	LE	Railroad
2013/01/19			
KEYX 698	BIRMINGHAM, AL	L	CSXT
Summary for 1	2013/01/19		
2013/01/26			
KEYX 750	BIRMINGHAM, AL	L	CSXT
Summary for 1	2013/01/26		
2013/01/30			
KEYX 710	BIRMINGHAM, AL	L	CSXT
Summary for 1	2013/01/30		
Summary TOTAL			
3			

4.2.1.2 Railcars in Serving Area

Use this report to determine the number of railcars in a serving area

This report may be used for determining the number of railcars in a serving area on each day of the month to assist with estimating Union Pacific demurrage charges. Follow these instructions:

1. Click on the Management Reports menu.
2. Click the View Report link next to the Last Sighting History report label.
3. Adjust the filter. When the Quick Filter displays, remove the Event Date filter dates; select LE (if this is for railcars unloading, choose L, for loading, choose E); select the Location (this will be the station that represents the serving area and final destination - if the serving area boundary is a different station than the final destination, you will need to filter for both stations and any in between in the Advanced filter); click the Advanced Filter tab; select the EventDesc field; select the <> (i.e. does not equal) Operator; select Placement Actual; select AND for the and/or option; click the Insert link; select the AnalysisDate field; select the Between Operator; enter the begin date and end date Values; click the Insert link.

This is what the Quick Filter should look like (your station will be different):

Quick Filter		Advanced Filter		Custom Expression Filter	
Railroad	<input type="text"/>	Destination	<input type="text"/>		
LE	<input type="text"/>	Location	BIRMINGHAM, AL		
Railcar Pool	<input type="text"/>	Event Date	Between <input type="text"/> And <input type="text"/>		
Fleet status	<input type="text"/>	Railcar Initials	<input type="text"/>		
Event Desc.	<input type="text"/>	Railcar Numbers	<input type="text"/> To <input type="text"/>		

This is what the Advanced Filter should look like:

Quick Filter		Advanced Filter		Custom Expression Filter			
Br	Field	Operator	Value	Br	and/or	Edit	Delete
(	EventDesc	<>	Placement Actual	)	AND	Edit	Delete
(	AnalysisDate	Between	2/1/2013 and 2/28/2013	)		Edit	Delete
(<input type="text"/>	<input type="text"/>	= <input type="text"/>	<input type="text"/>) <input type="text"/>	<input type="text"/>	Insert	

4. Click the View Report button and when prompted that you are running the report with little filtering, click the Yes button and your results will look like this:

Last Sighting History.

((LE = 'L') AND (CityState = 'BIRMINGHAM, AL')) AND ((EventDesc <> 'Placement Actual') AND (AnalysisDate Between '2013-02-01' AND '2013-02-28'))

* refers to Summary

Railcar [Count]*	EventDesc	LE	EventDttm	CityState	RR	Destination
2013/02/16						
KEYX 710	Arrival Final Destination	L	2013/02/16 20:20	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
KEYX 750	Arrival Final Destination	L	2013/02/16 20:20	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
Summary for 2	2013/02/16					
2013/02/17						
KEYX 710	Placement Constructive	L	2013/02/17 10:54	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
KEYX 750	Placement Constructive	L	2013/02/17 10:54	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
Summary for 2	2013/02/17					
2013/02/18						
KEYX 710	Placement Constructive	L	2013/02/17 10:54	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
KEYX 750	Placement Constructive	L	2013/02/17 10:54	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
Summary for 2	2013/02/18					
2013/02/19						
KEYX 710	Placement Constructive	L	2013/02/17 10:54	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
KEYX 750	Placement Constructive	L	2013/02/17 10:54	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
Summary for 2	2013/02/19					
2013/02/20						
KEYX 710	Placement Constructive	L	2013/02/17 10:54	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
KEYX 750	Placement Constructive	L	2013/02/17 10:54	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
Summary for 2	2013/02/20					

4.2.1.3 Railcars at Industry

Use this report to determine the number of railcars at industry

This report may be used for determining the number of railcars at a customer's industry on each day of the month to assist with estimating Union Pacific demurrage charges. Follow these instructions:

1. Click on the Management Reports menu.
2. Click the View Report link next to the Last Sighting History report label.
3. Adjust the filter. When the Quick Filter displays, remove the Event Date filter dates; select LE (if this is for railcars unloading, choose L, for loading, choose E); select the Location (this will be the station that represents the serving area and final destination - if the serving area boundary is a different station than the final destination, you will need to filter for both stations and any in between in the Advanced filter); click the Advanced Filter tab; select the EventDesc field; select the = (i.e. does equal) Operator; select Placement Actual; select AND for the and/or option; click the Insert link; select the AnalysisDate field; select the Between Operator; enter the begin date and end date Values; click the Insert link.

This is what the Quick Filter should look like (your station will be different):

Quick Filter		Advanced Filter		Custom Expression Filter	
Railroad	<input type="text"/>	Destination	<input type="text"/>		
LE	<input type="text"/>	Location	BIRMINGHAM, AL		
Railcar Pool	<input type="text"/>	Event Date	Between <input type="text"/> And <input type="text"/>		
Fleet status	<input type="text"/>	Railcar Initials	<input type="text"/>		
Event Desc.	<input type="text"/>	Railcar Numbers	<input type="text"/> To <input type="text"/>		

This is what the Advanced Filter should look like:

Quick Filter		Advanced Filter		Custom Expression Filter			
Br	Field	Operator	Value	Br	and/or	Edit	Delete
(	EventDesc	=	Placement Actual	)	AND	Edit	Delete
(	AnalysisDate	Between	2/1/2013 and 2/28/2013	)		Edit	Delete
[v]	AnalysisDate	=	<input type="text"/>	[v]	<input type="text"/>	Insert	

4. Click the View Report button and when prompted that you are running the report with little filtering, click the Yes button and your results will look like this:

Last Sighting History.

((LE = 'L') AND (CityState = 'BIRMINGHAM, AL')) AND ((EventDesc = 'Placement Actual') AND (AnalysisDate Between '2013-02-01' AND '2013-02-28'))

* refers to Summary

Railcar [Count]*	EventDesc	LE	EventDttm	CityState	RR	Destination
2013/02/01						
KEYX 710	Placement Actual	L	2013/01/30 04:00	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
Summary for 1	2013/02/01					
Summary TOTAL						
1						

4.3 Setting Up Automatic Delivery of Custom Reports

Follow these step-by-step instructions to prepare your custom reports for automatic delivery.

Note: Daily Reports and Management Reports must be cloned and saved as Custom Reports before they can be automatically delivered.

1. Click the Custom Reports menu.
2. Edit an existing custom report by clicking on the Edit Report link to the right of the report.

3. Click on the tab labeled Output". Click on the New Option button; select the type of output (i.e. file format of the report). You have several choices:

PDF - Adobe Acrobat portable document format. This format is the most readable. It will display your reports exactly as they appear when viewed in the RMS report viewer. Most computers have the Adobe Acrobat reader installed. If not, the reader is free and easily downloaded from the Internet.

RTF - Rich text format. Most word processors can open and read these reports. Most formatting will be preserved, but results may vary. A drawback to this option is that if a field has been set to a 0 width, it will still display in this format, which can make the reports hard to read. If you use this format, design the report accordingly (i.e. limit the number of fields so the report is readable).

HTML - Hyper text markup language. These may be displayed in a web browser. This format is useful if reports will be saved to a web server where links on a web site reference the files. These have a similar limitation to the RTF format.

Excel - Microsoft Excel format. Includes all formatting of the original report including page numbers.

CSV (comma separated values, formerly called Comma Delimited in prior versions of RMS) - Comma Separated Values format. All formatting is stripped so that the data is more easily worked with in Excel or some other business system that can read CSV files. Most computer programs can easily recognize and import this format making it a good choice for sharing RMS data with other business systems or data warehouses.

NOTE: If you choose this option, you will be able to select whether or not you want to exclude column titles (headers) and/or enclose each field in double quotes. To select these options, simply check the appropriate box(es). By default, only the field values that contain a comma are enclosed in double quotes. For example the LastCityState field: "Denver, CO".

TIFF - Image format. Similar to a fax. It will display your reports exactly as they appear when viewed in the RMS report viewer, however, the quality will be fax-like. These are readable by most Windows-

based computers without installing additional software.

Text - Plain text.

If you wish to export the report to a computer / network folder, select the folder and filename in the File path and name text box. This is optional. If you are emailing a report, this is not required. Of course, you may do both if you wish. Select a File write option:

Overwrite - the file is written on top of any previous instances of the report.

New file with time stamp - the file is written with the name given but that includes a unique time stamp. This prevents any previous instances of the report from being overwritten.

You may create many (unlimited) output options for a single report.

4. Click on the tab labeled *Batch*. Reports must be added to a batch in order to be scheduled and run automatically. Click on the *New Batch* button and then type the name of the batch in the *Batch Name* text box. Select a report to add to the batch by placing a check in the check box to the left of the report name. Click on the *Save Batch* button. You have the option of running the batch from this screen (select the batch from the *Batch QuickFind* and click the *Run Batch* button) or you may go to the next tab/form to schedule the batch.

5. Click on the tab labeled *Schedule*. Select *Output Batch Reports* from the *Activity* text box; choose the date and time for the first export; choose the *Interval* to determine how often to run this activity; make sure that the correct report batch is selected in the *Select Batch* drop down box. Click the *Save* button.

4.4 Tracking Exported Data

Sometimes, data records that are stored in RMS are exported to another business system using the Comma Separated Values (CSV) file format. It is sometimes important that with each export, all new and only new records are exported. To facilitate this, RMS can keep a record of the maximum record timestamp (date/time that a record was created stored in the *Imported* field). It then checks this timestamp with each export, exporting only the records that have been created later than the existing maximum timestamp. Follow these step by step instructions to use this feature.

1. Create a report based on the *Shipping Instructions* dataset or any other dataset that has a field named *Imported*. See [Creating Custom Reports](#) for all of the details on how to create a custom report.

2. The Selected Fields for the report must include the expression: `CONVERT(VARCHAR,Imported,121)` with a Field Alias of *ImportedTracked*. The expression is a function that acts on the *Imported* field to get it to display the date and time including milliseconds.

Fields	Selected Fields	<< Remove Selected Fields																																																																		
AACarType BOLDate BOLDttm BOLNum CareOfName Commodity ConsigneeAddress1 ConsigneeAddress2 ConsigneeCity ConsigneeName ConsigneeState Contract Correction DestCity Destination DestState DocCreated FreightPayerName GrossWeight Imported	<table border="1"> <thead> <tr> <th>Sel.</th> <th>Field Name</th> <th>Field Alias</th> <th>Size (inch.)</th> <th>Summary Type</th> <th>Detail</th> <th>Group By</th> <th>Sort</th> <th>Sort Priority</th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td><input type="checkbox"/></td> <td>CONVERT (VARCHAR, Imported, 121)</td> <td>ImportedTracked</td> <td>2</td> <td>NONE</td> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> <td>A->Z</td> <td>1</td> <td>↑</td> <td>↓</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Railcar</td> <td>Railcar</td> <td>1.0</td> <td>NONE</td> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td>↑</td> <td>↓</td> </tr> <tr> <td><input type="checkbox"/></td> <td>BOLDttm</td> <td>BOLDttm</td> <td>1.0</td> <td>NONE</td> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td>↑</td> <td>↓</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Origin</td> <td>Origin</td> <td>1.0</td> <td>NONE</td> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td>↑</td> <td>↓</td> </tr> <tr> <td><input type="checkbox"/></td> <td>Destination</td> <td>Destination</td> <td>1.0</td> <td>NONE</td> <td><input checked="" type="checkbox"/></td> <td><input type="checkbox"/></td> <td></td> <td></td> <td>↑</td> <td>↓</td> </tr> </tbody> </table>	Sel.	Field Name	Field Alias	Size (inch.)	Summary Type	Detail	Group By	Sort	Sort Priority			<input type="checkbox"/>	CONVERT (VARCHAR, Imported, 121)	ImportedTracked	2	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A->Z	1	↑	↓	<input type="checkbox"/>	Railcar	Railcar	1.0	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>			↑	↓	<input type="checkbox"/>	BOLDttm	BOLDttm	1.0	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>			↑	↓	<input type="checkbox"/>	Origin	Origin	1.0	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>			↑	↓	<input type="checkbox"/>	Destination	Destination	1.0	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>			↑	↓	
Sel.	Field Name	Field Alias	Size (inch.)	Summary Type	Detail	Group By	Sort	Sort Priority																																																												
<input type="checkbox"/>	CONVERT (VARCHAR, Imported, 121)	ImportedTracked	2	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A->Z	1	↑	↓																																																										
<input type="checkbox"/>	Railcar	Railcar	1.0	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>			↑	↓																																																										
<input type="checkbox"/>	BOLDttm	BOLDttm	1.0	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>			↑	↓																																																										
<input type="checkbox"/>	Origin	Origin	1.0	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>			↑	↓																																																										
<input type="checkbox"/>	Destination	Destination	1.0	NONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>			↑	↓																																																										

RMS is "listening" for any report that has a ImportedTrack field name and expects it to be a timestamp. You can uncheck the Detail check box so its value doesn't display when the report is viewed in the RMS Report Viewer or exported.

3. Click the Title tab and give the report a title.

4. Click the Filter tab, place a check in the **Track Exports?** check box. Enter the date and time (YYYY-MM-DD HH:MM:SS.MS) that will determine which records are included on the exported version of the report. There is also an option where RMS will export records that were modified after the Track Exports date and time. To activate this feature, place a check in the check box labeled **Export records that were modified after the date/time shown above.**

Dataset	Fields	Title	Filter	Output	Batch	Schedule
<input checked="" type="checkbox"/> Track Exports? Export records that were imported later than : 2015-08-15 12:00:30.00 <input type="checkbox"/> Export records that were modified after the date/time shown above. Report Filter						

5. Click the **Save** and **View** button. Only records that were imported or modified after the provided date and time should display.

NOTE: When the report is exported automatically (or by using the Run Batch button), the Track Exports date and time will be updated to the latest date and time of the last record exported.

To set up automatic delivery of this report, see [Setting Up Automatic Delivery of Custom Reports](#).

4.5 Faxing Custom Reports

Fax RMS Custom Reports automatically using eFax Plus (you could also do this using other comparable fax server software). For example, to send a fax to a Chicago fax machine at (312) 555-1212, you'd use 13125551212@efaxsend.com for the Email Recipient in the Output Options for the particular custom report (remember, the U.S. country code is "1"). Do not include any local or international dialing codes (e.g., 0, 011, 001). eFax Plus with a valid subscription (\$16.99 per month or

so - see www.efax.com) is all that is required on the computer that runs the RMS report. eFax also offers corporate account options.

4.6 Creating a Dataset (Report Framework)

With a little bit of technical expertise, your company can extend the RMS Custom Reports with datasets that provide answers to specific questions that your company needs. No changes to the RMS application are required. You will need the assistance of a database administrator or database programmer that is familiar with creating Microsoft SQL Server views or user defined functions.

The RMS Report Framework is designed to work with loosely coupled datasets. A dataset that is based on a view, user defined function, or SQL query that returns a table may be created by you and then saved in the RMS database in Microsoft SQL Server. The newly created dataset will then appear as one of the datasets to use in the Custom Reports Editor and Creator in the RMS application. All reporting capabilities normally available will be available to these datasets. Follow these step-by-step instructions to create your own dataset.

1. Create a view, user defined function (UDF) or SQL query that returns a table in Microsoft SQL Server in the RMS database file. The field names must have no spaces. The owner of the object should be dbo.

2. Open the T_RPT_TEMPLATE table.

Enter the view, UDF name or SQL query in the TemplateName field. All UDF names should be prefaced by dbo (dbo.myUDFname).

Enter the view, UDF name or SQL query as it should appear to users in the TemplateDesc field. This should be a more readable form and can include spaces such as *My UDF Name*.

Enter *NotUsed* in the TemplateFields field - it is not used at this time.

Enter *VW*, *FN*, *SQL* in the TemplateType field for views, UDF's, and SQL queries respectively.

Enter an extended description of the view or UDF so that users will know what kind of data it provides. Example: *Retrieves the last sighting for each active railcar.*

Enter the Filter Theme (check with RTC Tech Support for guidance or enter *NONE*) in the FilterTheme field.

3. Open the T_RPT_TEMPLATE_FIELDS table.

Enter the first field name in the FieldName field.

Enter the Lookup List constant in the LookupList field (you may check with RTC Tech Support for guidance here or you may leave this field blank).

Enter either Text, Numeric, DateTime, or Boolean (True/False) in the DataType field.

Enter the TemplateID value from the T_RPT_TEMPLATE table in the TemplateID field. This tells RMS to which dataset these fields are related.

Repeat the above steps for each field.

4.7 Dataset descriptions

These topics contain descriptions of each Custom Report dataset and the fields it contains.

4.7.1 CLM Format H

This dataset can be used to export data in an industry standard format.

List of fields

CareOf

Company name listed as the care of party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

CityState

Station city and state where the railcar was reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA.

CLMFormatH

This is a large record that is concatenated with a fixed length format so that it can be imported by systems that are compatible with the CLM Format H. Source: Sighting

Consignee

Company name listed as the consignee party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

Destination

City and state / station where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA

EventDesc

Phrase describing the event last performed on the railcar. Source: Event Descriptions. Format: See Event Codes in the [Glossary](#)

FreightPayer

Company name listed as the party that is paying the freight charges. Source: Shipping Instruction or if a match is made on a Party Alias, Party

Imported

Date and time that the shipping instruction was inserted into the RMS database. Source: RMS

Modified

Date / time when the record was last modified. Source: Sighting (RMS)

Origin

City / station where the shipment originated. Source: Shipping Instruction or if a match is made on a Station Alias, Station

Pool

Railcar sub-fleet / pool to which the railcar belongs. Source: Railcar Pool

RRCreated

Date / time that the railroad created the record. This is used primarily for ETA update records (CLM sighting code = 3), so that RMS will be sure to record the latest ETA provided by a railroad as it may get several ETA updates for the same railcar in a single import. Source: This is taken from the header of a CLM file sent to RMS from a railroad.

Shipper

Company name listed as the Shipper party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

4.7.2 Contract Rates

Provides a view with fields from the Contract Rate records entered.

List of fields

AvgTransitTime

Average number of days from the origin release event to the destination. If the Release event is not available, the highest number of days from another event performed at the same station as the origin of the Trip Plan record is used. Source: Trip Plan

Commodity

Description of the commodity carried in the railcar. Source: Standard Commodity (Description of the STCC).

Consignee

Company name listed as the consignee party by the shipper. Source: Party

ContractType

One of three choices: Estimate, Letter Quote, Offer. Source: Contract Rate

DeliveringRR

The railroad that is going to deliver the shipments at the final destination. Source: Contract Rate

Destination

City / station (Format: City, ST) where the shipment is to terminate. Source: Station

DestinationNumber

Proprietary number (entered on the Station window) for the station where the shipment is to terminate. Source: Station

EffectiveDate

Date that the contract rate comes into effect. Source: Contract Rate

ExpirationDate

Date that the contract rate is no longer applicable. Source: Contract Rate

IsContractInactive

Indicates whether the contract rate is currently used. Source: Contract Rate Format: True or False

Mileage

Miles between the Origin and Destination. Source: Contract Rate Format: Numeric

Origin

City / station (Format: City, ST) where the shipment originates. Source: Station

OriginNumber

Proprietary number (entered on the Station window) for the station where the shipment originates.
Source: Station

OwnerCompany

Company which is bound to the railroad for this particular rate. Source: Party

RailcarRate

The dollar amount to move a single railcar. Source: Contract Rate

Railroad

The rail carrier that is offering the rate. Source: Contract Rate

Route

The originating railroad (SCAC abbreviation), any interchange stations (Rule 260 abbreviation) and intermediate railroads, and terminating railroad. Source: Contract Rate Format example: UP CHGO NS

Shipper

Party that is shipping the freight. Source: Party

STCC

Standard Transportation Commodity Code. Source: Commodity (Standard STCC)

TariffAuthority

Contract number. Source: Contract Rate

TonRate

The dollar amount per ton. Source: Contract Rate

4.7.3 Cycles

Provides a view with fields primarily oriented to the Cycle records in RMS. A cycle is a record created by RMS that is derived from the sighting (CLM) records that are imported in RMS. RMS derives these records so that reports based on this type of information will open in a reasonable amount of time (i.e. a few seconds to a few minutes).

List of fields

APDate

Actual placement date - the date when the railcar is placed or spotted at the final destination on the consignee or care of party's property. Source: Cycle. Format: mm/dd/yyyy

APDttm

Actual placement date and time - the date and time when the railcar is placed or spotted at the final destination on the consignee or care of party's property. Source: Cycle. Format: mm/dd/yyyy hh:mm

BOLDate

Date the bill of lading was created (format: mm/dd/yyyy). Source: Shipping Instruction

BOLNum

Bill of lading number assigned to the shipment by the shipper. Source: Shipping Instruction

CareOf

Company name listed as the care of party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

Commodity

Description of the commodity carried in the railcar. Source: Shipping Instruction unless it matches an alias of a proprietary Commodity - in that case, it will display the proprietary Commodity Name.

Consignee

Company name listed as the consignee party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

ContractNum

Number identifying the contract between the freight payor and the rail carrier. Source: Shipping Instruction

CPDate

Constructive placement date - the date when the railroad tried to place or spot the railcar at the final destination on the consignee or care of party's property, but they couldn't for reasons out of their control. Source: Cycle. Format: mm/dd/yyyy

CPDttm

Constructive placement date and time - the date and time when the railroad tried to place or spot the railcar at the final destination on the consignee or care of party's property, but they couldn't for reasons out of their control. Source: Cycle. Format: mm/dd/yyyy hh:mm

CPVSAP

If a railcar is constructively placed (CP) during a trip cycle and then subsequently actually placed (AP), this is the number of days between the two dates. Source: Calculated by RMS: APDttm minus CPDttm. Format: 00.0

CycleTime

Number of days from the beginning of the cycle (i.e. release date / time) to the end of the cycle (i.e. the next release date / time). Source: Calculated by RMS: RlseEndDttm minus RlseDttm. Format: 00.0

DailyDemCharge

Dollars per day that will be incurred for each day of DemurrageTime. Source: Demurrage - Railroad

DailyLeaseCost

Dollars per day required to lease a particular railcar. Source: Railcar Lease

DemurrageRR

Delivering railroad that will assess the demurrage charges. This is the railroad that constructively placed, actually placed the railcar and received the railcar back after loading or unloading. Source: Cycle

DemurrageTime

Time (in days) of calculated demurrage days based on the Railroad Demurrage criteria. Source: Calculated by RMS based on criteria entered in Demurrage - Railroad

Destination

City / station where the shipment terminated. Source: Cycle or if a match is made on a Station Alias, Station.

DestSPLC

SPLC (standard point location code - a 6 digit number identifying a station) for the destination. Source: Station.

HasBilling

True or False indicating whether the cycle has a shipping instruction related / attached to it. Source: RMS

IsCarInactive

True or False indicating whether the railcar is inactive. Source: Railcar

IsComplete

True or False indicating whether the cycle is complete (i.e. the RlseEndDate is not blank/null). Source: RMS

IsTransitOnTime

True or False indicating whether the cycle transit time is less than or equal to the Standard Transit (Days) that is entered for the matching stored Origin Destination (OD) Pair record.

IsValid

True or False indicating whether the cycle is valid. RMS considers a cycle valid if its origin and destination matches a stored Origin Destination (OD) Pair record in RMS. The location where the railcar is actually placed must also match the location where it is subsequently released.

Label

A one character code indicating that the cycle has been identified by a user as:

B - Bad Cannot Repair

S - Special Causes

G - Good (Use is not recommended)

Source: Cycle

LayoverTime

The number of days it takes for the railcar to be unloaded (if this is a load cycle) or loaded (if this is an empty cycle). Source: Calculated by RMS: RlseEndDttm minus APDttm. Format: 00.0

LE

Indicates whether this is a load cycle or an empty cycle. Source: Cycle. Format: L for load and E for empty.

LeaseNum

Railcar lease contract number. Source: Railcar Lease.

LEDesc

Indicates whether this is a load cycle or an empty cycle. Source: Cycle. Format: LOAD for load and EMPTY for empty.

Mileage

Number of miles from the origin to the destination. Source: OD Pair. Format: 00.0

NetWeight

Weight of the lading. Source: Shipping Instruction

OrderInDttm

Date and time that the railcar was ordered in after it was reported as constructively placed. Source:

Shipping Instruction

Origin

City / station where the cycle originated. Source: Cycle or if a match is made on a Station Alias, Station

OriginSPLC

SPLC (standard point location code - a 6 digit number identifying a station) for the origin. Source: Station.

Pool

Railcar sub-fleet / pool that the railcar belonged to at the time of this cycle. Source: Railcar Pool

PoolCurrent

Railcar sub-fleet / pool that the railcar belongs to currently (Provided for backward compatibility). Source: Railcar Pool

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Cycle

RailcarInitial

Initial of the equipment used for the shipment. Source: Cycle

RailcarNumber

Number of the equipment used for the shipment. Source: Cycle

ReportGroup

Railcar grouping to which the railcar belongs. Source: Railcar Report Group

RlseDate

Date the railcar was released to start the cycle. Source: Cycle. Format: mm/dd/yyyy

RlseDttm

Date and time the railcar was released to start the cycle. Source: Cycle Format: mm/dd/yyyy hh:mm.

RlseEndDate

Date the railcar was released to end the cycle. Source: Cycle. Format: mm/dd/yyyy

RlseEndDttm

Date and time the railcar was released to end the cycle. Source: Cycle Format: mm/dd/yyyy

RlseRR

Railroad to which the railcar was released at the start of the cycle. Source: Cycle

RlseTime

Time the railcar was released to start the cycle. Source: Cycle. Format: hh:mm:ss am/pm

Route

Includes SCAC abbreviations of railroads that are involved in the shipment and Rule 260 junction abbreviations indicating interchange points. Source: Shipping Instruction

RTADttm

Requested date and time of arrival. Source: Shipping Instruction. Format: mm/dd/yyyy hh:mm

Segment

A combination of the origin and destination. Source: Calculated by RMS: Origin + ' to ' + Destination. Format: Anywhere, NS to Somewhere, NA

Shipper

Company name listed as the Shipper party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

STCC

A seven digit numeric code representing 38 commodity groupings. Source: Shipping Instruction

STCCDesc

A description related to the seven digit numeric code representing 38 commodity groupings. Source: RMS Commodities

TransitStandard

Number of days used as a basis of comparison. Source: OD Pair. Format: 00.0

TransitTime

Number of days of transit time. Source: Calculated by RMS: APDttm minus RlseDttm. Format: 00.0

WaybillDate

Date the waybill was created. Source: Shipping Instruction

WaybillNum

Waybill number assigned to the shipment by the rail carrier. Source: Shipping Instruction

4.7.4 Demurrage Proprietary

Provides a view with fields primarily oriented to the measurement of the time that railcars are in

detention or held at a particular loading or unloading point. The Cycle record is used as the primary foundation for this dataset. Criteria that determines the demurrage charge are entered on the [Proprietary Demurrage/Detention Criteria](#) window. This report is designed for RMS users who own or lease railcars and want to manage how long other organizations hold on to their railcars for unloading/loading.

List of fields

AcceptableTime

Days that a railcar is allowed to be held at a certain location. Source: Detention. Format: 00.0

BOLDate

Date the bill of lading was created (format: mm/dd/yyyy). Source: Shipping Instruction

BOLNum

Bill of lading number assigned to the shipment by the shipper. Source: Shipping Instruction

CareOf

Care of party. Source: Shipping Instruction.

Commodity

Description of the commodity carried in the railcar. Source: Shipping Instruction unless it matches an alias of a proprietary Commodity - in that case, it will display the proprietary Commodity Name.

Consignee

Consignee party. Source: Shipping Instruction

ContractNum

Number identifying the contract between the freight payor and the rail carrier. Source: Shipping Instruction

CycleLabel

A one character code indicating that the cycle has been identified by a user as:

B - Bad Cannot Repair

S - Special Causes

G - Good (Use is not recommended)

DailyCharge

Dollar amount charged per day of chargeable detention of a railcar at a certain location. Source: Detention. Format 00.00

Destination

City / station where the shipment terminated. Source: Cycle or if a match is made on a Station Alias, Station.

DetentionCharge

DetentionTime multiplied by DailyCharge. Source: Calculated by RMS. Format: 00.00

DetentionTime

The number of days between placement date (either constructive or actual, whichever comes first) and the following release date minus the AcceptableTime and FreeTime. Source: Calculated by RMS. Format: 00.0

ElapsedTime

The number of days between placement date (either constructive or actual, whichever comes first) and the following release date. Source: Calculated by RMS. Format: 00.0

FreeTime

Specific days of the week and holidays that a railcar is allowed to be held at a certain location. Source: Detention. Format: 00.0

IsCarInactive

Indicates whether the railcar is inactive (in RMS). Source: Railcar Format: True or False

IsCarTemp

Indicates whether the railcar is a Temporary fleet assignment. Source: Railcar. Format: True or False

IsComplete

Indicates whether the cycle is complete. Source: Cycle. Format: True or False

NetWeight

Weight of the lading. Source: Shipping Instruction

Origin

City / station where the cycle originated. Source: Cycle or if a match is made on a Station Alias, Station

PlacedDate

Actual or constructive placement date, whichever came first. Source: Cycle. Format: mm/dd/yyyy

Pool

Railcar sub-fleet / pool that the railcar belonged to at the time of this cycle. Source: Railcar Pool

PoolCurrent

Railcar sub-fleet / pool that the railcar belongs to currently (Provided for backward compatibility). Source: Railcar Pool

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use

the fields RailcarInitial and RailcarNumber. Source: Cycle

RailcarInitial

Initial of the equipment used for the shipment. Source: Cycle

RailcarNumber

Number of the equipment used for the shipment. Source: Cycle

ReportGroup

Railcar grouping to which the railcar belongs. Source: Railcar Report Group

ResponsibleParty

Care of party, if there is one, otherwise, the consignee. Source: Shipping Instruction.

RlseDate

Date the railcar was released to start the cycle. Source: Cycle. Format: mm/dd/yyyy

RlseYrMonth

A combination of the year and month that the shipment was released to end the detention time.
Source: Cycle. Format: yyyy/mm

Route

Includes SCAC abbreviations of railroads that are involved in the shipment and Rule 260 junction abbreviations indicating interchange points. Source: Shipping Instruction

RTADttm

Requested date and time of arrival. Source: Shipping Instruction. Format: mm/dd/yyyy hh:mm

ShipDate

Same as RlseDate. Source: Cycle. Format: mm/dd/yyyy

Shipper

Company name listed as the Shipper party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

STCC

A seven digit numeric code representing 38 commodity groupings. Source: Shipping Instruction

STCCDesc

A description related to the seven digit numeric code representing 38 commodity groupings. Source: RMS Commodities

WaybillDate

Date the waybill was created. Source: Shipping Instruction

WaybillNum

Waybill number assigned to the shipment by the rail carrier. Source: Shipping Instruction

4.7.5 Demurrage Proprietary by Month

Provides a view with fields primarily oriented to the measurement of the time that railcars are in demurrage / detention or held at a particular loading or unloading point. The Cycle record is used as the primary foundation for this dataset. Criteria that determines the demurrage charge are entered on the [Proprietary Demurrage/Detention Criteria](#) window. This report is designed for RMS users who own or lease railcars and want to manage how long other organizations hold on to their railcars for unloading/loading. This dataset differs from the Demurrage Proprietary dataset in that it calculates demurrage by a specific month provided by the user at run time. For example, if the user provides a date of 10/1/2018 as the PeriodBeginDate, then RMS will calculate and display only demurrage that was incurred in the month of October, 2018. If there was a railcar that incurred some demurrage in September, 2018 and wasn't released empty until October 15, 2018, then the amount of demurrage that this dataset returns is from 10/1/2018 through 10/15/2019. It is assumed that the user ran this dataset-based report for September 1, 2018 last month and any demurrage charges in September were displayed on that report.

List of fields

AcceptableTime

Days that a railcar is allowed to be held at a certain location. Source: Detention. Format: 00.0

BillingMonth

Number that represents the month that the demurrage charges were accrued. Source: Demurrage Proprietary

BillingYear

Number that represents the year that the demurrage charges were accrued. Source: Demurrage Proprietary

BOLDate

Date the bill of lading was created (format: mm/dd/yyyy). Source: Shipping Instruction

CycleId

Unique identifier for the cycle record. Note: this is an identifier that is created by and used by RMS. Source: Cycle

DailyCharge

Dollar amount charged per day of chargeable demurrage of a railcar at a certain location. Source: Demurrage Proprietary. Format 00.00

DemurrageCharge

DemurrageTime multiplied by DailyCharge. Source: Calculated by RMS. Format: 00.00

DemurrageEndDate

Date that represents the last day that demurrage charges were accrued. It is either the date of release or the end of the period. Source: Demurrage Proprietary Format: YYYY-MM-DD

DemurrageTime

The number of days between placement date (either constructive or actual, whichever comes first) and the following release date minus the AcceptableTime and FreeTime. Source: Calculated by RMS. Format: 00.00

Destination

City / station (Format: City, ST) where the shipment is to terminate. Source: Station, Cycle

FreeTime

Specific days of the week and holidays that a railcar is allowed to be held at a certain location. This is the number of free days in the period. Source: Demurrage Proprietary. Format: 00.00

PeriodBeginDate

Date that represents the first day of the month that the demurrage charges were accrued. Source: Demurrage Proprietary Format: YYYY-MM-DD

PlacedDate

Actual or constructive placement date, whichever came first. Source: Cycle. Format: mm/dd/yyyy

PlacedDttm

Actual or constructive placement date/time, whichever came first. Source: Cycle. Format: mm/dd/yyyy

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Cycle

RailcarId

Unique identifier for the equipment used for the shipment. Note: This is an identifier that is created by and used by RMS. Source: Railcar

ResponsibleParty

Care of party, if there is one, otherwise, the Consignee. Source: Shipping Instruction.

UsedAcceptableTime

Days that a railcar is allowed to be held at a certain location that were used during the period. Source: Demurrage Proprietary. Format: 00.00

4.7.6 Demurrage Railroad

Provides a view with fields primarily oriented to the measurement of the time that railcars are incurring private railcar storage charges and demurrage. The Cycle record is used as the primary foundation for this dataset. Criteria that determines the demurrage charge are entered on the [Railroad Demurrage/Detention](#) window. This dataset is designed for RMS users who want reports that will help them audit and/or accrue demurrage charges assessed by the railroads.

List of fields

APDate

Actual placement date - the date when the railcar is placed or spotted at the final destination on the consignee or care of party's property. Source: Cycle. Format: YYYY/MM/DD

APDttm

Actual placement date and time - the date and time when the railcar is placed or spotted at the final destination on the consignee or care of party's property. Source: Cycle. Format: YYYY/MM/DD HH:MM

APRR

Railroad that performed the actual placement event. Source: Cycle. Format: 4 character abbreviation SCAC.

BOLDate

Date the bill of lading was created (format: YYYY/MM/DD). Source: Shipping Instruction

BOLNum

Bill of lading number assigned to the shipment by the shipper. Source: Shipping Instruction

CareOf

Company name listed as the care of party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

Commodity

Description of the commodity carried in the railcar. Source: Shipping Instruction unless it matches an alias of a proprietary Commodity - in that case, it will display the proprietary Commodity Name.

Consignee

Company name listed as the consignee party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

CPDate

Constructive placement date - the date when the railroad tried to place or spot the railcar at the final destination on the consignee or care of party's property, but they couldn't for reasons out of their control. Source: Cycle. Format: YYYY/MM/DD.

CPDttm

Constructive placement date and time - the date and time when the railroad tried to place or spot the railcar at the final destination on the consignee or care of party's property, but they couldn't for reasons out of their control. Source: Cycle. Format: YYYY/MM/DD HH:MM.

CPRR

Railroad that performed the actual placement event. Source: Cycle. Format: 4 character abbreviation SCAC.

CPVSAP

If a railcar is constructively placed (CP) during a trip cycle and then subsequently actually placed (AP), this is the number of days between the two dates. Source: Calculated by RMS: APDttm minus CPDttm. Format: 00.0

CycleTime

Number of days from the beginning of the cycle (i.e. release date / time) to the end of the cycle (i.e. the next release date / time). Source: Calculated by RMS: RlseEndDttm minus RlseDttm. Format: 00.0

DailyDemCharge

Dollars per day that will be incurred for each day of DemurrageTime. Source: Demurrage - Railroad

DemActivity

Indicates whether the railcar is getting loaded or unloaded. Source: Demurrage - Railroad. Format: LOADING, UNLOADING

DemStartDttm

The date and time that demurrage charges began to accrue. Source: Demurrage - Railroad determines the time of day, and the number of allowed days before the charges begin. Format: YYYY/MM/DD HH:MM

DemStatus

Indicates whether the railcar is incurring demurrage charges. Source: Calculation. Format: IS INCURRING, HAS INCURRED, NONE INCURRED, NO RR INFO, WILL INCUR

DemurrageCharge

Time (in days) of calculated demurrage days based on the Railroad Demurrage criteria multiplied by the daily charge for the particular situation. Source: Calculated by RMS based on criteria entered in Demurrage - Railroad

DemurrageRR

Delivering railroad that will assess the demurrage charges. This is the railroad that constructively placed, actually placed the railcar and received the railcar back after loading or unloading. Source: Cycle

DemurrageTime

Time (in days) of calculated demurrage days based on the Railroad Demurrage criteria. Source: Calculated by RMS based on criteria entered in Demurrage - Railroad

Destination

City / station where the shipment terminated. Source: Cycle or if a match is made on a Station Alias, Station.

DestSPLC

SPLC (standard point location code - a 6 digit number identifying a station) for the destination. Source: Station.

FreeCreditTime

The number of days (free or credited) provided by the railroad where no charge is assessed. Source: Calculated by RMS based on criteria entered in Demurrage - Railroad

HasBilling

True or False indicating whether the cycle has a shipping instruction related / attached to it. Source: RMS

IsCarInactive

True or False indicating whether the railcar is inactive. Source: Railcar

IsCarPlaced

True or False indicating whether the railcar has been placed. Source: calculated by RMS when the railcar has encountered a constructive placement or actual placement event.

IsCarTemp

Indicates whether the railcar is a Temporary fleet assignment. Source: Railcar. Format: True or False

IsComplete

True or False indicating whether the cycle is complete (i.e. the RlseEndDate is not blank/null). Source: RMS

IsValid

True or False indicating whether the cycle is valid. RMS considers a cycle valid if its origin and destination matches a stored Origin Destination (OD) Pair record in RMS. The location where the railcar is actually placed must also match the location where it is subsequently released.

Label

A one character code indicating that the cycle has been identified by a user as:

B - Bad Cannot Repair
S - Special Causes
G - Good (Use is not recommended)

Source: Cycle

LayoverTime

The number of days it takes for the railcar to be unloaded (if this is a load cycle) or loaded (if this is an empty cycle). Source: Calculated by RMS: RlseEndDttm minus APDttm. Format: 00.0

LE

Indicates whether this is a load cycle or an empty cycle. Source: Cycle. Format: L for load and E for empty.

LEDesc

Indicates whether this is a load cycle or an empty cycle. Source: Cycle. Format: LOAD for load and EMPTY for empty.

OrderInDttm

Date and time that the railcar was ordered in after it was reported as constructively placed. Source: Shipping Instruction Format: YYYY/MM/DD HH:MM

Origin

City / station where the cycle originated. Source: Cycle or if a match is made on a Station Alias, Station

OriginSPLC

SPLC (standard point location code - a 6 digit number identifying a station) for the origin. Source: Station.

PlacedDate

Actual or constructive placement date, whichever came first. Source: Cycle. Format: YYYY/MM/DD

PlacedRR

Railroad that performed the constructive or actual placement event. Source: Cycle. Format: 4 character abbreviation SCAC.

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Cycle

RailcarInitial

Initial of the equipment used for the shipment. Source: Cycle

RailcarNumber

Number of the equipment used for the shipment. Source: Cycle

ReportGroup

Railcar grouping to which the railcar belongs. Source: Railcar Report Group

RlseDate

Date the railcar was released to start the cycle. Source: Cycle. Format: YYYY/MM/DD

RlseDttm

Date and time the railcar was released to start the cycle. Source: Cycle Format: YYYY/MM/DD HH:MM.

RlseEndDate

Date the railcar was released to end the cycle. Source: Cycle. Format: YYYY/MM/DD

RlseEndDttm

Date and time the railcar was released to end the cycle. Source: Cycle Format: YYYY/MM/DD HH:MM

RlseEndLE

Load / empty status of the railcar when it was released to end the demurrage. Source: Cycle Format: L or E

RlseEndRR

Railroad to which the railcar was released at the end of the cycle. Source: Cycle

RlseRR

Railroad to which the railcar was released at the start of the cycle. Source: Cycle

RlseTime

Time the railcar was released to start the cycle. Source: Cycle. Format: HH:MM:SS am/pm

Route

Includes SCAC abbreviations of railroads that are involved in the shipment and Rule 260 junction abbreviations indicating interchange points. Source: Shipping Instruction

SAArriveDate

The date when the railcar was first entered the serving area. Source: Derived by RMS by comparing the Sighting record to Railroad Demurrage record Serving Area entry (not available in the UI yet, must be entered by support). Format: YYYY/MM/DD.

Segment

A combination of the origin and destination. Source: Calculated by RMS: Origin + ' to ' + Destination. Format: Anywhere, NS to Somewhere, NA

Shipper

Company name listed as the Shipper party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

STCC

A seven digit numeric code representing 38 commodity groupings. Source: Shipping Instruction

STCCDesc

A description related to the seven digit numeric code representing 38 commodity groupings. Source: RMS Commodities

TransitTime

Number of days of transit time. Source: Calculated by RMS: APDttm minus RlseDttm. Format: 00.0

UntilDemTime

Number of days until the railcar will incur demurrage charges. Source: Calculated based on the Demurrage - Railroad criteria. Format: 0.00

WaybillDate

Date the waybill was created. Source: Shipping Instruction

WaybillNum

Waybill number assigned to the shipment by the rail carrier. Source: Shipping Instruction

4.7.7 Duration of Bad Orders

Provides a view with fields primarily oriented to the measurement of the time between when a railcar is reported in Bad Order status and when it is released from bad order status. The dataset is based mostly on the Sighting records in RMS.

List of fields

BadOrderDate

Date that the railcar was placed in bad order status. Source: Sighting. Format: mm/dd/yyyy

BadOrderDttm

Date and time that the railcar was reported as in bad order status. Source: Sighting. Format: mm/dd/yyyy hh:mm

BadOrderRlseDate

Date that the railcar was released from bad order status. Source: Sighting. Format: mm/dd/yyyy

BadOrderRlseDttm

Date and time that the railcar was released from bad order status. Source: Sighting. Format: mm/dd/yyyy

BadOrderRlseTime

Time that the railcar was released from bad order status. Source: Sighting. Format: hh:mm:ss am/pm

BadOrderTime

Time that the railcar was reported as in bad order status. Source: Sighting. Format: hh:mm:ss am/pm

City

Station city where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station

CityState

Station city and state where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA.

DestCity

Station city where the railcar is destined. Source: Sighting or if a match is made on a Station Alias, Station.

Destination

Station city and state where the railcar is destined. Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA.

DestState

Two character state abbreviation where the railcar is destined. Source: Sighting or if a match is made on a Station Alias, Station.

ElapsedTime

Bad order release date and time minus the bad order date and time. Source: Calculated by RMS. Format: 00.0

IsCarTemp

Indicates whether the railcar is a Temporary fleet assignment. Source: Railcar. Format: True or False

LE

Indicates whether this is a load cycle or an empty cycle. Source: Cycle. Format: L for load and E for empty.

LEDesc

Indicates whether this is a load cycle or an empty cycle. Source: Cycle. Format: LOAD for load and EMPTY for empty.

Pool

Railcar sub-fleet / pool that the railcar belonged to at the time of this cycle. Source: Railcar Pool

PoolCurrent

Railcar sub-fleet / pool that the railcar belongs to currently (Provided for backward compatibility). Source: Railcar Pool

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Cycle

RailcarInitial

Initial of the equipment used for the shipment. Source: Cycle

RailcarNumber

Number of the equipment used for the shipment. Source: Cycle

Railroad

SCAC railroad abbreviation for the railroad which last reported the location of the railcar. Source: Sighting

State

Two character state abbreviation where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station

TrainID

Identifier of the train that the railcar is in. Source: Sighting.

4.7.8 First Sighting in RR Serving Area

Provides a view with fields related to where and when the railcar was first reported in a serving area. The dataset is based mostly on the Sighting records in RMS, but records will only display when the Sighting Station City and State match the Serving Area City and State chosen for a particular Railroad Demurrage record. The Sighting Load/Empty and Sighting Destination must match the Railroad Demurrage Load/Empty and Station entries as well.

NOTE: To use this dataset to create a report that will show when railcars first arrived at a serving area, which is required to estimate Union Pacific demurrage, [go here](#).

List of fields

LE

Indicates whether the shipment is for a railcar that is empty (E) or loaded (L). Source: Sighting
Format: L or E (if unknown U)

Railcar

Initial and Number of the equipment used for the shipment; there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Sighting Format: Alpha numeric KEYX 123456

RailcarInitial

Initial of the equipment used for the shipment. Source: Sighting Format: Alpha up to 4 characters

RailcarNumber

Number of the equipment used for the shipment. Source: Sighting Format: Numeric up to 6 numbers with no decimals

Railroad

SCAC railroad abbreviation for the railroad which last reported the location of the railcar. Source: Sighting Format: Alpha up to 4 characters

SAArriveDttm

Date and time that the railcar was first reported in the serving area. Source: Sighting. Format: Date/Time YYYY/MM/DD HH:MM

SACityState

Serving Area Station city and state where the railcar was reported. Source: Sighting. Format: Alpha Numeric Mycity, NA.

4.7.9 Last Sightings

Provides a view with fields primarily oriented to where the railcar was last reported. The dataset is based mostly on the Sighting records in RMS, but also contains a lot of information from the Shipping Instruction.

List of fields

AARType

Code indicating the type of railcar. Association of American Railroads (AAR) standard. Source: Railcar

BOLDate

Date the bill of lading was created (format: mm/dd/yyyy). Source: Shipping Instruction

BOLNum

Bill of lading number assigned to the shipment by the shipper. Source: Shipping Instruction

CareOf

Company name listed as the care of party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

Comments

Up to 4 characters that may be entered by the user when inserting or updating a sighting record. Source: Sighting

Commodity

Description of the commodity carried in the railcar. Source: Shipping Instruction unless it matches an alias of a proprietary Commodity - in that case, it will display the proprietary Commodity Name.

CommodityLd

Description of the commodity carried in the railcar from the last load shipment. Source: Shipping Instruction unless it matches an alias of a proprietary Commodity - in that case, it will display the proprietary Commodity Name.

Consignee

Company name listed as the consignee party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

ContractNum

Number identifying the contract between the freight payor and the rail carrier. Source: Shipping Instruction

DaysFromDest

Number of days until the railcar is estimated to arrive at the final destination: Source: Trip Plan. Format: 00.0

DaysFromOriginAvg

Number of days, on average, that it takes a railcar to get to this particular station location and event. Source: Calculated using Trip Plan. Format 00.0

NOTE: This value is calculated by subtracting the DaysFromDest for the particular Trip Plan Event for the latest location of the railcar from the DaysFromDest for the Released Trip Plan Event for the particular Trip Plan that the railcar is moving on.

DaysFromOriginPlan

Number of days, according to plan, that it takes a railcar to get to this particular station location and event. Source: Trip Plan. Format 00.0

NOTE: This value comes from the user entry of the Trip Day / Time fields on the Trip Plan Event.

DestBill

City and state / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station. Format: Mycity, NA

DestCity

City / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station.

DestCityCLM

City / station where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station.

DestCLM

City and state / station where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA

Destination

City and state / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA

DestState

Two character state abbreviation where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station.

DestStateCLM

Two character state abbreviation where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station.

ElapsedTime

The number of days between EventDttm (event date and time) and the date and time the report was run. Source: Calculated by RMS. Format: 00.0

ElapsedTimeSinceRlse

The number of days between RlseDttm (Release date and time that begins the current Cycle that the railcar is in) and the date and time the report was run. Source: Calculated by RMS. Format: 00.0

ETADttm

Date and time that the railcar is estimated to be actually placed at destination calculated by RMS. If this ETA is not available, then the ETA provided by the railroad is used (ETARRDttm). Source: Calculated by RMS or Sighting. Format: mm/dd/yyyy hh:mm

ETA2Dttm

Date and time that the railcar is estimated to be actually placed at destination according to the railroad. If this ETA is not available, then the ETA as estimated by RMS is displayed. Source: Sighting or Calculated by RMS. Format: mm/dd/yyyy hh:mm

ETA2OriginalDttm

First, earliest, ETA provided by a railroad for the trip cycle. If one is not available, then the first ETA from RMS is displayed. Source: Sighting for railroad ETA; Trip Plan for RMS ETA

ETA2OriginalSource

Identifies the ETA source. Source: It will display RR if the ETA was provided by the railroad via the Sighting record; RMS if the ETA was calculated using Trip Plans and RMS' Enhanced ETA feature.

ETAOriginalDttm

First ETA provided by RMS from the Trip Cycle, if one is not available, then the first ETA from a railroad is displayed. Source: Trip Plan for RMS ETA; Sighting for railroad ETA

ETAOriginalSource

Identifies the ETA source. Source: It will display RR if the ETA was provided by the railroad via the Sighting record; RMS if the ETA was calculated using Trip Plans and RMS' Enhanced ETA feature.

ETARMSOriginalDttm

First ETA provided by RMS for the trip cycle. Source: Trip Plan

ETARRCity

City name for which the ETA is provided by the railroad. Source: Sighting (Note: CLM Format H is the sighting format that will provide this).

ETARRCityState

City and State for which the ETA is provided by the railroad. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). Format: Mycity, ST

ETARRDttm

Date and time that the railcar is estimated to arrive at the final destination according to the railroad. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). Format: mm/dd/yyyy hh:mm

ETARREvent

Sighting event code for which the ETA is provided by the railroad. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). This event code is usually either J, which means Interchange Delivery or Z, which means Placement Actual. Format: J = interchange delivery; D = arrival final destination; Z = placement actual

ETARREventDesc

Sighting event description for which the ETA is provided by the railroad. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). This event is usually either Interchange Delivery or Placement Actual.

ETARROriginalDttm

First ETA provided by a railroad for the trip cycle. Source: Sighting

ETARRState

State name for which the ETA is provided by the railroad. Source: Sighting (Note: CLM Format H is the sighting format that will provide this).

ETARRType

If sighting data is gotten from Steelroads/Railinc, and the ETA is provided by the same, this field may have a value of P, which means Predictive, which means that the ETA has been estimated based on similar historical transit moves. This also means that the railroad did not provide an ETA to Steelroads/Railinc. Source: Sighting (Note: CLM Format H is the sighting format that will provide this).

ETASource

Identifies the ETA source. Source: RMS. Format: RMS - if the ETA was calculated using Trip Plans

and RMS' Enhanced ETA feature; RR - if the ETA was provided by the railroad via the Sighting record.

Event

One character code identifying the event last performed on the railcar. Source: Sighting. Format: See Event Codes in the [Glossary](#)

EventDate

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy

EventDesc

Phrase describing the event last performed on the railcar. Source: Event Descriptions. Format: See Event Codes in the [Glossary](#)

EventDttm

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy hh:mm

EventTime

When the event last performed on the railcar happened. Source: Sighting. Format: hh:mm:ss am/pm

IsCarTemp

Indicates whether the railcar is a Temporary fleet assignment. Source: Railcar. Format: True or False

LastCity

Station city where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity.

LastCityState

Station city and state where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA.

LastState

Station state where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: NA.

LE

Indicates whether the shipment is for a railcar that is empty (E) or loaded (L). Source: Sighting

LeaseNum

Railcar lease contract number. Source: Railcar Lease.

LEDesc

Indicates whether the shipment is for a railcar that is empty (EMPTY) or loaded (LOAD). Source: Shipping Instruction

NetWeight

Weight of the lading. Source: Shipping Instruction

NoSighting

Indicates if there is no sighting information for a particular railcar. Source: RMS. Format: 1 for yes, 0 for no. 1 and 0 were used so that by summarizing the field with the Sum function, a count of railcars without sightings could be displayed.

Origin

City / station where the shipment originated. Source: Shipping Instruction or if a match is made on a Station Alias, Station

Origin Cycle

City / station where the cycle originated. Source: Cycle or if a match is made on a Station Alias, Station

PONUm

Displays the purchase order number that was entered on the bill of lading. Source: Shipping Instruction

Pool

Railcar sub-fleet / pool to which the railcar belongs. Source: Railcar Pool

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Shipping Instruction

RailcarInitial

Initial of the equipment used for the shipment. Source: Shipping Instruction

RailcarNumber

Number of the equipment used for the shipment. Source: Shipping Instruction

Railroad

SCAC railroad abbreviation for the railroad which last reported the location of the railcar. Source: Sighting

ReportGroup

Railcar grouping to which the railcar belongs. Source: Railcar Report Group

RlseDate

Date the railcar was released to start the cycle. Source: Cycle. Format: mm/dd/yyyy

RlseDttm

Date and time the railcar was released to start the cycle. Source: Cycle Format: mm/dd/yyyy hh:mm.

RlseTime

Time the railcar was released to start the cycle. Source: Cycle. Format: hh:mm:ss am/pm

Route

Includes SCAC abbreviations of railroads that are involved in the shipment and Rule 260 junction abbreviations indicating interchange points. Source: Shipping Instruction

RTADttm

Requested date and time of arrival. Source: Shipping Instruction. Format: mm/dd/yyyy hh:mm

ShellCapacity

Capacity of the tank car shell. Source: Railcar. Format: 0

ShipmentDesc

User maintained field of up to 30 alpha numeric characters. Source: Shipping Instruction.

ShipmentDescLd

User maintained field of up to 30 alpha numeric characters from the last loaded shipping instruction. Source: Shipping Instruction.

ShipmentID

User maintained field of up to 6 alpha numeric characters. Source: Shipping Instruction.

Shipper

Company name listed as the Shipper party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

SIUserField1

User maintained field of up to 50 alpha numeric characters. Source: Shipping Instruction.

SIUserField2

User maintained field of up to 50 alpha numeric characters. Source: Shipping Instruction.

SIUserField3

User maintained field of up to 4000 alpha numeric characters. Source: Shipping Instruction.

STCC

A seven digit numeric code representing 38 commodity groupings. Source: Shipping Instruction

STCCDesc

A description related to the seven digit numeric code representing 38 commodity groupings. Source: RMS Commodities

TrainID

Identifier of the train that the railcar is in. Source: Sighting.

TransitStatus

If the EventDesc is Placement Constructive, Placement Actual, Arrival at Final Destination or the LastCityState = Destination, then it will display "At Destination", otherwise, "In Transit". Source: RMS.

TransitStatus2

If the EventDesc is Placement Constructive, Placement Actual or the LastCityState = Destination, then it will display "At Destination", otherwise, "In Transit". Source: RMS.

WaybillDate

Date the waybill was created. Source: Shipping Instruction

WaybillNum

Waybill number assigned to the shipment by the rail carrier. Source: Shipping Instruction

4.7.10 Last Sightings History

This dataset will be helpful if you want to see the latest location of railcars on any given day for up to the last 45 days. NOTE: Reports based on this dataset can take a long time to run. If a Last Sighting by Railcar report takes 5 seconds to run, a report based on this dataset with a filter that will display the last 30 days of last sightings, will take approximately $30 * 5$ seconds = 150 seconds or 2.5 minutes since it is performing an individual query for each AnalysisDate. If the date range is 1/1/2016 to 1/31/2016 then the first AnalysisDate would be 1/1/2016 and the system will query the database to determine which railcars were active on that day and their latest reported sighting before 11:59pm of the AnalysisDate. The dataset is based mostly on the Sighting records in RMS.

List of fields

AnalysisDate

Date of railcar fleet "snapshot". Source: RMS. Format: YYYY/MM/DD

City

Station city where the railcar was reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity.

CityState

Station city and state where the railcar was reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA.

Comments

Up to 4 characters that may be entered by the user when inserting or updating a sighting record.

Source: Sighting

DestCity

City / station where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station.

Destination

City and state / station where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA

DestState

Two character state abbreviation where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station.

ETACity

Station city where the railcar is estimated to arrive. Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity.

ETAEvent

Single character event code indicating the event that will happen when the railcar arrives. Usually Z (Placement Actual) or J (Interchange Delivery). Source: Sighting Format: Z

ETARRDttm

Date and time that the railcar is estimated to arrive at the final destination according to the railroad. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). Format: mm/dd/yyyy hh:mm

ETAState

Station state where the railcar is estimated to arrive. Source: Sighting or if a match is made on a Station Alias, Station. Format: NA

ETAType

Single character code of P (predictive) or blank. P would indicate that the ETA that is provided is based on historical transit time.

Event

One character code identifying the event last performed on the railcar. Source: Sighting. Format: See Event Codes in the [Glossary](#)

EventDate

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy

EventDesc

Phrase describing the event last performed on the railcar. Source: Event Descriptions. Format: See Event Codes in the [Glossary](#)

EventDttm

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy hh:mm

EventTime

When the event last performed on the railcar happened. Source: Sighting. Format: hh:mm:ss am/pm

IsCarTemp

Indicates whether the railcar is a Temporary fleet assignment. Source: Railcar. Format: True or False

LE

Indicates whether the shipment is for a railcar that is empty (E) or loaded (L). Source: Shipping Instruction

LEDesc

Indicates whether the shipment is for a railcar that is empty (EMPTY) or loaded (LOAD). Source: Shipping Instruction

Modified

Date / time when the record was last modified. Source: Sighting (RMS)

Pool

Railcar sub-fleet / pool to which the railcar belongs. Source: Railcar Pool

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Shipping Instruction

RailcarInitial

Initial of the equipment used for the shipment. Source: Shipping Instruction

RailcarNumber

Number of the equipment used for the shipment. Source: Shipping Instruction

Railroad

SCAC railroad abbreviation for the railroad which last reported the location of the railcar. Source: Sighting

SightingID

Unique identifier of sighting record. Used mostly by RMS. Source: Sighting (RMS). Format: 00

Source

Three character abbreviation indicating the source of the sighting record. Source: Sighting (RMS).

State

Two character state abbreviation where the railcar was reported. Source: Sighting or if a match is made on a Station Alias, Station.

TrainID

Identifier of the train that the railcar is in. If the railcar is in bad order status (i.e. Event = B), then this field will show a one character code (see Bad Order codes in the [Glossary](#)) indicating the type of repair required. Source: Sighting.

4.7.11 Last Sightings with Inventory

NOTE: At this time, this dataset is not recommended for use with any reports other than the Daily Reports > Inbound Inventory report.

Provides a view with fields primarily oriented to where the railcar was last reported with some additional fields that provide the data required to better schedule railcar shipments.

List of fields

AvgCarsEmpDaily

Average railcars emptied over a manually inputted time period. This is the number railcars released empty where the release date is between Date Range #2, which is set in T_PROGRAM_REFERENCE where REFERENCE_LABEL = DateRange2LastNDays (the begin date will be system date - DateRange2LastNDays and the end date will be the system date). NOTE: Date Range #2 cannot be set in the user interface at this time. Contact support to set this value.

However, if there is an entry in the Avg. Cars Emptied Daily for the Station, then it is used instead of the query results mentioned above.

AvgCarsLDDaily

Average railcars loaded over a manually inputted time period. This is the number railcars released load where the release date is between Date Range #2, which is set in T_PROGRAM_REFERENCE where REFERENCE_LABEL = DateRange2LastNDays (the begin date will be system date - DateRange2LastNDays and the end date will be the system date). NOTE: Date Range #2 cannot be set in the user interface at this time. Contact support to set this value.

However, if there is an entry in the Avg. Cars Loaded Daily for the Station, then it is used instead of the query results mentioned above.

AvgTransitTime

Average transit time over a manually inputted time period. This is the average transit time for load/empty trip cycles to the station. The date range is determined by T_PROGRAM_REFERENCE.REFERENCE_VALUE where T_PROGRAM_REFERENCE.REFERENCE_LABEL= DateRange1LastNDays. The begin date will be system date - DateRange1LastNDays and the end date will be the system date. NOTE: Date Range #1 cannot be set in the user interface at this time. Contact support to set this value.

CareOf

Company name listed as the care of party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

City

Station city where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity.

CityState

Station city and state where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA.

Comments

Up to 4 characters that may be entered by the user when inserting or updating a sighting record. Source: Sighting

Consignee

Company name listed as the consignee party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

CountCarsDaily

This field is not used at this time.

DestCity

City / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station.

Destination

City and state / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA

DestinationLE

Indicates whether the shipment is for a railcar that is empty (E) or loaded (L). For example, if the shipment is loaded, then the Destination LE would be L. The AvgCarsEmpDaily at the destination determine the number of loads that are needed at destination and in transit. Source: Sighting

DestState

Two character state abbreviation where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station.

ElapsedTime

The number of days between EventDttm (event date and time) and the date and time the report was run. Source: Calculated by RMS. Format: 00.0

ElapsedTimeSinceRlse

The number of days between RlseDttm (Release date and time that begins the current Cycle that the railcar is in) and the date and time the report was run. Source: Calculated by RMS. Format: 00.0

ETADttm

Date and time that the railcar is estimated to arrive at the final destination. EventDttm plus DaysFromDest or if DaysFromDest from the Trip Plan is not available, the ETA provided by the railroad is used (ETARRDttm). Source: Calculated by RMS. Format: mm/dd/yyyy hh:mm

Event

One character code identifying the event last performed on the railcar. Source: Sighting. Format: See Event Codes in the [Glossary](#)

EventDate

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy

EventDesc

Phrase describing the event last performed on the railcar. Source: Event Descriptions. Format: See Event Codes in the [Glossary](#)

EventDttm

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy hh:mm

EventTime

When the event last performed on the railcar happened. Source: Sighting. Format: hh:mm:ss am/pm

IsCarTemp

Indicates whether the railcar is a Temporary fleet assignment. Source: Railcar. Format: True or False

LastCityState

Station city and state where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA.

LE

Indicates whether the shipment is for a railcar that is empty (E) or loaded (L). Source: Sighting

LEDesc

Indicates whether the shipment is for a railcar that is empty (EMPTY) or loaded (LOAD). Source: Shipping Instruction

Origin

City / station where the shipment originated. Source: Shipping Instruction or if a match is made on a Station Alias, Station

Pool

Railcar sub-fleet / pool to which the railcar belongs. Source: Railcar Pool

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Shipping Instruction

RailcarInitial

Initial of the equipment used for the shipment. Source: Shipping Instruction

RailcarNumber

Number of the equipment used for the shipment. Source: Shipping Instruction

Railroad

SCAC railroad abbreviation for the railroad which last reported the location of the railcar. Source: Sighting

ReportGroup**RlseDttm**

Date and time the railcar was released to start the cycle. Source: Cycle Format: mm/dd/yyyy hh:mm.

Shipper

Company name listed as the Shipper party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

Source

City / station where the shipment originated. Source: Shipping Instruction or Cycle - if a match is made on a Station Alias, Station

State

Two character state abbreviation where the railcar was reported. Source: Sighting or if a match is made on a Station Alias, Station.

StationNum

Proprietary number / code for the destination station. Source: Station

TrainID

Identifier of the train that the railcar is in. Source: Sighting.

TransitStatus

If the EventDesc is Placement Constructive, Placement Actual, Arrival at Final Destination or the LastCityState = Destination, then it will display "At Destination", otherwise, "In Transit". Source: RMS.

TransitTime

Average transit time over a manually inputted time period. This is the average transit time for railcars terminating at this station location regardless of origin. The date range is determined by T_PROGRAM_REFERENCE.REFERENCE_VALUE where T_PROGRAM_REFERENCE.REFERENCE_LABEL= DateRange1LastNDays. The begin date will be system date - DateRange1LastNDays and the end date will be the system date. NOTE: Date Range #1 cannot be set in the user interface at this time. Contact support to set this value.

4.7.12 Last Sightings with Last Loaded Shipping Instruction

Provides a view with fields primarily oriented to where the railcar was last reported. The dataset is based mostly on the Sighting records in RMS, but also contains a lot of information from the Shipping Instruction. This view contains most of the fields from the Last Sightings dataset plus key information from the *last loaded* Shipping Instruction.

List of fields

AARType

Code indicating the type of railcar. Association of American Railroads (AAR) standard. Source: Railcar

BOLDate

Date the bill of lading was created (format: mm/dd/yyyy). Source: Shipping Instruction

BOLDateLd

Date the last loaded bill of lading was created (format: mm/dd/yyyy). Source: Shipping Instruction

BOLNum

Bill of lading number assigned to the shipping instruction by the shipper. Source: Shipping Instruction

BOLNumLd

Bill of lading number assigned to the last loaded shipping instruction by the shipper. Source: Shipping Instruction

CareOf

Company name listed as the care of party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

CareOfLd

Company name listed as the care of party by the shipper on the last loaded shipping instruction. Source: Shipping Instruction or if a match is made on a Party Alias, Party

Comments

Up to 4 characters that may be entered by the user when inserting or updating a sighting record. Source: Sighting

Commodity

Description of the commodity carried in the railcar. Source: Shipping Instruction unless it matches an alias of a proprietary Commodity - in that case, it will display the proprietary Commodity Name.

CommodityLd

Description of the commodity carried in the railcar during its last loaded shipment. Source: Shipping Instruction

Consignee

Company name listed as the consignee party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

ConsigneeLd

Company name listed as the consignee party by the shipper during its last loaded shipment. Source: Shipping Instruction or if a match is made on a Party Alias, Party

ContractNum

Number identifying the contract between the freight payor and the rail carrier. Source: Shipping Instruction

ContractNumLd

Number identifying the contract between the freight payor and the rail carrier for the last loaded shipment. Source: Shipping Instruction

DaysFromDest

Number of days until the railcar is estimated to arrive at the final destination: Source: Trip Plan.
Format: 00.0

DestBill

City and state / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station. Format: Mycity, NA

DestBillLd

City and state / station where the shipment is to terminate for the last loaded shipment. Source: Shipping Instruction or if a match is made on a Station Alias, Station. Format: Mycity, NA

DestCity

City / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station.

DestCityCLM

City / station where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station.

DestCLM

City and state / station where the shipment is to terminate. Source: Sighting or if a match is made on a

Station Alias, Station. Format: Mycity, NA

Destination

City and state / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA

DestState

Two character state abbreviation where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station.

DestStateCLM

Two character state abbreviation where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station.

ElapsedTime

The number of days between EventDttm (event date and time) and the date and time the report was run. Source: Calculated by RMS. Format: 00.0

ElapsedTimeSinceRlse

The number of days between RlseDttm (Release date and time that begins the current Cycle that the railcar is in) and the date and time the report was run. Source: Calculated by RMS. Format: 00.0

ETADttm

Date and time that the railcar is estimated to arrive at the final destination. EventDttm plus DaysFromDest or if DaysFromDest from the Trip Plan is not available, the ETA provided by the railroad is used (ETARRDttm). Source: Calculated by RMS. Format: mm/dd/yyyy hh:mm

ETARRDttm

Date and time that the railcar is estimated to arrive at the final destination according to the railroad. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). Format: mm/dd/yyyy hh:mm

ETASource

Identifies the ETA source. Source: RMS. Format: RMS - if the ETA was calculated using Trip Plans and RMS' Enhanced ETA feature; RR - if the ETA was provided by the railroad via the Sighting record.

Event

One character code identifying the event last performed on the railcar. Source: Sighting. Format: See Event Codes in the [Glossary](#)

EventDate

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy

EventDesc

Phrase describing the event last performed on the railcar. Source: Event Descriptions. Format: See Event Codes in the [Glossary](#)

EventDttm

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy hh:mm

EventTime

When the event last performed on the railcar happened. Source: Sighting. Format: hh:mm:ss am/pm

IsCarTemp

Indicates whether the railcar is a Temporary fleet assignment. Source: Railcar. Format: True or False

LastCity

Station city where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity.

LastCityState

Station city and state where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA.

LastState

Station state where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: NA.

LE

Indicates whether the shipment is for a railcar that is empty (E) or loaded (L). Source: Shipping Instruction

LEDesc

Indicates whether the shipment is for a railcar that is empty (EMPTY) or loaded (LOAD). Source: Shipping Instruction

NetWeight

Weight of the lading. Source: Shipping Instruction

NetWeightLd

Weight of the lading for the last loaded shipment. Source: Shipping Instruction

NoSighting

Indicates if there is no sighting information for a particular railcar. Source: RMS. Format: 1 for yes, 0 for no. 1 and 0 were used so that by summarizing the field with the Sum function, a count of railcars without sightings could be displayed.

Origin

City / station where the shipment originated. Source: Shipping Instruction or if a match is made on a Station Alias, Station

OriginBillLd

City / station where the shipment originated for the last loaded shipment. Source: Shipping Instruction or if a match is made on a Station Alias, Station

Origin Cycle

City / station where the cycle originated. Source: Cycle or if a match is made on a Station Alias, Station

Pool

Railcar sub-fleet / pool to which the railcar belongs. Source: Railcar Pool

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Shipping Instruction

RailcarInitial

Initial of the equipment used for the shipment. Source: Shipping Instruction

RailcarNumber

Number of the equipment used for the shipment. Source: Shipping Instruction

Railroad

SCAC railroad abbreviation for the railroad which last reported the location of the railcar. Source: Sighting

RlseDate

Date the railcar was released to start the cycle. Source: Cycle. Format: mm/dd/yyyy

RlseDttm

Date and time the railcar was released to start the cycle. Source: Cycle. Format: mm/dd/yyyy hh:mm.

RlseTime

Time the railcar was released to start the cycle. Source: Cycle. Format: hh:mm:ss am/pm

Route

Includes SCAC abbreviations of railroads that are involved in the shipment and Rule 260 junction abbreviations indicating interchange points. Source: Shipping Instruction

RouteLd

Includes SCAC abbreviations of railroads that are involved in the last loaded shipment and Rule 260

junction abbreviations indicating interchange points. Source: Shipping Instruction

RTADttm

Requested date and time of arrival. Source: Shipping Instruction. Format: mm/dd/yyyy hh:mm

RTADttmLd

Requested date and time of arrival for the last loaded shipment. Source: Shipping Instruction. Format: mm/dd/yyyy hh:mm

ShellCapacity

Capacity of the tank car shell. Source: Railcar. Format: 0

Shipper

Company name listed as the Shipper party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

ShipperLd

Company name listed as the Shipper party by the shipper for the last loaded shipment. Source: Shipping Instruction or if a match is made on a Party Alias, Party

STCC

A seven digit numeric code representing 38 commodity groupings. Source: Shipping Instruction

STCCLd

A seven digit numeric code representing 38 commodity groupings - for the last loaded shipment. Source: Shipping Instruction

TrainID

Identifier of the train that the railcar is in. Source: Sighting.

TransitStatus

If the EventDesc is Placement Constructive, Placement Actual, Arrival at Final Destination or the LastCityState = Destination, then it will display "At Destination", otherwise, "In Transit". Source: RMS.

TransitStatus2

If the EventDesc is Placement Constructive, Placement Actual or the LastCityState = Destination, then it will display "At Destination", otherwise, "In Transit". Source: RMS.

WaybillDate

Date the waybill was created. Source: Shipping Instruction

WaybillDateLd

Date the waybill for the last loaded shipment was created. Source: Shipping Instruction

WaybillNum

Waybill number assigned to the shipment by the rail carrier. Source: Shipping Instruction

WaybillNumLd

Waybill number assigned to the last loaded shipment by the rail carrier. Source: Shipping Instruction

4.7.13 Last Sightings with Pool Trip Plan

Provides a view with fields primarily oriented to where the railcar was last reported. The dataset is based mostly on the Sighting records in RMS, but also contains a lot of information from the Shipping Instruction.

List of fields

AARType

Code indicating the type of railcar. Association of American Railroads (AAR) standard. Source: Railcar

Comments

Up to 4 characters that may be entered by the user when inserting or updating a sighting record. Source: Sighting

DestCity

City / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station.

Destination

City and state / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA

DestState

Two character state abbreviation where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station; if there is no shipping instruction available, then it is from the Sighting or if a match is made on a Station Alias, Station.

ElapsedTime

The number of days between EventDttm (event date and time) and the date and time the report was run. Source: Calculated by RMS. Format: 00.0

ETARRDttm

Date and time that the railcar is estimated to arrive at the final destination according to the railroad. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). Format: mm/dd/yyyy hh:mm

Event

One character code identifying the event last performed on the railcar. Source: Sighting. Format: See Event Codes in the [Glossary](#)

EventDate

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy

EventDesc

Phrase describing the event last performed on the railcar. Source: Event Descriptions. Format: See Event Codes in the [Glossary](#)

EventDttm

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy hh:mm

EventTime

When the event last performed on the railcar happened. Source: Sighting. Format: hh:mm:ss am/pm

IsCarTemp

Indicates whether the railcar is a Temporary fleet assignment. Source: Railcar. Format: True or False

LastCity

Station city where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity

LastCityState

Station city and state where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA.

LastState

Station state where the railcar was last reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: NA.

LE

Indicates whether the shipment is for a railcar that is empty (E) or loaded (L). Source: Shipping Instruction

LEDesc

Indicates whether the shipment is for a railcar that is empty (EMPTY) or loaded (LOAD). Source: Shipping Instruction

NoSighting

Indicates if there is no sighting information for a particular railcar. Source: RMS. Format: 1 for yes, 0 for no. 1 and 0 were used so that by summarizing the field with the Sum function, a count of railcars without sightings could be displayed.

Pool

Railcar sub-fleet / pool to which the railcar belongs. Source: Railcar Pool

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Shipping Instruction

RailcarInitial

Initial of the equipment used for the shipment. Source: Shipping Instruction

RailcarNumber

Number of the equipment used for the shipment. Source: Shipping Instruction

Railroad

SCAC railroad abbreviation for the railroad which last reported the location of the railcar. Source: Sighting

TimeToDest

Number of days before arriving at destination. Source: calculated by RMS. Format: 00.0

TrainID

Identifier of train in which the railcar is included. Source: Sighting.

4.7.14 Problem Logs

Provides a view with fields from the Problem Log records entered.

List of fields

ActionTaken

A short description of what was done by the person listed in the CompanyContact field. Source: Problem Log

CompanyContact

Person who created out the problem log. Source: Problem Log

Description

Long description of the problem. Source: Problem Log

Destination

The station where the railcar is to terminate for its trip when the problem occurred. This entry will stay with the problem record and will not change. Source: Station Format: Mycity, NA.

LastCityState

Station city and state where the railcar was last reported. Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA.

LastDestination

City / station where the shipment will terminate for its current trip. Source: Shipping Instruction of latest/current shipment or if a match is made on a Station Alias, Station.

LastEventDttm

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy hh:mm

LastLE

Indicates whether the railcar is currently empty (E) or loaded (L). Source: Sighting

LastOrigin

City / station where the shipment originated for its current trip. Source: Shipping Instruction of latest/current shipment or if a match is made on a Station Alias, Station.

Location

Short description of the specific location of the problem. This could be a track number, station name and anything. Source: Problem Log

Origin

The station where the railcar originated. This entry will stay with the problem record and will not change. Source: Problem Log Format: Mycity, NA

Pool

Railcar sub-fleet / pool that the railcar belonged to at the time of this problem. Source: Railcar Pool

PoolCurrent

Railcar sub-fleet / pool that the railcar belongs to currently. Source: Railcar Pool

ProblemDate

Date that the problem occurred. Source: Problem Log Format: mm/dd/yyyy

ProblemDttm

Date and time that the problem occurred. Source: Problem Log Format: mm/dd/yyyy hh:mm

ProblemTime

Time that the problem occurred. Source: Problem Log Format: hh:mm

Railcar

Railcar initial, a space, railcar number with no leading zeros. Source: Problem Log / Railcar. Format: KEYX 23456

RailcarInitial

Source: Problem Log / Railcar. Format: KEYX

RailcarNumber

Source: Problem Log / Railcar. Format: 23456

Railroad

Rail carrier to which this problem is being addressed. Source: Problem Log / Railroad

RailroadContact

Rail carrier contact. Source: Problem Log

ReportGroup

Railcar grouping to which the railcar belongs. Source: Railcar Report Group

Resolution

Long description of the solution to the problem. Source: Problem Log

ResolutionDate

Date that the problem was solved. Source: Problem Log Format: mm/dd/yyyy

RRContactPhone

Telephone number of the railroad contact. Source: Problem Log

4.7.15 Railcar Utilization

Provides a view with fields primarily oriented to how railcars were utilized over a period of time. The dataset is based mostly on the Sighting records in RMS, but also gets shipment counts from Shipping Instructions or Cycles.

List of fields

AnalysisDate

Date of railcar fleet "snapshot". Source: RMS. Format: mm/dd/yyyy

Note: By default, RMS takes a snapshot of your fleet every 7 days. This is done so that the report will complete in a reasonable time and will not negatively impact other applications on the network. If you wish, you may change this number by clicking on the Reports | Properties menu; click on the Railcar Utilization tab; change the entry in the Analysis Interval (Days) text box. Click the Ok button to save changes.

DailyRailcars

Number of railcars, on average, that are active during the particular period. Source: Calculated by RMS. Format: 00.0

DailyRailcarsPercentage

Percentage of the total fleet or group of railcars that are active during the particular period. Source: Calculated by RMS. Format 00.00%

DailyShellCapacity

Average shell capacity for all of the active railcars for the particular period. Source: Railcar, Calculated by RMS. Format: 00

ExtLEStatus

Extended load/empty status. Source: Calculated by RMS. Format: There are three categories:

Empty at Plant/Loading
Empty in Transit
Load

LEStatus

Load/empty status. Source: Sighting. Format: L = load E = empty

Pool

Railcar pool that the railcar belonged to during each "snapshot". Source: RMS Event Log (keeps track of when railcars are added/removed from a pool)

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Shipping Instruction

RailcarInitial

Initial of the equipment used for the shipment. Source: Shipping Instruction

RailcarNumber

Number of the equipment used for the shipment. Source: Shipping Instruction

RecordCount

Number of records returned

ShellCapacity

Shell capacity for each particular railcar. Source: Railcar Format: 00

ShipmentCount

Count of shipments for the period. Source: Shipping Instructions. Format: 00

Note: The default behavior is that RMS counts the number of shipments for a period based on the bill of lading date. In other words, this would be summarizing the number of shipments that started during a given period. You may also have RMS count the number of shipments by when the shipment ended (the release event date/time that ends the cycle) by clicking on the Reports | Properties menu; click on the Railcar Utilization tab and select the Based on Cycle Completion Date option button. Click the Ok button to save the changes.

ShipmentsPerRailcar

ShipmentCount divided by DailyRailcars. Source: Calculated by RMS. Format: 00.0

ShipmentsPerRecord

ShipmentCount divided by RecordCount. Source: Calculated by RMS. Format: 00.0

4.7.16 RMS Events

Provides a view with fields primarily oriented to events tracked by RMS for railcars; not to be confused with sightings (CLM). RMS events are when a railcar is activated, reactivated, added to a pool, or removed from a pool. The dataset is based mostly on the RMS Events in RMS.

List of fields

EventDate

Date of event. Source: RMS Event. Format: mm/dd/yyyy

EventDesc

Description of event. Source: RMS Event. Format: There are 4 options:

Assign railcar to pool
Remove railcar from pool
Activate railcar
Deactivate railcar

EventDttm

Date and time of event. Source: RMS Event. Format: mm/dd/yyyy hh:mm

EventTime

Time of event. Source: RMS Event. Format: hh:mm

Pool

Railcar sub-fleet / pool to which the railcar belongs. Source: Railcar

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Shipping Instruction

RailcarInitial

Initial of the equipment used for the shipment. Source: Shipping Instruction

RailcarNumber

Number of the equipment used for the shipment. Source: Shipping Instruction

4.7.17 RMS Statistics

Retireves various statistics that are useful for monitoring RMS functions.

List of fields

Label

This will contain a description of the measurement. Measurements available are:

- Active Railcars - the number of railcars that are active currently
- Active Railcars from Prior Month - the number of railcars tht are currently active and that had significant activity in the prior month
- Data file size (MB) - the size, in megabytes, of the main data file
- Log file size (MB) - the size, in megabytes, of the log file
- New sightings - the number of sighting records that have been imported so far today
- New waybills - the number of waybill records that have been imported so far today
- Sighting per railcar ratio - the number of sighting records imported for today divided by the number of active railcars

Value

This will contain the value of the measurement.

The report will look like this:

Stats	
Label	Value
Active railcars	30.00
Active Railcars fro	1.00
Data file size (MB)	9.00
Log file size (MB)	8.00
New sightings	0.00
New waybills	0.00
Sighting per railcar	0.00
Summary TOTAL	

4.7.18 Round Trip Cycles

Provides a view with fields primarily oriented to the Cycle records in RMS. However, this view links the loaded cycle with its following empty cycle to show a complete round trip. A cycle is a record created by RMS that is derived from the sighting (CLM) records that are imported in RMS. RMS derives these records so that reports based on this type of information will open in a reasonable amount of time (i.e. a few seconds to a few minutes).

List of fields

BOLDateLd

Date the load bill of lading was created (format: mm/dd/yyyy). Source: Shipping Instruction

BOLDateMty

Date the empty bill of lading was created (format: mm/dd/yyyy). Source: Shipping Instruction

BOLNumLd

Bill of lading number assigned to the load shipment by the shipper. Source: Shipping Instruction

BOLNumMty

Bill of lading number assigned to the empty shipment by the shipper. Source: Shipping Instruction

CareOfLd

Company name listed as the care of party by the shipper for the load shipment. Source: Shipping Instruction or if a match is made on a Party Alias, Party

CareOfMty

Company name listed as the care of party by the shipper for the empty shipment. Source: Shipping Instruction or if a match is made on a Party Alias, Party

CommodityLd

Description of the commodity carried in the railcar. Source: Shipping Instruction unless it matches an alias of a proprietary Commodity - in that case, it will display the proprietary Commodity Name.

ConsigneeLd

Company name listed as the consignee party by the shipper for the load shipment. Source: Shipping Instruction or if a match is made on a Party Alias, Party

ConsigneeMty

Company name listed as the consignee party by the shipper for the empty shipment. Source: Shipping Instruction or if a match is made on a Party Alias, Party

ContractNumLd

Number identifying the contract between the freight payor and the rail carrier for the load shipment. Source: Shipping Instruction

ContractNumMty

Number identifying the contract between the freight payor and the rail carrier for the empty shipment.
Source: Shipping Instruction

CPVSAPLd

If a railcar is constructively placed (CP) during a load trip cycle and then subsequently actually placed (AP), this is the number of days between the two dates. Source: Calculated by RMS: APDttm minus CPDttm. Format: 00.0

CPVSAPMty

If a railcar is constructively placed (CP) during an empty trip cycle and then subsequently actually placed (AP), this is the number of days between the two dates. Source: Calculated by RMS: APDttm minus CPDttm. Format: 00.0

DailyLeaseCost

Dollars per day required to lease a particular railcar.

DestLd

City / station where the shipment terminated for the load cycle. Source: Cycle or if a match is made on a Station Alias, Station.

DestMty

City / station where the shipment terminated for the empty cycle. Source: Cycle or if a match is made on a Station Alias, Station.

DestSPLCLd

SPLC (standard point location code - a 6 digit number identifying a station) for the load destination.
Source: Station.

DestSPLCMty

SPLC (standard point location code - a 6 digit number identifying a station) for the empty destination.
Source: Station.

HasBillingLd

True or False indicating whether the load cycle has a shipping instruction related / attached to it.
Source: RMS

HasBillingMty

True or False indicating whether the empty cycle has a shipping instruction related / attached to it.
Source: RMS

IsCompleteLd

True or False indicating whether the load cycle is complete (i.e. the RlseEndDate is not blank/null).
Source: RMS

IsCompleteMty

True or False indicating whether the empty cycle is complete (i.e. the RlseEndDate is not blank/null).
Source: RMS

IsTransitOnTimeLd

True or False indicating whether the load cycle transit time is less than or equal to the Standard Transit (Days) that is entered for the matching stored Origin Destination (OD) Pair record.

IsTransitOnTimeMty

True or False indicating whether the empty cycle transit time is less than or equal to the Standard Transit (Days) that is entered for the matching stored Origin Destination (OD) Pair record.

IsValidLd

True or False indicating whether the load cycle is valid. RMS considers a cycle valid if its origin and destination matches a stored Origin Destination (OD) Pair record in RMS. The location where the railcar is actually placed must also match the location where it is subsequently released.

IsValidLd

True or False indicating whether the empty cycle is valid. RMS considers a cycle valid if its origin and destination matches a stored Origin Destination (OD) Pair record in RMS. The location where the railcar is actually placed must also match the location where it is subsequently released.

LabelLd

A one character code indicating that the load cycle has been identified by a user as:

B - Bad Cannot Repair
S - Special Causes
G - Good (Use is not recommended)

Source: Cycle

LabelMty

A one character code indicating that the empty cycle has been identified by a user as:

B - Bad Cannot Repair
S - Special Causes
G - Good (Use is not recommended)

Source: Cycle

LoadTime

The number of days it takes for the railcar to be loaded. Source: Calculated by RMS:
RTCycleEndDttm minus APDttmMty (this field is not available). Format: 00.0

MileageLd

Number of miles from the load origin to the load destination. Source: OD Pair. Format: 00.0

MileageMty

Number of miles from the empty origin to the empty destination. Source: OD Pair. Format: 00.0

NetWeightLd

Weight of the lading. Source: Shipping Instruction

OriginLd

City / station where the load cycle originated. Source: Cycle or if a match is made on a Station Alias, Station

OriginMty

City / station where the empty cycle originated. Source: Cycle or if a match is made on a Station Alias, Station

OriginSPLCLd

SPLC (standard point location code - a 6 digit number identifying a station) for the load origin. Source: Station.

OriginSPLCMty

SPLC (standard point location code - a 6 digit number identifying a station) for the empty origin. Source: Station.

PoolCurrent

Railcar sub-fleet / pool that the railcar belongs to currently (Provided for backward compatibility). Source: Railcar (Railcar Pool)

PoolLd

Railcar sub-fleet / pool that the railcar belonged to at the time of the load cycle. Source: Railcar Pool

PoolMty

Railcar sub-fleet / pool that the railcar belonged to at the time of the empty cycle. Source: Railcar Pool

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Cycle

RailcarInitial

Initial of the equipment used for the shipment. Source: Cycle

RailcarNumber

Number of the equipment used for the shipment. Source: Cycle

ReportGroup

Railcar grouping to which the railcar belongs. Source: Railcar Report Group

RlseDateLd

Date the railcar was released to start the load cycle. Source: Cycle. Format: mm/dd/yyyy

RlseDttmLd

Date and time the railcar was released to start the load cycle. Source: Cycle. Format: mm/dd/yyyy hh:mm.

RTADttmLd

Requested date and time of arrival for load shipment. Source: Shipping Instruction. Format: mm/dd/yyyy hh:mm

RTADttmMty

Requested date and time of arrival for empty shipment. Source: Shipping Instruction. Format: mm/dd/yyyy hh:mm

RTCycle

A combination of the SegmentLd and SegmentMty. Source: Calculated by RMS: OriginLd + ' to ' + DestLd OriginMty + ' to ' + DestMty .
Format: Anywhere, NS to Somewhere, NA Somewhere, NA to Anywhere, NA

RTCycleEndDate

The date that the round trip cycle ends. This is the second loaded release date. Source: Cycle. Format: mm/dd/yyyy

RTCycleEndDttm

The date and time that the round trip cycle ends. This is the second loaded release date and time. Source: Cycle. Format: mm/dd/yyyy hh:mm

RTCycleTime

Total number of days for the entire round trip. Source: Calculated by RMS. Format: 00.0

SegmentLd

A combination of the load origin and destination. Source: Calculated by RMS: Origin + ' to ' + Destination. Format: Anywhere, NS to Somewhere, NA

SegmentMty

A combination of the empty origin and destination. Source: Calculated by RMS: Origin + ' to ' + Destination. Format: Anywhere, NS to Somewhere, NA

ShipperLd

Company name listed as the Shipper party by the shipper for the load shipment. Source: Shipping Instruction or if a match is made on a Party Alias, Party

ShipperMty

Company name listed as the Shipper party by the shipper for the empty shipment. Source: Shipping Instruction or if a match is made on a Party Alias, Party

STCCDescLd

A description related to the seven digit numeric code representing 38 commodity groupings for the load shipment. Source: RMS Commodities

STCCLd

A seven digit numeric code representing 38 commodity groupings for the load shipment. Source: Shipping Instruction

TransitTimeLd

Number of days of transit time while loaded. Source: Calculated by RMS: APDttmLd (not available) minus RlseDttmLd. Format: 00.0

TransitTimeMty

Number of days of transit time while empty. Source: Calculated by RMS: APDttmMty (not available) minus RlseDttmMty (not available). Format: 00.0

UnloadTime

The number of days it takes for the railcar to be unloaded. Source: Calculated by RMS: RlseDttmMty (not available) minus APDttmLd (not available). Format: 00.0

WaybillDateLd

Date the load waybill was created. Source: Shipping Instruction

WaybillDateMty

Date the empty waybill was created. Source: Shipping Instruction

WaybillNumLd

Waybill number assigned to the load shipment by the rail carrier. Source: Shipping Instruction

WaybillNumMty

Waybill number assigned to the empty shipment by the rail carrier. Source: Shipping Instruction

4.7.19 Shipping Instructions (formerly Bills)

Provides a view with fields primarily oriented to the Shipping Instruction records in RMS. A shipping instruction is either a bill of lading or waybill.

List of fields

AARCarType

Type of railcar using the AAR type codes. For more information about type codes, see Exhibit D, Section IX of the AAR Equipment Register.

BOLDate

Date the bill of lading was created (format: mm/dd/yyyy). Source: Shipping Instruction

BOLDttm

Date and time bill of lading was created (format: mm/dd/yyyy hh:mm). Source: Shipping Instruction

BOLNum

Bill of lading number assigned to the shipment by the shipper. Source: Shipping Instruction

CareOfAddress1

First line of address of care of party. Source: Shipping Instruction

CareOfAddress2

Second line of address of care of party. Source: Shipping Instruction

CareOfCIF

Care of party customer identification file code number. Source: Shipping Instruction

CareOfCity

City location of Care of party. Source: Shipping Instruction

CareOfFState

State location of Care of party. Source: Shipping Instruction

CareOfPostalCode

Postal code of Care of party. Source: Shipping Instruction

CareOfCountryCode

Country code of Care of party. Source: Shipping Instruction

CareOfName

Company name listed as the care of party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

Commodity

Description of the commodity carried in the railcar. Source: Shipping Instruction unless it matches an alias of a proprietary Commodity - in that case, it will display the proprietary Commodity Name.

ConsigneeAddress1

First line of address of consignee party. Source: Shipping Instruction

ConsigneeAddress1

Second line of address of consignee party. Source: Shipping Instruction

ConsigneeCIF

Consignee party customer identification file code number. Source: Shipping Instruction

ConsigneeCity

City location of consignee party. Source: Shipping Instruction

ConsigneeCountryCode

Country code of Consignee party. Source: Shipping Instruction

ConsigneeName

Company name listed as the consignee party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

ConsigneePostalCode

Postal code of Consignee party. Source: Shipping Instruction

ConsigneeState

Two character state abbreviation location of consignee party. Source: Shipping Instruction

Contract

Number identifying the contract between the freight payor and the rail carrier. Source: Shipping Instruction

Correction

Code representing a correction to the shipping instruction. (Example: AI = Additional Information; CO = Correction) Source: Shipping Instruction

DestCity

City / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station

DestState

State / station where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station

Destination

City / station (Format: City, ST) where the shipment is to terminate. Source: Shipping Instruction or if a match is made on a Station Alias, Station

DocCreated

Date that the shipping instruction electronic document was created. Source: Shipping Instruction

FreightPayerCIF

Freight payer party customer identification file code number. Source: Shipping Instruction

FreightPayerName

Company name listed as the party that is paying the freight charges. Source: Shipping Instruction or if a match is made on a Party Alias, Party

GrossWeight

Total weight of the shipment including the weight of the railcar and lading. Source: Shipping Instruction

HazClass

The hazardous classification corresponding to the shipping name of the hazardous commodity.
Source: Shipping Instruction

HazEmergencyContact

Contact name. Source: Shipping Instruction

HazEmergencyTelephone

Communications number including country or area code when applicable. Source: Shipping Instruction

HazIndustryCode

Code indicating a code from a specific industry code list. Source: Shipping Instruction

HazPackingGrpCode

Code indicating degree of danger in terms of Roman number I, II or III. Source: Shipping Instruction

HazPageNumber

The United Nations page number as required for the international transport of hazardous materials.
Source: Shipping Instruction

HazResidue

Code indicating that the shipment is not a loaded movement but contains a residue from a prior movement. Source: Shipping Instruction

HazShippingName

The proper shipping name of the hazardous commodity as specified by Title 49 Code of the Federal Regulations, or the shipping name of the dangerous good as defined in the Canadian Transportation of Dangerous Goods Act and Regulations, or the international regulations as promulgated by the United Nations.

HazSTCC

Code describing a commodity or group of commodities. Source: Shipping Instruction

HazUNNAIDCode

Code identifying the hazardous material identification number as required by Title 49 of the code of Federal Regulators. UN/NA stands for United Nations/North America. Source: Shipping Instruction

Imported

Date and time that the shipping instruction was inserted into the RMS database. Source: RMS

IsAttached

True or False indicating whether the record has been assigned to an existing trip cycle record. Source: RMS

IsDuplicate

True or False indicating whether there is another record that is already assigned to a trip cycle record that this record should be assigned to. Source: RMS

LE

Indicates whether the shipment is for a railcar that is empty (E) or loaded (L). Source: Shipping Instruction

LEDesc

Indicates whether the shipment is for a railcar that is empty (EMPTY) or loaded (LOAD). Source: Shipping Instruction

Modified

Date / time when the record was last modified. Source: Shipping Instruction (RMS)

NetWeight

Weight of the lading. Source: Shipping Instruction

OrderInDttm

Date and time the railcar was ordered in to be actually placed at the consignee/care of party's industry. Source: Shipping Instruction (manual entry)

Origin

City / station (Format: City, ST) where the shipment originated. Source: Shipping Instruction or if a match is made on a Station Alias, Station

OriginCity

City where the shipment originated. Source: Shipping Instruction or if a match is made on a Station Alias, Station

OriginState

City where the shipment originated. Source: Shipping Instruction or if a match is made on a Station Alias, Station

PaymentMethod

Code identifying payment terms for transportation charges. 11 - Rule 11; CC - Collect; NC - No Charge; NR - Non Revenue; PP - Prepaid (by Seller). Source: Shipping Instruction

PickupFrom

The party at the physical location where the shipment is to be picked up. Source: Shipping Instruction

PickupFromAddress1

First line of address of Pickup From party. Source: Shipping Instruction

PickupFromAddress2

Second line of address of Pickup From party. Source: Shipping Instruction

PickupFromCIF

Pickup From party customer identification file code number. Source: Shipping Instruction

PickupFromCity

City location of Pickup From party. Source: Shipping Instruction

PickupFromState

State location of Pickup From party. Source: Shipping Instruction

PickupFromPostalCode

Postal code of Pickup From party. Source: Shipping Instruction

PickupFromCountryCode

Country code of Pickup From party. Source: Shipping Instruction

PONUm

Displays the purchase order number that was entered on the bill of lading. Source: Shipping Instruction

Pool

Railcar sub-fleet / pool that the railcar belonged to at the time of this shipment. Source: Railcar Pool

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Shipping Instruction

RailcarInitial

Initial of the equipment used for the shipment. Source: Shipping Instruction

RailcarNumber

Number of the equipment used for the shipment. Source: Shipping Instruction

ReportGroup

Railcar grouping to which the railcar belongs. Source: Railcar Report Group

Route

Includes SCAC abbreviations of railroads that are involved in the shipment and Rule 260 junction abbreviations indicating interchange points. Source: Shipping Instruction

RTADttm

Requested time of arrival date and time. This is a date/time that the shipment is requested by the consignee to arrived. Source: Shipping Instruction hand entered or may be imported automatically from a text file.

SenderCode

Indicates the organization that sent the shipping instruction electronic document to RMS. Source: Shipping Instruction

ShipFrom

This party at the actual origin location physically originating a shipment. Source: Shipping Instruction

ShipFromCIF

Ship from party customer identification file code number. Source: Shipping Instruction

ShipFromAddress1

First line of address of Ship From party. Source: Shipping Instruction

ShipFromAddress2

Second line of address of Ship From party. Source: Shipping Instruction

ShipFromCity

City location of Ship From party. Source: Shipping Instruction

ShipFromCountryCode

Country code of Ship From party. Source: Shipping Instruction

ShipFromPostalCode

Postal code of Ship From party. Source: Shipping Instruction

ShipFromState

State location of Ship From party. Source: Shipping Instruction

ShipmentDesc

User maintained field of up to 30 alpha numeric characters. May also be imported automatically using the ISG System. Source: Shipping Instruction.

ShipmentID

User maintained field of up to 6 alpha numeric characters. May also be imported automatically using the ISG System. Source: Shipping Instruction.

ShipperAddress1

First line of address of Shipper party. Source: Shipping Instruction

ShipperAddress1

Second line of address of Shipper party. Source: Shipping Instruction

ShipperCIF

Shipper party customer identification file code number. Source: Shipping Instruction

ShipperCity

City location of Shipper party. Source: Shipping Instruction

ShipperCountryCode

Country code of Shipper party. Source: Shipping Instruction

ShipperPostalCode

Postal code of Shipper party. Source: Shipping Instruction

ShipperName

Company name listed as the Shipper party by the shipper. Source: Shipping Instruction or if a match is made on a Party Alias, Party

ShipperState

Two character state abbreviation location of Shipper party. Source: Shipping Instruction

Source

Indicates where the shipping instruction came from. Source: RMS

STCC

A seven digit numeric code representing 38 commodity groupings. Source: Shipping Instruction

STCCDesc

A description related to the seven digit numeric code representing 38 commodity groupings. Source: RMS Commodities

TareWeight

Weight of the railcar unloaded. Source: Railcar.

TransMethod

X - Intermodal; R - Railcar

UserField1

User maintained field of up to 50 alpha numeric characters. Source: Shipping Instruction.

UserField2

User maintained field of up to 50 alpha numeric characters. Source: Shipping Instruction.

UserField3

User maintained field of up to 4000 alpha numeric characters. Source: Shipping Instruction.

WaybillDate

Date the waybill was created. Source: Shipping Instruction

WaybillNum

Waybill number assigned to the shipment by the rail carrier. Source: Shipping Instruction

4.7.20 Sightings

Provides a view with fields primarily oriented to where the railcar was reported. The dataset is based mostly on the Sighting records in RMS.

List of fields

City

Station city where the railcar was reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity.

CityState

Station city and state where the railcar was reported (i.e. the location of bad order). Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA.

Comments

Up to 4 characters that may be entered by the user when inserting or updating a sighting record.
Source: Sighting

DestCity

City / station where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station.

Destination

City and state / station where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station. Format: Mycity, NA

DestState

Two character state abbreviation where the shipment is to terminate. Source: Sighting or if a match is made on a Station Alias, Station.

ETARRCity

City name for which the ETA is provided. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). Typically this ETA is from the railroad.

ETARRDttm

Date and time that the railcar is estimated to arrive at the final destination according to the railroad. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). Format: mm/dd/yyyy hh:mm

ETARREvent

Sighting event code for which the ETA is provided. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). This event code is usually either J, which means Interchange Delivery or Z, which means Placement Actual. Format: J = interchange delivery; D = arrival final destination; Z = placement actual

ETARREventDesc

Sighting event description for which the ETA is provided. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). This event is usually either Interchange Delivery or Placement Actual.

ETARRState

State name for which the ETA is provided. Source: Sighting (Note: CLM Format H is the sighting format that will provide this). Typically this ETA is from the railroad.

ETARRType

If sighting data is gotten from Steelroads or Railinc, and the ETA is provided by the same, this field may have a value of P, which means Predictive, which means that the ETA has been estimated based on similar historical transit moves. This means that the railroad did not provide an ETA to Steelroads or Railinc. Source: Sighting (Note: CLM Format H is the sighting format that will provide this).

Event

One character code identifying the event last performed on the railcar. Source: Sighting. Format: See Event Codes in the [Glossary](#)

EventDate

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy

EventDesc

Phrase describing the event last performed on the railcar. Source: Event Descriptions. Format: See Event Codes in the [Glossary](#)

EventDttm

When the event last performed on the railcar happened. Source: Sighting. Format: mm/dd/yyyy hh:mm

EventTime

When the event last performed on the railcar happened. Source: Sighting. Format: hh:mm:ss am/pm

IsCarTemp

Indicates whether the railcar is a Temporary fleet assignment. Source: Railcar. Format: True or False

LE

Indicates whether the shipment is for a railcar that is empty (E) or loaded (L). Source: Shipping Instruction

LEDesc

Indicates whether the shipment is for a railcar that is empty (EMPTY) or loaded (LOAD). Source: Shipping Instruction

Modified

Date / time when the record was last modified. Source: Sighting (RMS)

Pool

Railcar sub-fleet / pool to which the railcar belongs. Source: Railcar Pool

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Shipping Instruction

RailcarInitial

Initial of the equipment used for the shipment. Source: Shipping Instruction

RailcarNumber

Number of the equipment used for the shipment. Source: Shipping Instruction

Railroad

SCAC railroad abbreviation for the railroad which last reported the location of the railcar. Source: Sighting

SightingID

Unique identifier of sighting record. Used mostly by RMS. Source: Sighting (RMS). Format: 00

Source

Three character abbreviation indicating the source of the sighting record. Source: Sighting (RMS).

State

Two character state abbreviation where the railcar was reported. Source: Sighting or if a match is made on a Station Alias, Station.

TrainID

Identifier of the train that the railcar is in. Source: Sighting.

4.7.21 Railcar Leases

Provides a view with fields primarily oriented to railcars and their respective characteristic and lease information. The dataset is based mostly on the Railcar records in RMS, but also gets lease information from the Railcar Lease records.

List of fields

AARType

Code indicating the type of railcar. Association of American Railroads (AAR) standard. Source: Railcar Format: Alpha Numeric 4 characters maximum

BuildDate

When the railcar was built. Source: Railcar Format: Date Time - mm/dd/yyyy

Class

An additional code for railcar classification. Source: Railcar Format: Alpha Numeric 12 characters maximum

ContractNumber

Lease contract number. Source: Railcar Lease

ContractNumberSub

Sublease contract number. Source: Railcar Sublease

EffectiveDate

When the lease contract period began. Source: Railcar Lease

EffectiveDateSub

When the sublease contract period began. Source: Railcar Sublease

ExpirationDate

When the lease contract period ended. Source: Railcar Lease

ExpirationDateSub

When the sublease contract period ended. Source: Railcar Sublease

Height

Height of railcar. Source: Railcar. Format: 00

IsCarInactive

Indicates whether the railcar is inactive (in RMS). Source: Railcar Format: True or False

IsCarLeased

Indicates whether the railcar is leased. Source: Railcar Lease. Format: True or False

IsCarOwned

Indicates whether the railcar is leased. Source: Railcar. Format: True or False

IsCarSubleased

Indicates whether the railcar is subleased. Source: Railcar Sublease. Format: True or False

IsCarTemp

Indicates whether the railcar is a Temporary fleet assignment. Source: Railcar. Format: True or False

IsLeaseInactive

Indicates whether the lease contract is inactive. Source: Railcar Lease Format: True or False

IsSubleaseInactive

Indicates whether the sublease contract is inactive. Source: Railcar Sublease Format: True or False

LeaseTypeDesc

Describes the type of lease. Source: Railcar Lease.

Length

Length of railcar. Source: Railcar. Format: 00

Lessor

Name of company that is providing the leased railcars. Source: Railcar Lease.

Lessee

Name of company that is leasing the subleased railcars. Source: Railcar Sublease.

LoadFee

Rarely used. Dollar amount indicating an amount of money provided to the lessee for each railcar assigned to the lease that is loaded during a particular period. Source: Railcar Lease. Format: Currency 00.00

LoadFeeSub

Rarely used. Dollar amount indicating an amount of money provided to the lessee for each railcar assigned to the sublease that is loaded during a particular period. Source: Railcar Sublease. Format: Currency 00.00

LoadLimit

The maximum product weight allowed for the particular railcar type. Can be pounds or kilograms. Source: Railcar Format: Numeric with no decimal 000000

MonthlyRate

Dollar amount indicating the payment required to lease each railcar. Source: Railcar Lease. Format: 00.00

MonthlyRateSub

Dollar amount indicating the payment required to sublease each railcar. Source: Railcar Sublease. Format: 00.00

Pool

Railcar sub-fleet / pool to which the railcar belongs. Source: Railcar

Railcar

Initial and Number of the equipment used for the shipment (XXXX 123456); there is always one space between the initials and number with no trailing or leading spaces or zeros. Note: This is not a good field to use for sorting. If you wish to sort by the railcar initial and number, it is recommended to use the fields RailcarInitial and RailcarNumber. Source: Shipping Instruction

RailcarInitial

Initial of the equipment used for the shipment. Source: Shipping Instruction

RailcarNumber

Number of the equipment used for the shipment. Source: Shipping Instruction

ReportGroup

Railcar grouping to which the railcar belongs. Source: Railcar Report Group

RetireDate

When the railcar was retired. Source: Railcar Format: mm/dd/yyyy

ShellCapacity

Shell capacity for each particular railcar. Source: Railcar Format: 00

SubleaseType

Describes the type of sublease. Source: Railcar Sublease.

TareWeight

Weight of the empty railcar. Source Railcar. Format: 00

UserField1

Can be used for any entry that the user wants. Source: Railcar Format: up to 30 alpha or numeric characters

UserField2

Can be used for any entry that the user wants. Source: Railcar Format: up to 4,000 alpha or numeric characters

Width

Width of railcar. Source: Railcar. Format: 00

5 Daily Reports

These reports are designed to identify railcars that are at risk of not making their intended destination in an acceptable time frame. They are mainly based on the last reported sighting for each active railcar.

5.1 Bad Orders

Description:

RMS determines which railcars are currently in bad order status. Elapsed time in BO status as well as the location where the railcar was placed in BO status is included.

Step by step instructions:

1. Click the Daily Reports menu and click the View Report link.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, click on the Custom Expression Filter tab.
3. Click the View Report command button.

5.2 Demurrage - Railroad In Progress

Description:

Using the [Railroad Demurrage/Detention Criteria](#), RMS determines which railcars are currently incurring demurrage. There is also a setting on the Filter Builder that enables the viewing of railcars that will incur demurrage soon.

Step by step instructions:

1. Click the Daily Reports menu.
2. Click the View Report link.
3. The Filter Builder will display that will allow you to select some simple filters. It opens with the most common type of filter already selected. The Demurrage Status filter is chosen to show railcars that are currently incurring demurrage; there is no date range indicated because it is assumed that only incomplete - cycles in progress will be displayed; the Cycle filter has incomplete selected; the Railcar Status filter is set to only show Active railcars (it is possible for a inactive railcar to have an incomplete cycle if it was deactivated in the middle of a cycle). The Quick Filter (cont.) tab and the Advanced Filter tab provide additional filtering possibilities; for unlimited filtering, use the Custom Expression Filter.
4. Click the View Report button.

Report - Demurrage - Railroad In Progress.

Quick Filter Quick Filter (cont.) Advanced Filter Custom Expression Filter

Railroad Station

Activity Demurrage Status

Select Date Range and How to Apply it

to ☐ Cycle Start (Release) ☒ Placement (CP/AP) ☐ Cycle End (Release End)

Cycle Filter ☐ Complete ☒ Incomplete ☐ All

Railcar Status ☒ Active ☐ Inactive ☐ All

[View Report](#)

5.3 Inbound Railcars

Description:

Displays all railcars that are either in transit or at a particular destination. It is grouped primarily by destination and secondarily by cycle status (i.e. "At Destination" or "In Transit").

Step by step instructions:

1. Click the Daily Reports menu; click the View Report link.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, for unlimited filtering, use the Custom Expression Filter.
3. Click the View Report button.

5.4 Last Sighting - various

Description:

By Destination – same as above except is sorted by the city and state that the railcar is destined.

By Elapsed Time – displays the last event and location of a railcar that was reported by a railroad and sorts it by the number of days that have elapsed since that reporting in descending order.

By Last Location – same as above except is grouped by the last city and state in which the railcar was reported.

By Pool – same as above except is grouped by the pool of which the railcar belongs.

By Pool Summary - only shows the subtotals.

By Railcar – same as above except is sorted by railcar initials and number.

Step by step instructions:

1. Click the Daily Reports menu and click the View Report link adjacent to the report that you wish to view.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, use the Custom Expression Filter.
3. Click the View Report button.

5.5 Railcar history view and report

Description:

Lists all sightings (CLMs) for the selected railcar sorted by date in descending order. Only those sightings are displayed that happened between the Start and End dates listed for the Historical Period. The default setting for these dates is the last 30 days. You can change either or both of these dates on the Home window or on the Filter Builder when it displays.

Step by step instructions:

1. Click the Daily Reports menu and click the View Report link adjacent to Railcar History.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, click the Custom Expression tab.
3. Click the View Report button.

6 Management reports

About Management Reports

These reports are designed to summarize the historical movements of railcars to shed light on how rail carriers have been performing over specific periods of time.

Management Report Criteria

Various management reports (reports launched from the Management Reports window), require criteria to run. If the proper criteria is not entered, RMS will prompt the user what criteria is required. To determine what criteria is required for each report, refer to the section on each report.

6.1 Bad Order Activity by Railroad

Description:

Displays all bad order activity by railroad for a user-specified period of time.

Step by step instructions :

1. Click the Management Reports menu; click the View Report link adjacent to Bad Order Activity by Railroad.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, click the Custom Expression tab.
3. Click the View Report button.

6.2 Bad Order Duration by Railroad

Description:

Displays the duration of completed bad orders by railroad for a user-specified period of time.

Step by step instructions :

1. Click the Management Reports menu; click the View Report link adjacent to Bad Order Duration by Railroad.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, click the Custom Expression tab.
3. Click the View Report button.

6.3 Demurrage - Proprietary by Month

Criteria that determines the demurrage charge are entered on the [Proprietary Demurrage/Detention Criteria](#) window. This report is designed for RMS users who own or lease railcars and want to manage how long other organizations hold on to their railcars for unloading/loading. This report differs from the Demurrage - Proprietary by Party and Demurrage - Proprietary by Station reports in that it calculates demurrage by a specific month provided by the user at run time. For example, if the user provides a date of 10/1/2018 as the PeriodBeginDate, then RMS will calculate and display only demurrage that was incurred in the month of October, 2018. If there was a railcar that incurred some demurrage in September, 2018 and wasn't released empty until October 15, 2018, then the amount of demurrage that this dataset returns is from 10/1/2018 through 10/15/2019. It is assumed that the user ran this dataset-based report for September 1, 2018 last month and any demurrage charges in September were displayed on that report.

NOTE: Some assembly required. You will need to create the report from the existing dataset by following the instructions below. In a future release, there will be a finished report that you can use or clone.

Step by step instructions to create and use the report.

1. Click the [Custom Reports](#) menu and click the [New Custom Report](#) button.
2. Click the [Demurrage Proprietary by Month](#) dataset link.
3. Select the fields and configure them as shown below.

The formula for the field aliased DemBegin: `CASE WHEN PlacedDate > PeriodBeginDate THEN DATEADD(DAY,1,PlacedDate) ELSE PeriodBeginDate END`

The formula for the field aliased DemEnd: `CASE WHEN DemurrageEndDate < DATEADD(DAY,-1,dateadd(MONTH, 1, PeriodBeginDate)) THEN DemurrageEndDate ELSE DATEADD(DAY,-1,dateadd(MONTH, 1, PeriodBeginDate)) END`

Selected Fields << Remove Selected Fields

Sel.	Field Name	Field Alias	Size (inch.)	Summary Type	Detail	Group By	Sort	Sort Priority		
<input type="checkbox"/>	ResponsibleParty	ResponsibleParty	0.01	NONE ▼	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	A->Z ▼	1	↑	↓
<input type="checkbox"/>	PeriodBeginDate	PeriodBegin	0.01	NONE ▼	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	A->Z ▼	2	↑	↓
<input type="checkbox"/>	Destination	Location	0.01	NONE ▼	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	A->Z ▼	3	↑	↓
<input type="checkbox"/>	BOLDate	ShipDate	1.00	NONE ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▼		↑	↓
<input type="checkbox"/>	Railcar	Railcar	1.00	NONE ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▼		↑	↓
<input type="checkbox"/>	PlacedDate	Arrived	0.75	NONE ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A->Z ▼	4	↑	↓
<input type="checkbox"/>	CASE WHEN PlacedDate > PeriodBeginDate	DemBegin	0.75	NONE ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A->Z ▼	5	↑	↓
<input type="checkbox"/>	CASE WHEN DemurrageEndDate <	DemEnd	0.75	NONE ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▼		↑	↓
<input type="checkbox"/>	UsedAcceptableTime	AllowedDays	0.75	NONE ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▼		↑	↓
<input type="checkbox"/>	FreeTime	FreeDays	0.75	NONE ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▼		↑	↓
<input type="checkbox"/>	DemurrageTime	DemDays	0.50	Sum ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▼		↑	↓
<input type="checkbox"/>	DailyCharge	DailyCharge	0.75	NONE ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▼		↑	↓
<input type="checkbox"/>	DemurrageCharge	DemCharge	0.75	Sum ▼	<input checked="" type="checkbox"/>	<input type="checkbox"/>	▼		↑	↓

4. Click the Title tab and enter Demurrage Proprietary by Month (or whatever title you would like).
5. Click the Filter tab and select PeriodBeginDate from the Field drop down text box; select = from the Operator drop down text box; enter a date that represents the first day of the month that you would like to include on the report. NOTE the report will only provide a single month on the report.
6. Click the Insert link.
7. Click the Save and View Report button.

6.4 Demurrage - Proprietary by Party

Description:

Displays the accrued detention in days and associated fees over a designated historical period. The report is grouped and sorted by responsible party, which is the organization that is receiving the shipment. This is usually the consignee, but if there is a care-of party designated on the bill, then they are the responsible party.

Required table entries:

You must enter a [Demurrage > Proprietary](#) record, which requires a Station entry with all applicable aliases and a responsible party (Party) entry with all applicable aliases. You must also have a Shipping Instruction for each shipment that you want to show up on the report. If you are not importing or entering Shipping Instructions, then you may use the Detention History by Station report.

Step by step instructions :

1. Click the Management Reports menu; click the View Report link adjacent to Demurrage-Proprietary by Responsible Party.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, click the Custom Expression tab.
3. Click the View Report button.

6.5 Demurrage - Proprietary by Station

Description:

Displays the accrued detention in days and associated fees over a designated historical period. The report is grouped and sorted by Destination.

Required table entries:

You must enter a Demurrage > Proprietary record, which requires a Station entry with all applicable aliases.

Step by step instructions :

1. Click the Management Reports menu; click the View Report link adjacent to Demurrage - Proprietary by Station.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, click the Custom Expression tab.
3. Click the View Report button.

6.6 Demurrage - Railroad by Station

Description:

Using the [Railroad Demurrage/Detention Criteria](#), RMS determines which railcars have incurred demurrage.

Step by step instructions:

1. Click the Management Reports menu; click the View Report link adjacent to Demurrage - Railroad by Station.
2. The Filter Builder will display that will allow you to select some simple filters. It opens with the most common type of filter already selected. The Demurrage Status filter is set to "HAS INCURRED", the date range is filled in for the last 30 days, the date range is applied to when the cycle ended (release end date), Cycle filter has all selected to display both incomplete and complete cycles; the Railcar Status filter is set to show All railcars. The Quick Filter (cont.) tab and the Advanced Filter tab provide additional filtering possibilities. For unlimited filtering capabilities, click the Custom Expression tab.

NOTE: If you wish to see demurrage estimates for a railroad that provides credits for railcars that were loaded / unloaded faster than the acceptable days provided by the railroad, then you will want to remove the Demurrage Status filter.
3. Click the View Report button.

6.7 Last Sighting History

This report will be helpful if you want to see the latest location of railcars on any given day for up to the last 45 days. NOTE: This report can take a long time to run. For example, if a Last Sighting by Railcar report takes 5 seconds to run, this report with a filter that will display the last 30 days of last sightings, will take approximately $30 * 5 \text{ seconds} = 150 \text{ seconds}$ or 2.5 minutes since it is performing an individual query for each AnalysisDate. If the date range is 1/1/2016 to 1/31/2016 then the first AnalysisDate would be 1/1/2016 and the system will query the database to determine which railcars were active on that day and their latest reported sighting before 11:59pm of the AnalysisDate. This report is based on the [Last Sightings History](#) dataset.

NOTE: If this report fails to display and returns an error, it most likely has timed out. In this case, [clone](#) the report and [schedule](#) it to run in the evening.

NOTE: To use this report to determine the number of railcars in a serving area, something required for Union Pacific demurrage estimation, [go here](#).

NOTE: To use this report to determine the number of railcars at industry, something required for Union Pacific demurrage estimation, [go here](#).

To run this report, follow these step by step instructions:

1. Click on the Management Reports menu.
2. Click the View Report link next to the Last Sighting History report label.
3. Adjust the filter. When the Quick Filter displays, remove the Event Date filter dates; click the Advanced Filter tab; select the AnalysisDate field; select the Between Operator; enter the begin date and end date Values; click the Insert link.
4. Click the View Report button and when prompted that you are running the report with little filtering, click the Yes button and your results will look like this:

Last Sighting History.

((AnalysisDate Between '2013-02-01' AND '2013-02-28'))

* refers to Summary

Railcar [Count]*	EventDesc	LE	EventDttm	CityState	RR	Destination
2013/02/01						
KEYX 698	Pull from Patron	E	2013/01/30 03:00	BIRMINGHAM, AL	CSXT	UNKNOWN, NA
KEYX 710	Placement Actual	L	2013/01/30 04:00	BIRMINGHAM, AL	CSXT	BIRMINGHAM, AL
KEYX 642	Placement Actual	L	2013/01/31 10:21	BUFFALO, NY	NS	BUFFALO, NY
KEYX 633	Pull from Patron	L	2013/01/31 19:01	DECATUR, IL	IC	UNKNOWN, NA
KEYX 750	Pull from Patron	E	2013/02/01 03:30	BIRMINGHAM, AL	CSXT	UNKNOWN, NA
KEYX 711	Arrival Transit Location	L	2013/02/01 08:30	HOPEWELL, VA	CSXT	PHILADELPHIA, PA
KEYX 713	Placement Constructive	E	2013/02/01 16:12	HOPEWELL, VA	CSXT	HOPEWELL, VA
KEYX 791	Arrival Transit Location	E	2013/02/01 16:30	BUFFALO, NY	CR	DECATUR, IL
KEYX 745	Placement Actual	L	2013/02/01 18:45	BUFFALO, NY	CR	BUFFALO, NY
KEYX 626	Arrival Transit Location	L	2013/02/01 22:07	WILMINGTON, DE	CSXT	PHILADELPHIA, PA
Summary for 10	2013/02/01					
2013/02/02						
KEYX 698	Pull from Patron	E	2013/01/30 03:00	BIRMINGHAM, AL	CSXT	UNKNOWN, NA
KEYX 642	Placement Actual	L	2013/01/31 10:21	BUFFALO, NY	NS	BUFFALO, NY
KEYX 750	Pull from Patron	E	2013/02/01 03:30	BIRMINGHAM, AL	CSXT	UNKNOWN, NA
KEYX 713	Placement Constructive	E	2013/02/01 16:12	HOPEWELL, VA	CSXT	HOPEWELL, VA
KEYX 791	Arrival Transit Location	E	2013/02/01 16:30	BUFFALO, NY	CR	DECATUR, IL
KEYX 745	Placement Actual	L	2013/02/01 18:45	BUFFALO, NY	CR	BUFFALO, NY
KEYX 626	Arrival Transit Location	L	2013/02/01 22:07	WILMINGTON, DE	CSXT	PHILADELPHIA, PA
KEYX 633	Interchange Delivery	L	2013/02/02 02:30	DECATUR, IL	IC	BUFFALO, NY
KEYX 710	Released	E	2013/02/02 09:16	BIRMINGHAM, AL	CSXT	UNKNOWN, NA
KEYX 711	Arrival Transit Location	L	2013/02/02 19:30	BALCUBAY, MD	CSXT	PHILADELPHIA, PA
Summary for 10	2013/02/02					

The date in bold with a grey background is the AnalysisDate and the records within the AnalysisDate group will show each railcar that was active on that day and its latest sighting as of 23:59 that day.

6.8 Pool Changes

When a railcar is assigned to a pool for the first time or from one pool to another, a Pool Change record is generated in the Event Logs. These changes are summarized in this report.

Step by step instructions:

1. Click the Management Reports menu; click the View Report link adjacent to Pool Changes.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, click the Custom Expression tab.
3. Click the View Report button.

6.9 Railcar Utilization

Railcar Utilization Summary

Railcar Utilization

These reports are designed to provide an effective means to understand how much use you have gotten out of your railcar assets.

It combines a shipment summary (i.e. the number of shipments for a specified period with the daily average number of railcars and their load / empty / empty at origin status for a given time period.

Average Number of Shipments per Railcar calculation

These two measurements are used together to determine the average number of shipments per railcar over a given time frame for each pool and the overall fleet. For example, say we want to compare our railcar utilization for the month of May 2013 to the same month a year ago to determine if the fleet is being utilized better. Run the Railcar Utilization Summary report for May 1, 2012 to May 31, 2012 and then run the same report for May 1, 2013 to May 31, 2013. Often, the number of railcars in your fleet will be different than a year ago: railcars are added and/or removed.

shipments May 2012 = 125
Avg. # railcars May 2012 = 99
Avg. # shipments per railcar = $125/99 = 1.26$

of shipments in May 2013 = 140
Average # of railcars in May 2013 = 120
Avg. # of shipments per railcar = $125/99 = 1.17$

This example shows a common situation. Even though more shipments were performed in May, 2013 than in May, 2012, the actual utilization of the railcar fleet was less.

Step by step instructions:

1. Click the Management Reports menu; click the View Report link adjacent to Railcar Utilization Summary or Railcar Utilization, which is the same report except that it shows the detail records in addition to the summary.
2. On the Advanced Filter tab screen, select `Analysis Date` from the Field drop down text box, select "Between" from the Operator drop down text box; enter the beginning date of the time period in the first Value text box and enter the ending date of the time period in the second Value text box. For unlimited filtering capabilities, click the Custom Expression tab.
3. Click the View Report button.

Note: There are several properties that determine the data that is returned on these reports. Click on the Data Management > Report Properties menu. You can choose whether the count of shipments is based on the ship date or cycle completion date (release event that ends the cycle). You can also set the Analysis Interval (Days). This tells RMS how often to check the active/inactive and pool status of each railcar. The smaller the interval, the more accurate the report will be. However, the report will run much longer. If your railcars rarely change pools and there are not many additions, deactivations, then a larger interval such as 7 days may be enough to provide accurate results with a much shorter run time.

Report Properties

Railcar Utilization Date Range

Count of Shipments for Railcar Utilization Reports

☒ Based on Ship Date
 ☐ Based on Cycle Completion Date

Analysis Interval (Days)

OK Cancel

Note: For larger fleets (500 +) this report may take several minutes and may be better run via the Scheduler during non-working hours and exported to a file or emailed as an attachment. See [Setting Up Automatic Delivery of Custom Reports](#) for instructions on how to do this. If you clone these reports, when you click on the Save / Preview 1st 100 only button, it will not display any records. This is due to the long time it would take to do this for larger fleets. We understand that this makes it more difficult to perfect the layout. However, the report layout really can't be changed since there are scripts that run in the layout file itself. Therefore, you can only change the Title and Filters, so a layout preview is not really necessary.

Note: Normally, you would want railcar utilization to be measured for only the railcars that you own or lease (i.e. Permanent railcars). This report will return the utilization for all railcars, Permanent and Temporary because the system does not keep records indicating when a railcar was in Permanent / Temporary status. However, when RMS adds Temporary railcars (and RMS should add Temporary railcars - you should rarely add Temporary railcars yourself), it always adds them to the System Cars pool. It is recommended that you always keep Temporary railcars in the System Cars pool and never add Permanent railcars to the System Cars pool. This way, you can include a filter when running this report to exclude railcars that were in the System Cars pool during the analysis period.

Here is an example of what this type of filter would look like:

Advanced Filter		Custom Expression Filter					
Br	Field	Operator	Value	Br	and/or	Edit	Delete
(	AnalysisDate	Between	5/1/2013 and 5/31/2013	)	AND	Edit	Delete
(	Pool	<>	SYSTEM CARS	)		Edit	Delete

6.10 Shipping Instructions Detail

This report is designed to show most of the key information from a shipping instruction on a single page.

Step by step instructions:

1. Click on the Management Reports menu
2. Click on the View Report link adjacent to the Shipping Instructions Detail label
3. When the Filter Builder displays, select the filters needed and then click on the View Report button

Shipping Instructions DetailEquipment ID: **KEYX 791**

Car Type:

Waybill Number:

Outside Std Length (in):

Waybill Created:

BOL Date: **2019-03-16****Party Information**Shipper: **KEY CHEMICALS**Consignee: **OHIO PETROLEUM**

Party to Receive Freight Bill:

Care of Party:

Ship From:

PickUp:

Origin and Destination InformationOrigin: **DECATUR, IL**Destination: **OLD FORT, OH****Routing Information**Route: **NS****Equipment Information**Net Weight: **12000**

Load Limit:

Commodity/Hazardous Material InformationSTCC: **4904509**Commodity: **Carbon Dioxide**

UN/NA Identification Code:

Hazardous Class:

Hazardous Materials Page:

Shipping Name:

Commodity Code (STCC):

Admin Contact Name:

Residue Indicator Code:

Admin Contact Number:

Packing Group Code:

Industry Code:

6.11 Trip Cycles - Load-Unload Performance

Description:

This report is very similar to the Demurrage - Proprietary by Station report except that it includes performance measurements for stations that do not necessarily have a Demurrage - Proprietary criteria record associated with them. If a station does have Demurrage - Proprietary criteria entered, then that information is utilized in this report.

Step by step instructions:

1. Click the Management Reports menu; click the View Report link adjacent to Cycles - Load-Unload Performance.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, click the Custom Expression tab.
3. Click the View Report button.

6.12 Trip Cycles - Round Trips

For backward compatibility with RMS 3.X, a few reports are made available that show a complete round trip comprised of a load and empty cycle. A round trip cycle begins with a load release and ends with the subsequent load release. What starts one round trip cycle, ends the prior round trip cycle.

Round Trip by Pool Summary

Results are displayed grouped by railcar pool and excludes detail records, so only the pool and the summary information are displayed.

Round Trip by Pool

Results are displayed grouped by railcar pool.

Round Trip by Route Summary

Results are displayed grouped by the load origin destination pair and empty destination pair and excludes detail records.

Round Trip by Route

Results are displayed grouped by the load origin destination pair and empty destination pair.

Step by step instructions:

1. Click the Management Reports menu; click the View Report link adjacent to Trip Cycles - Round Trip by...
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, click the Custom Expression tab.
3. Click the View Report button.

6.13 Trip Cycles - Segments Detail

Description:

Displays the time it took between specified events at specified stations between a specified time period.

Step by step instructions:

1. Click the Management Reports menu, click the View Report link adjacent to Trip Cycles - Segments Detail

Trip Cycles - Segments Detail.

[View Report](#)

[Clone Report](#)

2. The Filter Builder will display that will allow you to select some simple filters. Because the filters required for this report are so extensive, RMS offers to save the required filter elements for you to make running the report in the future much easier. These saved filter settings may be retrieved from the Stored Segment Filters drop-down text box at the top of the Filter Builder window. For unlimited filtering capabilities, click the Custom Expression Filter tab. Optional filtering and Advanced Filtering is available as well. NOTE: Station entries are now optional.

Report - Trip Cycles - Segments Detail.

Stored Segment Filters Released at DECATUR, IL on IC to Pull from Patron at DECATUR, IL on IC ▼

Quick Filter Optional Filtering Advanced Filter Custom Expression Filter

12/5/2014 to 5/5/2016

Start * **End ***

Station DECATUR, IL DECATUR, IL

Event(s) * Released You may choose up to three events Pull from Patron

Unknown Unknown

Unknown Unknown

Railroad * IC IC

Standard (Days)

☒ Load ☐ Empty 1 ☒ Load ☐ Empty

View Report Delete Clear

3. Click the View Report button.

Note: Both starting and ending event dates for each cycle segment, to be displayed, must fall between the Start / Origin Date and the End / Destination Date. The Segment Criteria can be deleted by clicking the Delete command button; it also can be updated by first selecting the segment criteria record, making any needed changes, and then clicking the OK command button.

This report is based on one-way trips, so the two events used must happen during a one-way trip. For example, for a loaded shipment, the one way trip would start with a release load event and end with a release empty event. This is different than RMS 3.X versions because the trip cycles are now stored as one-way trips in RMS 4.X and higher. The advantage is that this report runs much faster. If you need to understand the time between a release load event and a arrival empty event for the return empty trip, you will need to run two reports: one showing the time between the release load event and the release empty event and one showing the time between the release empty event and arrival empty event. This shouldn't be too large of an impact since these reports run so much more quickly.

The segment filter records may only be deleted if used by a report other than the default report.

6.14 Trip Cycles - Total Trip by Route

Description:

This report displays transit time and [layover](#) time, which are the major parts of a trip cycle.

Step by step instructions:

1. Click the Management Reports menu; click the View Report link adjacent to Trip Cycles - Total Trip by Route.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, click the Custom Expression tab.
3. Click the View Report button.

6.15 Trip Cycles - Transit Performance

Description:

This report is designed specifically to measure the transit time from origin to destination. It also shows

whether the transit met a standard that is defined in the OD (origin destination) Pair record.

Step by step instructions:

1. Click the Management Reports menu; click the View Report link adjacent to Trip Cycles - Total Trip by Route.
2. The Filter Builder will display that will allow you to select some simple filters. For more advanced filtering, click on Advanced Filter tab. For unlimited filtering capabilities, click the Custom Expression tab.
3. Click the View Report button.

7 Data Management

This section of RMS is comprised of a collection of windows that allow you to add, update and delete various reference table data.

To access these forms, click on the Data Mgmt menu and then click on the desired submenu directly below it.


7.1 Commodities

The shipping instruction contains two fields:

- 1) STCC (Standard Transportation Commodity Code) - a 7 digit number that identifies a type of commodity and
- 2) Commodity, which is a typically a description of the STCC

For ease of data entry of shipping instructions, RMS maintains a lookup list of both standard (STCC and its related description) and proprietary commodity descriptions. Why two types of commodity descriptions? Some users may wish to store a company specific commodity description in the commodity field. For example, some types of sand (distinguished by the size of grain) are used for very different applications, but the STCC is the same for each. In this case, the company needs a way for RMS to help them distinguish which railcars contain Sand A (smaller grain size) and Sand B (larger grain size).

On the Shipping Instruction data entry window, you will see a lookup list to select the STCC and then you may choose to see either a lookup list of standard or proprietary descriptions.



The screenshot shows a form with two main sections. The first section is labeled 'STCC' and contains a dropdown menu. The second section is labeled 'Commodity' and contains a dropdown menu. Below the 'Commodity' dropdown, there are two radio buttons: 'Standard' and 'Proprietary'. The 'Standard' radio button is selected.

If you import shipping instructions using a Railroad Customer 417 Account and would like to use a proprietary commodity description, you can achieve this with a few simple steps. Normally the commodity description that is imported into the Commodity field is a description of the STCC.

1. The proprietary commodity description must be placed in a "Customer Reference Number" field on

the bill of lading. Specifically, this field must map to the 02 element of the N9 segment of the EDI 404/417 document. A qualifier of CR must be included in the 01 element of the N9 segment. If you are using a railcar carrier website to enter bills of lading, call their customer service department and ask to speak to their EDI department and ask them what specific field to use on the website is used.

2. In RMS, open the Import Properties window (Data Management | Import Properties), click on the Options tab and place a check in the box labeled, "Fill shipping instruction record Commodity Description field with Customer Reference Number", click the Save button.

7.1.1 Add, Update or Delete Standard (STCC) Commodities

RMS - Railcar Management System				Welcome admin [Log Out]	
Home	Data Management ▼	Custom Reports	Daily Reports	Management Reports	Admin ▼ Help ▼
Standard Commodities					
Add New Commodity					
STCC	Description				
4904509	Carbon Dioxide	Edit	Delete		

Follow these instructions to Add, Update or Delete a standard Commodity record.

Add a new standard Commodity

1. From the Data Management menu, select Commodities > Standard.
2. Click on the Add New Commodity link. Enter the commodity STCC number and its related description. Note that required entries are indicated by a red asterisk.
3. Click on the Save command button.

Add New Commodity	
STCC *	<input type="text" value="4904509"/>
Description *	<input type="text" value="Carbon Dioxide"/>
<input type="button" value="Save"/> <input type="button" value="Cancel"/>	
* denotes required fields.	

Update an existing standard Commodity

1. From the Data Management menu, select Commodities > Standard.
2. Click on the Edit link next to the Commodity record.
3. Make changes to the commodity record as required.
4. Click on the Save command button.

Delete an existing standard Commodity

1. From the Data Management menu, select Commodities > Standard.
2. Click on the Delete link next to the Commodity record.

7.1.2 Add Update or Delete Proprietary Commodities

Proprietary Commodities			
Add New Commodity			
Commodity Name	Edit	Edit Aliases	Delete
Frac Sand 20/40	Edit	Edit Aliases	Delete
Frac Sand 30/60	Edit	Edit Aliases	Delete

Follow these instructions to Add, Update or Delete a proprietary Commodity record.

Add a new proprietary Commodity

1. From the Data Management menu, select Commodities > Proprietary.
2. Click on the Add New Commodity link. Enter the commodity name.
3. Click on the Save command button.

4. Click on the Edit Aliases link
5. Enter the name of the commodity exactly the way it is displayed on the shipping instruction then click the Add link. There may be multiple spellings and if so, repeat this step for each.

Commodity Aliases		
<input type="text" value="Frac Sand 20/40"/>	Update	Delete
<input type="text" value="Frac Sands 20/40"/>	Update	Delete
<input type="text"/>	Add	

[Cancel](#)
Commodity Alias Added

Update an existing proprietary Commodity

1. From the Data Management menu, select Commodities > Proprietary.
2. Retrieve an existing commodity using the Edit link.

3. Make changes to the commodity name as required.
4. Click on the Save command button.

Delete an existing proprietary Commodity

1. From the Data Management menu, select Commodities > Proprietary.
2. Click on the Delete link.

7.2 Contract Rail Rates

This window is used to keep track of Contracted Rail Rates between you and rail carriers. By storing contract rate information here, you can take advantage of several pieces of functionality, such as:

- Quickly access contract rate information using the QuickFind feature rather than shuffling through file folders.
- Summarize contracts by Commodity, Railroad, Origin and Destination in several easy to run reports.

See [Add / Update / Delete Contracts](#).

Edit Contracted Rate

Characteristics Other

Origin * HOPEWELL, VA Shipper KEY CHEMICALS

Destination * PHILADELPHIA, PA Consignee FREEDOM PRESS

Commodity * 4904509, Carbon Dioxide Railcar Rate 1623.0000

Tariff Issue * CSXT Ton Rate 0.0000

Tariff Authority CSXT12357 G Effective Date 8/1/2007

☐ Inactive Expire Date 6/30/2009

Route CSXT

Save Cancel

* denotes required fields.

7.2.1 Add, Update, Delete Contract Rail Rates

Add a new Contract Rate

1. From the Data Management menu, select Contract Rates.
2. Click on the Add New Contract Rate link. Enter the contract rate details. Note that required entries are indicated by a red asterisk.
3. Click on the Save command button.

Update an existing Contract Rate

1. From the Data Management menu, select Contract Rates.
2. Click the Edit link.

3. Make changes to the contract rate as required.
4. Click on the Save command button.

Delete an existing Contract Rate

1. From the Data Management menu, select Contract Rates.
2. Click on the Delete link.

7.3 Cycles

Cycles, or otherwise known as Trip Cycles, are derived records that summarize the major events of a complete shipment. A complete shipment, for a permanent railcar, begins at the Release (Load / Empty) event and ends at the next Release event (Load / Empty). The event that begins a cycle, ends the prior cycle.

7.3.1 Review cycles

Follow these steps to review and subsequently repair cycles:

1. From the Data Management menu, select Cycles.
2. Select the cycle status to review: Complete, Incomplete, or All

The screenshot shows the 'RMS - Railcar Management System' interface. At the top, there is a navigation bar with links: Home, Data Management (selected), Custom Reports, Daily Reports, Management Reports, Admin, and Help. Below this is a 'Cycles' section with a 'Display Filter' button. Under 'Display Filter', there are four tabs: Quick Filter (pg. 1), Quick Filter (pg. 2), Advanced Filter, and Custom Expression Filter. The 'Quick Filter (pg. 1)' tab is active, showing a form with three steps: Step 1: Select Cycle Filters, Step 2: Select Date Range, and Step 3: Apply Date Range. Step 1 has four rows of radio buttons: Complete, Incomplete, All (selected); Valid, Invalid, All (selected); Labeled, Unlabeled, All (selected); and With Billing, No Billing, All (selected). Step 2 has two date input fields: 9/22/2013 and 10/22/2013. Step 3 has two radio buttons: When Cycle Starts and When Cycle Ends (selected). At the bottom of the form is a 'Search Cycles' button.

3. Select the filters of cycles to include:

Valid (either Completed Cycles or Cycles in Progress) - the OD pair is an OD pair that has been entered into the RMS database, and the placement location matches the subsequent release end location (the release at the end of the cycle not at the beginning);

Invalid (either Completed Cycles or Cycles in Progress) - the OD pair does not match an OD Pair that has been entered into the RMS database, or the placement location does not match the subsequent release end location (the release at the end of the cycle not at the beginning);

Labeled, Unlabeled, or All (either Completed Cycles or Cycles in Progress) - cycles that have been reviewed already and have been labeled G - GOOD, B - BAD - CANNOT REPAIR, or S - SPECIAL CAUSES (i.e. Shop time, derailment, etc.);

NOTE: As of version 5.11.01, RMS automatically labels cycles S - SPECIAL CAUSES that contain bad order events.

With Billing, No Billing (excludes labeled cycles), or All. No Billing means no related shipping instruction is available or has been attached to these cycles (Note: a shipping instruction may be entered for this cycle, but if the bill / ship date differs from the cycle loaded release date more than several days (the number of days can be changed - See Reference Values - Relate BOL Days), RMS will not attach it to the cycle). Only the cycles that you choose will show up on the report.

4. Enter the desired date range and select how to apply that date range (i.e. When cycle starts or When cycle ends).

Note: Incomplete cycles are automatically selected based on when the cycle starts. Cycles start with the release event and end with the subsequent release event.

5. Click OK - you will see the following window.

Cycles										
Display Filter										
Railcar	Released	LE	Origin	Destination	Complete	Valid	Billing	Label		
KEYX 626	2/22/2008	L	HOPEWELL, VA	PHILADELPHIA, PA	False	False	True		Edit/View	Delete
KEYX 626	2/13/2008	E	PHILADELPHIA, PA	HOPEWELL, VA	True	True	True		Edit/View	Delete
KEYX 633	2/13/2008	E	BUFFALO, NY	HOPEWELL, VA	True	True	True		Edit/View	Delete
KEYX 698	2/26/2008	E	BIRMINGHAM, AL	NEW ORLEANS, LA	True	True	True		Edit/View	Delete
KEYX 698	2/19/2008	L	NEW ORLEANS, LA	BIRMINGHAM, AL	True	True	True		Edit/View	Delete
KEYX 710	2/26/2008	E	BIRMINGHAM, AL	NEW ORLEANS, LA	False	False	False		Edit/View	Delete
KEYX 710	2/13/2008	L	NEW ORLEANS, LA	BIRMINGHAM, AL	True	True	True		Edit/View	Delete
KEYX 710	2/2/2008	E	BIRMINGHAM, AL	NEW ORLEANS, LA	True	True	False		Edit/View	Delete
KEYX 711	2/22/2008	L	HOPEWELL, VA	PINEVILLE, NC	True	True	True		Edit/View	Delete
KEYX 711	2/14/2008	E	PHILADELPHIA, PA	HOPEWELL, VA	True	True	False		Edit/View	Delete
KEYX 713	2/5/2008	L	HOPEWELL, VA	PHILADELPHIA, PA	True	True	True		Edit/View	Delete
KEYX 745	2/15/2008	L	DECATUR, IL	BUFFALO, NY	False	False	True		Edit/View	Delete
KEYX 745	2/6/2008	E	BUFFALO, NY	DECATUR, IL	True	True	False		Edit/View	Delete
KEYX 750	2/26/2008	E	BIRMINGHAM, AL	NEW ORLEANS, LA	False	False	True		Edit/View	Delete
KEYX 750	2/13/2008	L	NEW ORLEANS, LA	BIRMINGHAM, AL	True	True	True		Edit/View	Delete
1 2										
19 records										

6. Click on the Edit/View link to review a particular cycle.

Cycle									
Railcar	KEYX 710	LE	L	Transit	3.8	From	2/13/2008 3:01:00 P	To	2/17/2008 10:54:00
Origin	NEW ORLEANS, LA	Layover	9.0	From	2/17/2008 10:54:00	To	2/26/2008 9:37:00 A		
Destination	BIRMINGHAM, AL	Total	12.8						
Pool During Trip	NEW ORLEANS PLANT	Current Pool	NEW ORLEANS PLANT						
Label				Complete	True				
<input type="button" value="Save"/>									
Add New Sighting									
Event	Date	Time	LE	RR	Location	Destination	Comments		
Released	2/26/2008	09:37 AM	E	CSXT	BIRMINGHA, AL	UNKNOWN, NA		Edit	Delete
Placement Constructive	2/17/2008	10:54 AM	L	CSXT	BIRMINGHA, AL	BIRMINGHA, AL		Edit	Delete
Arrival Final Destination	2/16/2008	08:20 PM	L	CSXT	BIRMINGHA, AL	BIRMINGHA, AL		Edit	Delete
Departure	2/16/2008	02:50 PM	L	CSXT	MONTGOMER, AL	BIRMINGHA, AL		Edit	Delete
Arrival Transit Location	2/16/2008	08:30 AM	L	CSXT	MONTGOMER, AL	BIRMINGHA, AL		Edit	Delete
Departure	2/16/2008	02:15 AM	L	CSXT	MOBILE, AL	BIRMINGHA, AL		Edit	Delete
Arrival Transit Location	2/15/2008	11:10 PM	L	CSXT	MOBILE, AL	BIRMINGHA, AL		Edit	Delete
Departure	2/15/2008	04:55 PM	L	CSXT	NEWORLEAN, LA	BIRMINGHA, AL		Edit	Delete
Arrival Transit Location	2/14/2008	06:41 PM	L	CSXT	NEWORLEAN, LA	BIRMINGHA, AL		Edit	Delete
Departure	2/14/2008	06:38 PM	L	CSXT	MICHOUD, LA	BIRMINGHA, AL		Edit	Delete
Pull from Patron	2/14/2008	01:30 PM	L	CSXT	MICHOUD, LA	UNKNOWN, NA		Edit	Delete
Released	2/13/2008	03:01 PM	L	CSXT	MICHOUD, LA	UNKNOWN, NA		Edit	Delete

12 records.

7. If the cycle needs to be fixed (if you do not wish to fix the cycle, go to step 12), you may edit an existing sighting, add a new sighting or delete an existing sighting. To edit a sighting, click on the Edit link. To add a new sighting, click on the Add New Sighting link. To delete a sighting, click on the Delete link.

Note: When adding or modifying sighting records, a 5 character comment can be entered in the Comments field as a reminder that this was a manually entered record or any other meaning you want to assign to it - this is not required.

Edit Sighting			
Event *	Released	Destination City *	UNKNOWN
Event Date *	2/26/2008	Destination State *	NA
Event Time *	09 hrs. 37 mins.	ETA Date	
	<input checked="" type="radio"/> AM <input type="radio"/> PM		
LE Status *	E	ETA Time	01 hrs. 00 mins.
			<input checked="" type="radio"/> AM <input type="radio"/> PM
City *	BIRMINGHA	Comments	
State *	AL	Train ID	
Railroad *	CSXT		
<input type="button" value="Save"/> <input type="button" value="Cancel"/>			
* denotes required fields.			

Note: If you add, delete or edit sightings for a cycle, the changes will not be reflected until the Create Cycles process has run. The reason for this is when sightings that are part of a cycle are altered, RMS deletes the cycle record and then re-creates the record during the Create Cycles process. When a cycle is re-created, all of the cycles following it, for the same railcar, are re-created as well. This is done because a cycle that has been created incorrectly usually causes following cycles to be created incorrectly. Don't worry, they will all be recreated in the next Create Cycles.

12. You may label a cycle; this will enable you to include or exclude these labeled cycles in your reports. To do this, click on the Drop Down command button on the right side of the Label text box. Choose one of the following status:

G - GOOD - The cycle is completely accurate. (This is provided for backward compatibility with older versions of RMS, it is not recommended that you use this status)
 S - SPECIAL CAUSES - The railcar was bad ordered or spent time in the shop for some other reason.
 B - BAD - CANNOT REPAIR - Choose not to repair the cycle.

Then click the Save Cycle Changes button. To remove a label, clear the entry in the Label text box and click the Save Cycle Changes button.

Note: As of version 5.11.01, RMS automatically labels cycles S - SPECIAL CAUSES that contain bad order events.

Note:

A normal cycle begins with a release (either load or empty) event; several arrivals and departures are typically included until the destination is reached. At the destination you will see at least one of the following events (in the order shown): Arrival Final Destination, Placement Constructive, Placement Actual. The last sighting record for a cycle should be the next release event (this must be the opposite load / empty status as the release event that started the cycle); this sighting is also used as the first sighting for the following cycle. There is an option that you can set in the Import Properties (from Data Management) Options window where, if checked, RMS will create a new cycle on the ending Release event regardless of the load / empty status. This option is useful if you have railcars that are unloaded and then re-loaded before being released back to the railroad. If you do not have re-loads, it is recommended that you do not choose this option since creating cycles based on load / empty changes provides the most accurate results.

Import Properties

Shipping Instruction Data | Sighting Data | Options

Please Choose Import Options

- ☐ Exclude shipping instructions where the railcar is not part of the active RMS fleet.
- ☐ Exclude shipping instructions for empty railcars.
- ☐ Exclude shipping instructions for intermodal shipments.
- ☐ Exclude shipping instructions that don't have an origin and railcar fleet status that matches an existing active contract.
- ☐ Fill shipping instruction record Commodity Description field with Customer Reference Number.
- ☐ Create a new cycle on Release (W) event regardless of Load/Empty status. Check this option if you ship 'reloads'.

Save

7.4 Demurrage/Detention

The terms Detention and Demurrage may be used somewhat synonymously. When the terms Demurrage/Detention are used, they are referring to the holding of equipment, usually during the loading or unloading of it; from constructive or actual placement to release of equipment. Private Railcar Storage is sometimes used to describe when private railcars are constructively placed and are sitting on railroad-owned tracks (that are not leased by the shipper/consignee) waiting to be actually placed. Most railroads dump all of this into one term, Demurrage.

There are two types of Demurrage/Detention in RMS: 1) Proprietary and 2) Railroad.

Proprietary Demurrage/Detention

Typically used by a railcar owner/lessee who ships loads to customers and wants to measure and manage the time that those railcar assets are held for unloading.

Reports to use: Management Reports > [Detention History by Station](#) and [Detention History by Responsible Party](#)

Datasets to use for Custom Reports: [DetentionHistory](#)

Railroad Demurrage/Detention

Typically used by anyone who wishes to measure and manage their exposure to railroad assessed accessorial charges for the holding of railroad-owned railcars and/or the storage of private railcars on railroad-owned tracks.

Reports to use:

Datasets to use for Custom Reports: [Demurrage Railroad](#)

7.4.1 Proprietary Demurrage Criteria

Follow these steps to add or update criteria used to calculate proprietary demurrage/detention on

various reports. Demurrage/detention measurement and charges will not display on a report unless criteria has been entered for the particular station where the railcar is unloaded/loaded. You may also make the criteria Party specific in the case where you may deliver railcars to more than one organization at the same station.

1. Select the Data Management > Demurrage > Proprietary menu; click the Add New Criteria link.

Home	Data Management ▼	Custom Reports	Daily Reports	Management Reports	Admin ▼	Help ▼
Proprietary Demurrage/Detention Criteria						
Add New Criteria						
Station	Responsible Party					
BIRMINGHAM, AL	NO PARTICULAR PARTY	Edit	Delete			
BUFFALO, NY	BUFFALO SPEC. CHEMICALS	Edit	Delete			
BUFFALO, NY	NO PARTICULAR PARTY	Edit	Delete			
HOPEWELL, VA	NO PARTICULAR PARTY	Edit	Delete			

2. Choose the Station for which this criteria will apply. Tab to the Acceptable Days field box and enter the number of days that are allowed at this location before charges take effect.

4. If you wish to make the criteria Customer / Party specific, choose this organization from the Responsible Party drop-down list.

5. Enter a daily charge.

6. Check / Fill in any free days that are given.

Note: RMS considers the selected free days and does not count them in the elapsed time calculation. Elapsed time begins on 12am the day after the railcar was placed (either Constructively or Actually whichever comes first), which is similar to most railroad calculations. The most variation is found in what days are free according to different railroads.

7.4.2 Railroad Demurrage Criteria

Follow these steps to add or update criteria used to calculate railroad demurrage or private railcar storage on various reports. Demurrage measurement and charges will not display on a report unless criteria has been entered for the particular railroad on which the railcar is unloaded/loaded. You may also make the criteria Station and Commodity code (STCC) specific. RMS has the main (not all) business rules for the major Class I railroads as of 2016: Burlington Northern Sante Fe, Canadian National, Canadian Pacific, CSX, Kansas City Southern, Norfolk Southern, and Union Pacific. Your company may have a special agreement with a railroad, you will want to review these policies and make updates as required. It is recommended that if you have a special arrangement with a railroad, that you create a new criteria record that is specific to a station and/or commodity.

It is recommended to enter at least two criteria records for each railroad - one for Loading and another for Unloading.

1. Click the Data Management > Demurrage > Railroad menu.

Railroad Demurrage/Detention Criteria						
Add New Criteria						
Railroad	Activity	Location	Start STCC	End STCC		
BNSF	LOADING				Edit	Delete
BNSF	UNLOADING				Edit	Delete
CN	LOADING				Edit	Delete
CN	UNLOADING				Edit	Delete
CPRS	LOADING				Edit	Delete
CPRS	UNLOADING				Edit	Delete
CSXT	LOADING				Edit	Delete
CSXT	UNLOADING				Edit	Delete
KCS	LOADING				Edit	Delete
KCS	LOADING		100000	199999	Edit	Delete
KCS	UNLOADING				Edit	Delete
NS	LOADING				Edit	Delete
NS	UNLOADING				Edit	Delete
UP	LOADING				Edit	Delete
UP	UNLOADING				Edit	Delete

- If you don't see the Railroad/Activity that is needed, then click the Add New Criteria link.
 - Choose the Railroad for which this criteria will apply. Tab to the Activity and select whether this criteria will be associated with Loading or Unloading.
 - Enter the daily charge for private railcars sitting on railroad-owned tracks between constructive placement and actual placement and the daily charge for railroad-owned railcars held between placement (constructive or actual) and release.
 - Next, select whether the order in date/time is considered by the railroad for reducing your demurrage charges.
- Note: Some railroads will reduce your charges by the time that elapsed between when you ordered a constructively placed railcar into your industry and when the railroad actually placed the railcar at your industry. The order in date/time is entered on the RMS Shipping Instruction window on the Other tab.*
- Enter the days allowed for a private railcar stored on railroad property before charges begin to accrue. Indicate whether these days are free or credited.
- Note: Credit days are different than Free days. Credit days, if not used in full for a particular railcar shipment, may be used to offset accrued demurrage charges for another railcar shipment. Most railroads restrict the use of credits to the particular industry location, one billing period, and activity (i.e. loading or unloading).*
- Enter the days allowed for a railroad-owned railcar held between placement (constructive or actual) and release. Some railroads also allow extra days if the railcar is unloaded and then reloaded before released back to the railroad. Indicate whether these days are free or credited.
 - Select the time that the demurrage clock begins in the Clock start time text box.
 - Click on the Allowed Calendar Days tab. If there are any days of the week or holidays that are allowed, select or enter them here. Indicate whether they are free or credited.
 - Click on the Other Optional tab if you need to make this criteria Station or STCC (commodity code) specific.
 - Click the Save button.

7.5 EDI File Transfer

If you need to get data in the form of EDI (electronic data interchange) or standard CLM (car location messages) documents, this is the place to specify the location of this data (i.e. server), the format of the files and the network protocol to use.

7.5.1 EDI File Transfer setup

This page is typically used to specify the locations of FTP folders that contain either shipping instructions (aka waybills) and sightings (aka CLM).

1. Click the Data Management > Import Properties

2. On the Import Properties window, select the appropriate tab: click on the Shipping Instruction Data tab if waybills (EDI 417) are to be gathered and / or click the Sighting Data tab if CLMs are to be gathered; check the Railroad / VAN check box; the EDI File Transfer Profiles form will open (*you may also open the EDI File Transfer window by clicking the Data Management > EDI File Transfer branch menu;*

NOTE: Required entries are indicated by a red asterisk.

3. Click the Add New File Transfer link.

Add New File Transfer			
Name *	<input type="text"/>		
Format *	<input type="text"/>	Host *	<input type="text"/>
Source *	<input type="text"/>	Folder	<input type="text"/>
Protocol *	<input type="text"/>	File Name	<input type="text"/>
User Name	<input type="text"/>	Corp. ID (ISA) *	<input type="text" value="rmsuser"/>
Password	<input type="password" value="....."/>	Dept. ID (GS)	<input type="text"/>
		Fleet Name	<input type="text"/>
<input type="checkbox"/> Passive Connection <input type="checkbox"/> Delete File After Transfer <input type="checkbox"/> Inactive			
<input type="button" value="Save"/> <input type="button" value="Cancel"/>			
* denotes required fields.			

4. Fill out a name for the particular profile in the Name text box – this is just to identify the account so that you can easily recognize and retrieve it if it needs to be updated.

5. Select the Format of the file from the Format drop-down box.

6. Choose a Source of the data from the Source drop-down box; this is usually the railroad or VAN (value added network) that has set up this particular account.

7. Choose a protocol from the Protocol drop-down box.

8. Type in the User Name and Password in the respective text boxes to access the account.

9. Enter the Host address of the account (i.e. ftp.railcartracking.net).

NOTE: Do not enter the FTP:// . This is taken from the Protocol entry.

10. If the files reside in a folder, enter the folder name / path in the Folder text box (i.e. . out/shipping_instructions)

11. Files are selectively downloaded by naming convention. This aids in getting files directly from the railroads, which may blend different kinds of files in the same folder. For example: enter `clm` to download files that are named `bnsfclm000.txt`, `bnsfclm001.txt`, `bnsfclm002.txt`, etc.

12. Each company (your company) has a unique identification code, get or establish this with the railroad and enter it into the Corp. ID text box. If you do not know this or are unable to get it, simply enter a three character abbreviation for your company.

13. Departments or subsidiaries may have separate unique identifications, get or establish this with the railroad and enter it into the Dept. ID text box. If you do not know this or are unable to get it, simply enter a three character abbreviation for your company department.

14. Place a check in the Passive Connection check box, this is more firewall friendly.

15. Most accounts will require RMS to delete the file after it is downloaded, but some will automatically delete the file once it is downloaded (Transentric accounts are the only ones that do this that we know of at this time). Place a check in the Delete File After Transfer check box if RMS must delete the file after it is downloaded (recommended).

16. If you wish to set the account as Inactive, place a check in the Inactive check box. Even if the Import Properties are set for RMS to get Shipping Instruction or Sighting Data from a railroad or a VAN, if the EDI File Transfer Profile is set to Inactive, no data will be gathered from that particular server account.

NOTE: You don't want to leave files on the account once they are downloaded because then the import process will take longer and longer while RMS is downloading duplicate files. RMS will not add duplicate records to its database, but you don't want to waste your time waiting for unnecessary files to be downloaded. Plus, the railroad or value added network that manages the account may get upset that you are using so much storage on their server.

NOTE: Some servers don't allow passive connections, so you'll have to do a little testing here.

Additional Information: Copies of the files that are downloaded from any EDI File Transfer Profile are placed in the RMS Flat File Directory; you can alter this by following the steps in the [Flat File Directory](#) help topic. If you wish to schedule automatic imports, see the [Scheduler](#) help topic.

Sometimes you will need to set up a fleet update or CLU. The fleet update is done during the [Import Data Only](#) and [Import Data and Create Cycles](#) scheduled batch processes. This is a process where RMS will upload a list of railcars to an FTP folder. This list will indicate if the railcars are to be added / deleted from the data source's list of railcars to provide data. The list may also indicate which railroads are to be included or excluded from the data feed. Follow these instructions to set up this type of process:

1. Click the Data Management > EDI File Transfer menu;
2. Click the Add New EDI File Transfer link;
3. Fill out the page as shown below and click the Save button.

- The Name may vary, but it is recommended to include the fleet name since there may be multiple fleet updates.
- Format = CLU (always)
- Destination = Railinc (for most setups - or another railroad that offers CLU functionality)

- Host = ftp.railcartracking.net (for most set ups)
- Folder = in/fleet_updates (for most setups)
- Corp. ID = any entry here - it doesn't matter since it is not used
- Fleet Name = the name of the fleet at the data source
- RR Include / Exclude = 4 characters per railroad. For example, if the Railinc data source fleet is set to Exclude railroads and you are getting data directly from CN and BNSF (so you don't need data from Railinc for CN and BNSF), then enter "CN " with two spaces after it for a total of 4 characters. Then enter "BNSF" with no spaces since it is already 4 characters. There should be no spaces in between the railroads. Note that the include/exclude setting is done by Railinc or the railroad on the fleet.
- Passive Connection is usually the best since it is firewall friendly.

Add New File Transfer			
Name *	Fleet Update TSTCLM001		
Format *	CLU	Folder	in/fleet_updates
Destination *	RAILINC	File Name	
Protocol *	FTP	Corp. ID (ISA) *	notused
User Name	myusername	Dept. ID (GS)	
Password	*****	Fleet Name *	TSTCLM001
Host *	ftp.railcartracking.net	RR Include / Exclude	CN BNSF
<input checked="" type="checkbox"/> Passive Connection <input type="checkbox"/> Delete File After Transfer <input type="checkbox"/> Inactive			
<input type="button" value="Save"/> <input type="button" value="Cancel"/>			
* denotes required fields.			

7.6 Import Properties

7.6.1 Import Properties

Import Properties:

1. Shipping Instructions Data: Choose Data Source(s) then click Save.

Shipping Instruction Data	Sighting Data	Options	Cycle Options
Please Choose Data Sources			
<input type="checkbox"/> Text File			
<input type="checkbox"/> Railroad/VAN			
<input type="button" value="Save"/>			

2. Sighting Data: Choose Data Sources then click Save.

Shipping Instruction Data Sighting Data Options Cycle Options

Please Choose Data Sources

☐ Steelroads Select File Format

☐ Last Event for Privates and Temps (there is no way to NOT get sightings for Private with this setting.)

☒ New Events for Privates and Last Event for Temps (Privates must exist in Trace List(s) entered in Ref. Values)

Note: Sightings will not be retrieved from Steelroads for Privates if a Trace List name does not exist in the Steelroads Trace List(s) Reference Value.

☐ Text File ☐ Manually assign event years? NOTE: Only use this option when you wish to import historical data that is more than a month old. WARNING ALL FILES ON THE NEXT IMPORT AND ALL FOLLOWING IMPORTS WILL BE ASSIGNED WITH THESE YEARS UNTIL THIS FEATURE IS DEACTIVATED BY UNCHECKING THE BOX.

☐ Railroad/VAN

Save

3. Options: Select all applicable import options, then click Save.

Shipping Instruction Data Sighting Data Options Cycle Options

Please Choose Import Options

☐ Exclude shipping instructions where the railcar is not part of the active RMS fleet.

☐ Exclude shipping instructions for empty railcars.

☐ Exclude shipping instructions for intermodal shipments.

☐ Exclude shipping instructions that don't have an origin and railcar fleet status that matches an existing active contract.

☐ Fill shipping instruction record Commodity Description field with Customer Reference Number.

☐ Do not deactivate Temporary railcars upon completion of cycle.

☐ Never archive temporary railcar sightings that do not have a related shipping instruction.

☐ Include sightings where the railcar is not part of the active RMS fleet.

Save

- Exclude shipping instructions where the railcar is not part of the active RMS fleet. Shipping instructions will not get imported for any railcars that are not already entered and active in RMS.
- Exclude shipping instructions for empty railcars. Shipping instructions for empty shipments will be ignored and not imported.
- Exclude shipping instructions for intermodal shipments. Shipping instructions for intermodal shipments will be ignored and not imported.
- Exclude shipping instructions that don't have an origin and railcar fleet status that matches an existing active contract. In the [Contract Rates](#), you can enter rates for moves from particular origins and destinations. There is an option where you can indicate the fleet status (All, Temporary, Permanent). If a shipping instruction has an origin that matches an existing active contract and the railcar fleet status matches the fleet status selected in the contract record, the shipping instruction will be imported.
- Fill shipping instruction record Commodity Description field with Customer Reference Number. For some commodities, such as sand, the [STCC](#) is not specific enough. In this case, the shipper can fill in a more specific commodity code in the Customer Reference Number section of the bill of lading. This code will be filled into the Commodity field of the Shipping Instruction record.
- Do not deactivate Temporary railcars upon completion of cycle. When temporary railcars finish a trip

cycle, RMS automatically deactivates them (assuming that there is not a shipping instruction for the return trip cycle). This is not recommended for most situations.

- Never archive temporary railcar sightings that do not have a related shipping instruction. Sometimes a shipping instruction is delivered to RMS many days after the actual ship date. This can cause RMS do not be able to relate the imported sightings with the shipping instruction. RMS will not import sightings for temporary railcars unless it can determine that there is a valid shipping instruction for the current shipment. Otherwise, it archives the sightings. This setting turns off that behavior. It is not recommended for most situations.
- Include sightings where the railcar is not part of the active RMS fleet. Normally RMS will not import sightings for railcars that are not already added and active in the system. In some situations, you may want RMS to automatically add the railcar to the fleet and import the sightings. This might be helpful in the situation where your data source automatically discovers newly leased railcars and sends sightings for them before you get a chance to add the railcar in RMS. Otherwise, it is not recommended for most situations.

4. Cycle Options

Please Choose One of the Cycle Options:

☐ Create new cycle when the load/empty status changes.

☒ Create new cycle when the load/empty status changes and Create a new cycle on consecutive Actual Placement (Z) and Release (W) events regardless of Load/Empty Status. Check this option if you ship reloads.

☐ Create a new cycle on these consecutive location and event pairs:

No records has been added.

Previous Location:	Previous Event:	Current Location:	Current Event:
ALLENTOWN,PA	Arrival Final Destination	ALLENTOWN,PA	Arrival Final Destination

Add

Save

A cycle is a one-way trip from Release at origin to Release at destination. RMS can separate these cycles in different ways depending on your needs.

- Create new cycle when the load/empty status changes. This is a good setting when you ship loads and then the railcars ALWAYS come back empty (i.e. no reloads).
- Create new cycle when the load/empty status changes and Create a new cycle on consecutive Actual Placement (Z) and Release (W) events regardless of Load/Empty Status. Check this option if you ship reloads. RMS will separate the cycles even if the load/empty status does not change.
- Create a new cycle on these consecutive location and event pairs: It is not recommended that you use this option without talking with RMS technical support team first. You might want to use this option if you ship reloads and you are not getting complete sighting data that includes the Released event and Actual Placement event. You may also want to use this option if you ship intermodal, which often does not have the expected load/empty status or the expected Released and Actual Placement events.

7.7 Origin-Destination (OD) Pairs

OD Pairs help RMS better understand your route network. It can then do more work for you like chart transit time performance against a standard (see Trip Cycles: Loaded and Empty Transit) and summarize mileage for a trip cycle (see Trip Cycle by Route report).

The screenshot displays the 'Origin/Destination Pairs' management interface. At the top, there is a search bar with 'Origin City' and a 'Search' button, alongside a 'Reset Search' button and a link to 'Add New Origin/Destination Pair'. Below this is a table with columns for 'Origin', 'Destination', 'Edit', and 'Delete'. The table lists several pairs, such as BIRMINGHAM, AL to NEW ORLEANS, LA, and BUFFALO, NY to DECATUR, IL. A modal window titled 'Add New OD Pair' is open in the foreground, containing fields for 'Origin *', 'Destination *', 'Average Transit (Days)', 'Standard Transit (Days)', 'LCL Transit (Days)', 'UCL Transit (Days)', and 'Mileage'. The 'Save' and 'Cancel' buttons are at the bottom of the modal. A note indicates that an asterisk (*) denotes required fields.

Origin	Destination	Edit	Delete
BIRMINGHAM, AL	NEW ORLEANS, LA	Edit	Delete
BUFFALO, NY	DECATUR, IL	Edit	Delete
BUFFALO, NY	HOPEWELL, VA	Edit	Delete
BUFFALO, NY	PEKIN, IL	Edit	Delete
DECATUR, IL	BUFFALO, NY	Edit	Delete
DECATUR, IL	OLD FORT, OH	Edit	Delete
HOPEWELL, VA	BRANDON, MS	Edit	Delete
HOPEWELL, VA	BUFFALO, NY	Edit	Delete
HOPEWELL, VA		dit	Delete
HOPEWELL, VA		dit	Delete
LIVERPOOL, NY		dit	Delete
LIVERPOOL, NY		dit	Delete
NEW ORLEANS, LA		dit	Delete
NEW ORLEANS, LA		dit	Delete

7.7.1 Add, Update, or Delete origin-destination (OD) pairs

Add an origin-destination (OD) pair

1. Click the Data Management > Origin/Destination Pairs menu.
2. Click the Add New Origin/Destination Pair link.
3. Click on the Drop Down command button at the right edge of the text box labeled Origin; choose the location by highlighting and clicking on the selection. Do the same for Destination.
4. Average Transit (Days) is no longer used, but remains for backward compatibility.
5. Standard Transit is not required, but is necessary if you wish to see an On-Time Performance; (see Trip Cycles: Loaded and Empty Transit reports)
6. Mileage is an optional entry. It is used by the Cycles by Route Management Report, which is a [Trip Cycles - Round Trips](#) report.
7. Click on the Save command button.

Update an origin-destination (OD) pair

1. Click the Data Management > Origin/Destination Pairs menu.
2. Click the Edit link to select the OD Pair.
3. Enter and/or modify information as required.
4. Click the Save command button.

Delete an origin-destination (OD) pair

1. Click the Data Management > Origin/Destination Pairs menu.

2. Click the Delete link.

7.8 Parties

This reference table stores information about the companies that are involved in your route network. It should also include any companies or organizations that are designated as a shipper, consignee, or care of party on a bill of lading. If you are going to use the Railcar Leases feature, you'll need to store the names of the railcar lessors here too.

The screenshot displays the 'Parties' management interface. At the top, there is a header 'Parties' and a link 'Add New Party'. Below this is a table with columns: Company, Contact, Edit, Edit Aliases, and Delete. The table lists several companies, including ABBEY ROAD CHEMICALS, BUFFALO SPEC. CHEMICALS, CAROLINA ASPHALT, CHEM SUPPLY A, CHEM SUPPLY B, FREEDOM PRESS, KEY CHEMICALS, OHIO PETROLEUM, and RAILCAR LEASES. An 'Edit Party' modal form is open over the table, showing fields for Company (marked with an asterisk), Address 1, Address 2, City, State, Zip, Phone, Contact, and Reference Number. To the right of the form are checkboxes for Shipper, Consignee (checked), Lessor, Vendor, and Our Company. At the bottom of the modal are 'Save' and 'Cancel' buttons, and a note that '*' denotes required fields.

Company	Contact	Edit	Edit Aliases	Delete
ABBNEY ROAD CHEMICALS		Edit	Edit Aliases	Delete
BUFFALO SPEC. CHEMICALS	Joe Smith	Edit	Edit Aliases	Delete
CAROLINA ASPHALT	Jud Austin	Edit	Edit Aliases	Delete
CHEM SUPPLY A		Edit	Edit Aliases	Delete
CHEM SUPPLY B		Edit	Edit Aliases	Delete
FREEDOM PRESS	Ben Franklin	Edit	Edit Aliases	Delete
KEY CHEMICALS	Jim Dalrymple	Edit	Edit Aliases	Delete
OHIO PETROLEUM		Edit	Edit Aliases	Delete
RAILCAR LEASES		Edit	Edit Aliases	Delete

Edit Party

Company * ☐ Shipper

Address 1 ☒ Consignee

Address 2

City ☐ Lessor

State Zip ☐ Vendor

Phone ☐ Our Company

Contact

Reference Number

* denotes required fields.

7.8.1 Add, Update, Delete Parties

Add a party

1. Click the Data Management > Parties menu.
2. Click the Add New Party.
3. Type in the company name. Required. Add any other information that you wish.
4. Add at least one Alias. Before you can do this, you must click the Save command button. Once you have done this, click on the Aliases command button. Aliases are the various different spellings of a company name that may appear on a shipping instruction.
5. Type in any other information desired in the rest of the text boxes provided. Optional.

Update a party

1. Click the Data Management > Parties menu.

2. Click the Edit link
3. Make any desired changes.
3. Click the Save command button when finished.

Delete a party

Note: If this party appears in other records (i.e. Demurrage, Contract Rates), you will not be able to delete it until you remove or replace it in the other records.

1. Click the Data Management > Parties menu.
2. Click the Delete link.

7.9 Problem Logs

This is a place to store a record of conversations about service problems and commitments with rail carriers, customers, vendors, or any other organizations that you work with.

Problem Logs

Select Date Range: To [Add New Problem Log](#)

☐ Open ☐ Closed ☒ All

Railcar	Date/Time	Description	Location		
KEYX 745	2/14/2008 12:00:00 PM	2/14/00 Ordered in. 2/18/00 Ordered in again. 2/22/00 Problem moving. May need to go to the shop.	Track 101 in Buff. Sto.	Edit	Delete

Edit Problem Log

Railcar Initial * Occurred * ☐ AM ☒ PM

Number * Location

Description

Action Taken

Representative

Railroad

Railroad Contact

Phone

Resolved

Resolution

* denotes required fields.

7.9.1 Add, Update, or Delete Problem Logs

Add problem log

1. Click the Data Management > Problem Logs menu or from the Home window, click on the Problem Logs tab window, which will enable you to manage logs for the railcar that is selected on the Home window.
2. Click on the Add New Problem Log link, which will take you to a new blank record.
3. Fill in the information on the screen as needed.
4. Click Save when finished.

Update a problem log

1. Click the Data Management > Problem Logs menu or from the Home window, click on the Problem Logs tab window, which will enable you to manage logs for the railcar that is selected on the Home window.
2. Use Open, Closed or All option button to return the desired list of records.
3. Click the Edit link for the record that you wish to update.
4. Edit the problem record as needed.
5. Click the Save command button.

Note: When you put a date in the Resolution date text box, the problem is considered closed.

Delete a problem log

1. Click the Data Management > Problem Logs menu or from the Home window, click on the Problem Logs tab window, which will enable you to manage logs for the railcar that is selected on the Home window.
2. Click on the Delete link.

7.10 Railcar Pools

Pools can be used to segregate railcars according to what plant they are shipped out of, what kind of product they carry, car type, or any other reason you can think of. Once you assign railcars to pools, you can then see them grouped and sorted on most reports by their pool; you can even filter most reports to see only information for railcars in the particular pool. In order to assign a railcar to a pool, you must first add a pool record.

You may also relate a Trip Plan to a Railcar Pool on this window. See the Trip Plan help topic for more information about using Trip Plans.

Pools

[Add New Pool](#)

Pool	Trip Plan		
DECATUR PLANT		Edit	Delete
HOPEWELL PLANT		Edit	Delete
NEW ORLEANS PLANT		Edit	Delete
PEKIN PLANT		Edit	Delete
SYSTEM CARS		Edit	Delete

Edit Pool

Pool Name *

Trip Plan

* denotes required fields.

7.10.1 Add a railcar pool

Step by step instructions:

1. Click the Data Management > Railcar Pools menu.
2. Click on the Add New Pool link.
3. Type the pool description.
4. Select a Trip Plan that this pool will be related to. This is an optional feature and is only useful in a very specific situation: if you wish to get Enhanced ETAs for inbound railcars (load or empty) travelling to one destination AND you don't import Shipping Instructions (waybills). Please call Customer Support for more information.
5. Click the Save command button.

7.10.2 Update a railcar pool

Step by step instructions:

1. Click the Data Management > Railcar Pools menu.
2. Click on the Edit link.
3. Make the desired changes.
4. Click the Save command button.

Note:

If you change the name of the pool, this will not effect the railcars that are assigned to this pool; they will still be assigned to the same pool, but it will display on reports with the new name. If you wish to keep track of the time that a railcar was in various pools, don't change the name of the pool, rather, create a new Pool and go to the Railcar Update window and reassign the railcar(s) to the new pool. RMS keeps track of when railcars move from one pool to another when you use this process.

7.10.3 Delete a railcar pool

Your company may discontinue or sell off a segment of business, which requires you to reassign all the railcars that were assigned to this pool to different pools. You will need to reassign each railcar to a different pool. Don't delete a pool record even if there are no railcars assigned to it because RMS keeps track of when railcars were in pools. You may rename an unused pool to `INACTIVE - FRAC SAND POOL` for clarification.

Step by step instructions:

1. Click the Data Management > Railcars > Pools menu.
2. Click the Delete link.

7.10.4 Assign one or more railcars to a pool

The screenshot shows the 'Railcars' management window. At the top, there's a navigation bar with 'Home', 'Data Management', 'Custom Reports', 'Daily Reports', 'Management Reports', 'Admin', and 'Help'. Below this is a search bar with the text 'Enter the initials, space and number to find a railcar more quickly in a large list'. There are buttons for 'Search Railcars' and 'Clear Search'. To the right of the search bar are radio buttons for 'Active', 'Inactive', and 'No Pool Assignment', along with links for 'Add New Railcar' and 'Add Multiple Railcars'. Below the search bar are several action buttons: 'Assign to Pool', 'Assign to Report Group', 'Assign to Lease', 'Assign to Sublease', 'Select All', 'Delete Selected', 'De-activate Selected', and 'Re-activate Selected'. The main part of the window is a table with columns: 'Sel.', 'Railcar', 'Pool', 'Lease', 'Sublease', 'Report Group', and two columns for 'Edit' and 'New Similar'. The table lists 11 railcars, each with a checkbox in the 'Sel.' column. A red arrow points to the 'Assign to Pool' button. Another red arrow points to the 'Select Pool' dialog box, which is open over the table. The dialog box has a dropdown menu with 'Not Assigned' selected, and buttons for 'Assign to Pool' and 'Cancel'. The bottom of the window shows 'Total Railcars: 11'.

Sel.	Railcar	Pool	Lease	Sublease	Report Group	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 626	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 633	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 642	DECATUR PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Edit	New Similar
<input type="checkbox"/>	KEYX 698	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Edit	New Similar
<input type="checkbox"/>	KEYX 710	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Edit	New Similar
<input type="checkbox"/>	KEYX 711	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Edit	New Similar
<input type="checkbox"/>	KEYX 713	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Edit	New Similar
<input type="checkbox"/>	KEYX 745	DECATUR PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Edit	New Similar
<input type="checkbox"/>	KEYX 750	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Edit	New Similar
<input type="checkbox"/>	KEYX 791	PEKIN PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Edit	New Similar
<input type="checkbox"/>	KEYX 799	SYSTEM CARS	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Edit	New Similar

Total Railcars: 11

Step by step instructions:

1. Click the Data Management > Railcars > View/Add/Update menu.
2. Place a check in the checkbox of the railcar(s) that you wish to assign to a particular pool. To select all railcars on the page, click the Select All button.
3. Click on the Assign to Pool button.
4. Select the pool that you wish to assign the railcar(s) to and click the Assign to Pool button.

7.11 Railcars

Initial *

KEYX

Number *

633

Change Marks

Characteristics

Other

Pool

HOPEWELL PLANT

Lease

RAILCAR LEASING INC. / 123456-33 / Full Service Operating

Sublease

Tare Weight

103100

AAR Type

Length

Shell Capacity

18255

Height

Load Limit

159900

Width

☐ Inactive
 ☐ Temporary

Save

Cancel

* denotes required fields.

7.11.1 Add / select multiple railcars

Follow these steps to add and/or select multiple railcars.

1. Click the Data Management > Railcars > View/Add/Update menu and then click the Add / Select Multiple Railcars link.
2. Enter or paste the railcar initials and numbers into the text box on the window is labeled `Enter or paste railcars here.`

NOTE: You can enter or paste railcars in various formats such as:

```
keyx626
keyx 626
keyx000626
keyx 626
keyx 000626
```

Add Railcars

Enter or paste railcars here

KEYX 611
KEYX 622
KEYX 633

Enter or paste a list of the railcars that you wish to add / select.
Valid formats are car initial and number.
Separate each railcar entry with a carriage return.

For example:
KEYX123456
KEYX 3456

After the Validate button is clicked, the railcars will be listed on the right that RMS will save to the database.
If any of the railcars were not translated properly, modify or re-paste your railcar entries on the left and click Validate again.
Once you are satisfied that RMS has translated your railcars properly, click Save to add them to the database.
Railcars that already exist in the database will be selected along with the newly added railcars so that you can perform bulk activities with them.
Click Close to quit this activity all together.

What will be added to the database

Validate Cancel

Count: 0

3. Click on the Validate button.

Add Railcars

Enter or paste railcars here

KEYX 611
KEYX 622
KEYX 633

After the Validate button is clicked, the railcars will be listed on the right that RMS will save to the database.
If any of the railcars were not translated properly, modify or re-paste your railcar entries on the left and click Validate again.
Once you are satisfied that RMS has translated your railcars properly, click Save to add them to the database.
Railcars that already exist in the database will be selected along with the newly added railcars so that you can perform bulk activities with them.
Click Close to quit this activity all together.

What will be added to the database

KEYX 611
KEYX 622
KEYX 633

Validate Save / Select Cancel

Count: 3

4. RMS will display the railcars that it was able to recognize including a total count at the bottom of the text box labeled **Count**. If everything looks ok, click on the **Save / Select** button to commit the records to the database and to select the records for further action.

NOTE: If the railcars are already present in the database (either active or inactive), RMS will not add a duplicate. In this case, it will include these railcars in the list of selected railcars so that you can perform actions on them along with any railcars that were newly added.

5. After the save is completed, the Railcars View/Add/Update window will appear and all the railcars pasted/added to the prior window will now be selected for bulk actions; see Update railcars for further instructions.

NOTE: Railcars added to the fleet in this manner will be identified as *Permanent*, which means that RMS will track them while loaded AND empty. If you wish to only track a railcar for one loaded shipment, identify the railcar as *Temporary*. A better way to manage Temporary railcars is to add/import the shipping instruction(s) to RMS and then let RMS add the railcar automatically to the fleet as a Temporary.

7.11.2 Add a single railcar

There is another way to add railcars to RMS.

1. Click the Data Management > Railcars View/Add/Update menu.
2. Click on the Add New Railcar link.

Add New Railcar

Initial * Number *

Characteristics **Other**

Pool

Lease

Sublease

Tare Weight AAR Type

Length Shell Capacity

Height Load Limit

Width ☐ Inactive ☐ Temporary

Save **Cancel**

* denotes required fields.

3. Enter the initial and number and any characteristics that you wish to save for reference.
4. Click the Save button.

7.11.3 Assign railcars to report group

The following instructions will show you how to quickly and easily add many railcars to a group with which you may easily filter Daily Reports. This is helpful when you have a handful of hot shipments that you want to watch closely.

If you haven't created any Report Groups yet, follow these instructions to do so. Otherwise go to

1. Click on the Data Management > Railcars > Report Groups menu
2. Click the Add New Report Group hyperlink.
3. Enter the name of the report group and click the Save button.
4. Click the Data Management > Railcars > View/Add/Update menu

Commodities	
Contract Rates	
Cycles	
Demurrage	
EDI File Transfer	
Import Properties	
Origin/Destination Pairs	
Parties	
Problem Logs	
Railcars	View/Add/Update
Railroads	Leases
Reference Values	Pools
Report Properties	Report Groups
Scheduler	Subleases
Shipping Instructions	
Stations	
Trip Plans	
Advanced	

5. Select the railcars you want to select using the check boxes in the left column or use the easy copy and paste [select multiple railcars](#) process.

6. Then click the Assign to Report Group button

Railcars

Enter keywords separated by spaces to find railcar(s)

☒ Active ☐ Inactive ☐ No Pool Assignment

[Add New Railcar](#) [Add Multiple Railcars](#)

Sel.	Railcar	Pool	Lease	Sublease	Report Group	Status		
<input checked="" type="checkbox"/>	KEYX 626	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 633	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 642	DECATUR PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 698	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 710	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 711	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 713	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 745	DECATUR PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 750	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 791	PEKIN PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 799	SYSTEM CARS	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar

Total Railcars: 11

4. Select the appropriate Report Group then click the Assign to Report Group button.

Select Report Group

URGENT ▼

7.11.4 Assign railcars to sublease

The following instructions will show you how to quickly and easily add many railcars to a sublease.

1. Go to Data Management>Railcars>Subleases.
2. Click the Add New Sublease link.
3. Fill out the form as shown below. Note that the Lessee is selected from [Parties](#). You may need to add the Lessee as a Party before completing this form.

Add New Sublease	
Lessee *	RAILCAR LEASING INC. ▼ Monthly Rate 550
Contract # *	12345-67 Load Fee
Begin Date *	12/1/2015 <input type="checkbox"/> Inactive
Expire Date *	12/1/2016
Lease Type *	Full Service Operating ▼
<input type="button" value="Save"/> <input type="button" value="Cancel"/>	
* denotes required fields.	

4. Click the Data Management > Railcars > View/Add/Update menu

Commodities	▶
Contract Rates	
Cycles	
Demurrage	▶
EDI File Transfer	
Import Properties	
Origin/Destination Pairs	
Parties	
Problem Logs	
Railcars	▶ View/Add/Update
Railroads	Leases
Reference Values	Pools
Report Properties	Report Groups
Scheduler	Subleases
Shipping Instructions	
Stations	
Trip Plans	
Advanced	▶

5. Select the railcars you want to select using the check boxes in the left column or by using the simple copy and paste [select multiple railcars](#) process.
6. Then click the Assign to Sublease button.

Railcars

Enter keywords separated by spaces to find railcar(s)

☒ Active ☐ Inactive ☐ No Pool Assignment

[Add New Railcar](#) [Add Multiple Railcars](#)

Sel.	Railcar	Pool	Lease	Sublease	Report Group	Status		
<input checked="" type="checkbox"/>	KEYX 626	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 633	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 642	DECATUR PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 698	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 710	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 711	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 713	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 745	DECATUR PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 750	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 791	PEKIN PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 799	SYSTEM CARS	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar

Total Railcars: 11

4. Select the appropriate Sublease then click the Assign to Sublease button.

Select Sublease

▼

7.11.5 Change Status

You can change the status of a railcar's fleet status (i.e. Temporary or Permanent) quickly from the Railcar>View/Add/Update screen.

Railcars

Enter keywords separated by spaces to find railcar(s)

☒ Active ☐ Inactive ☐ No Pool Assignment

[Add New Railcar](#) [Add Multiple Railcars](#)

Sel.	Railcar	Pool	Lease	Sublease	Report Group	Status		
<input type="checkbox"/>	KEYX 626	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 633	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 642	DECATUR PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 698	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 710	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 711	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 713	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 745	DECATUR PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 750	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 791	PEKIN PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar
<input type="checkbox"/>	KEYX 799	SYSTEM CARS	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	Edit	New Similar

Total Railcars: 11

1. Select the railcars to change the status using the Select checkbox in the Select column (column 1) or use the process to [add / select multiple railcars](#) by simple copy and paste.

Sel.	Railcar	Pool	Lease
<input checked="" type="checkbox"/>	KEYX 626	HOPEWELL PLANT	RAILCAR LEASING
<input checked="" type="checkbox"/>	KEYX 633	HOPEWELL PLANT	RAILCAR LEASING
<input checked="" type="checkbox"/>	KEYX 642	DECATUR PLANT	RAILCAR LEASING

2. Click Change Status.

3. Select OK to confirm. Permanent railcars will be changed to Temporary and Temporary railcars will be changed to Permanent.

Railcars

Enter keywords separated by spaces to find railcar(s)

☒ Active ☐ Inactive ☐ No Pool Assignment

[Add New Railcar](#) [Add Multiple Railcars](#)

Sel.	Railcar	Pool	Lease	Sublease	Report Group	Status	Active	Owned	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 626	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 633	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 642	DECATUR PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input type="checkbox"/>	KEYX 698	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input type="checkbox"/>	KEYX 710	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input type="checkbox"/>	KEYX 711	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input type="checkbox"/>	KEYX 713	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input type="checkbox"/>	KEYX 745	DECATUR PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input type="checkbox"/>	KEYX 750	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input type="checkbox"/>	KEYX 791	PEKIN PLANT	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input type="checkbox"/>	KEYX 799	SYSTEM CARS	RAILCAR LEASING INC. - 123456-34	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar

Railcar Status

You are about to change the fleet status of each of the selected railcars. If a railcar is Temporary, it will be changed to Permanent. If a railcar is Permanent, it will be changed to Temporary. Would you like to continue?

7.11.6 Change ownership

You can change the status of a railcar's ownership status (i.e. Owned = True or Owned = False) quickly from the Railcar>View/Add/Update screen. This is a toggle operation. In other words, if the Owned property for the railcar is True, this will change it to False.

1. Select the railcars that you would like to change ownership status. Note the Owned column indicates the railcar current ownership status.

Enter keywords separated by spaces to find railcar(s)

☒ Active ☐ Inactive ☐ Recently Added/Selected ☐ All ☐ No Pool Assignment

[Add New Railcar](#) [Add / Select Multiple Railcars](#)

	Railcar	Pool	Lease	Sublease	Report Group	Status	Active	Owned	Edit	New Similar
<input type="checkbox"/>	KEYX 626	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 633	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input checked="" type="checkbox"/>	KEYX 642	DECATUR PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar
<input type="checkbox"/>	KEYX 698	NEW ORLEANS PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	True	False	Edit	New Similar

2. Click the Change Ownership button.
3. Click the OK button.

7.11.7 Deactivate and reactivate railcars

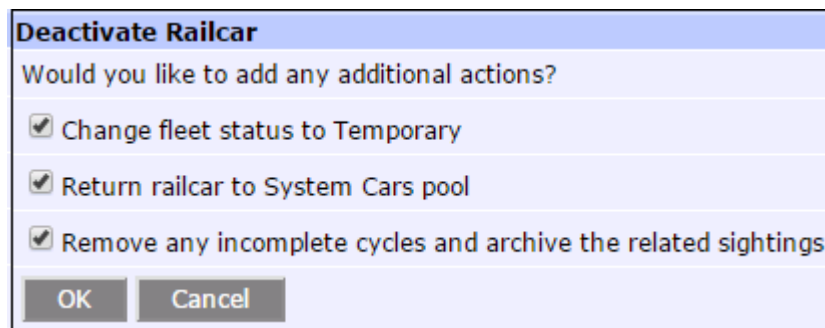
Note: This feature is used usually when a permanent railcar is no longer used by your company

(temporary railcars do not typically need to be deactivated manually - usually RMS will deactivate them automatically unless there is a data problem); either it was scrapped or returned to the lessor after an expired lease. Use this feature if you wish to no longer track a railcar on a daily basis, but still want to retain all historical shipment information. When you check this box on the Railcar window, it will no longer display in your Active fleet and it will no longer show up on Daily Reports. When a railcar is deactivated, be sure that you remove the railcar from any other trace files in external data delivery systems that determine what CLM records you receive. For example, if you use Steelroads as a source of CLM records, be sure to remove that railcar from the Track and Trace trace list; if you use a third party to receive CLM records, ask them to remove the railcar from the fleet or if they have a system that enables you to perform the deletion, use that. If you use RMS Data Services for CLM records, the railcar will automatically be removed.

Note: If you are using RMS to track Temporary or System Cars and you are entering or importing shipping instructions into RMS, RMS will automatically deactivate and reactivate these railcars as needed. Typically, when the railcar is unloaded and released as empty, RMS will complete the load cycle and deactivate the railcar.

Deactivate a railcar:

1. Click the Data Management > Railcars > View/Add/Update menu.
2. Select the railcar to be deactivated by placing a check in the check box or using the easy [select multiple railcars](#) process using simple copy and paste.
3. Click the Deactivate Selected command button.
4. A question will appear asking for additional actions. Check the appropriate actions then click OK.



Deactivate Railcar

Would you like to add any additional actions?

☒ Change fleet status to Temporary

☒ Return railcar to System Cars pool

☒ Remove any incomplete cycles and archive the related sightings

OK Cancel

TIP: It is recommended that you check all options as shown above. Even though the railcar is no longer in your permanent fleet, it could be used by another company to send your company materials in the future. If you think that this is a possibility, then changing the fleet status to Temporary will enable RMS to automatically reactivate the railcar when a shipping instruction including this railcar is imported in the future. Returning the railcar to the System Cars pool is good practice if the railcar is automatically reactivated, it will not surprisingly show up on a report filtered by proprietary pools. Removing incomplete cycles and archiving related sightings is good practice since it will prevent an old incomplete cycle from getting fused with a newer cycle if and when the railcar is reactivated in the future.

NOTE: You may deactivate many railcars at a time by checking multiple railcars before clicking the Deactivate Selected button.

Reactivate a railcar:

Note: If you have begun a new lease on a railcar that was leased the prior year and deactivated by you, you will need to use this feature. Any other uses would be rare. Once a railcar is reactivated, it will show up on Daily Reports and be listed in the Railcars Update window Active railcars list. Be sure to add this railcar to any other trace files that determine what CLM records you receive. For example,

if you use Steelroads as your source of CLM, add this railcar to the Track and Trace trace list; if you use a third party to receive CLM records, ask them to add the railcar to the fleet or if they have a system that enables you to perform the addition, use that. If you use RMS Data Services for CLM records, the railcar will be automatically added.

1. Click the Data Management > Railcars > View/Add/Update menu.
2. Click the Inactive option button.
2. Select the railcar to be reactivated by placing a check in the check box.
3. Click the Reactivate Selected command button.

Note: You may reactivate many railcars at a time by checking multiple railcars

7.11.8 Delete railcars

Warning: Deleting a railcar is not recommended. When a railcar is deleted, most records related to that railcar are deleted as well. Related records include: Shipping Instructions, Cycles, Sightings, Problems and Event Logs (these are used only by RMS). Depending on the volume of data in your database, deleting one railcar can take several minutes because all the related records are being deleted as well. If this railcar is simply idle and will be used again soon, you definitely do not want to delete it in order to preserve all of the historical information for this particular railcar. Even if this railcar has been scrapped, you should preserve its history so that your Management Reports will include the important movement history. It is recommended that you [deactivate a railcar](#) instead of deleting it.

If you still wish to delete the railcar, follow these steps.

1. Click the Data Management > Railcars > View/Add/Update menu.
2. Place a check in the check box next to the railcar.

Note: You may delete many railcars at a time by checking multiple railcars

3. Click on the Delete Selected command button.

7.11.9 Search railcars

You can search railcars by entering on keyword in the text box to the left of the Search Railcars button to reduce the displayed railcars. Search is not case sensitive. For example:

- Enter `hopewell` and click the Search Railcars button to find and display only railcars in the HOPEWELL PLANT pool
- Enter `123456-33` to find and display only railcars that are assigned to the lease with a contract number of 123456-33
- Enter `keyx626` or `keyx 626` or `keyx000626` or `keyx 626` or `keyx 000626` to find and display only KEYX 626
- To search and find multiple railcars by their initial and number, see [Add / select multiple railcars](#)

<input type="checkbox"/>	Railcar	Pool	Lease	Sublease	Report Group	Status	Active		
<input type="checkbox"/>	KEYX 626	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	True	Edit	New Similar
<input type="checkbox"/>	KEYX 633	HOPEWELL PLANT	RAILCAR LEASING INC. - 123456-33	Not assigned -	Not assigned	Perm	True	Edit	New Similar

7.11.10 Update railcars

1. Click the Data Management > Railcars > View/Add/Update menu.
2. To find a railcar quickly in a large list, enter the railcar initial, a space, and the number in the text box next to the Search Railcars button and then click that button. This would be the entry to find a railcar with the initials of ACFX and a number of 123456: ACFX 123456 To find a group of railcars that have similar characteristics, enter a keyword in the it the text box, then click the Search Railcar button. This will apply the search keyword to the Railcar, Pool, Lease, Sublease, Report Group or Status columns. For example, if you would like to view all railcars with a status of Temporary, then type temp in the Search text box and click the Search Railcars button. The search is not case sensitive.
3. You are also able to search by railcar status. Simply click Active, Inactive or No Pool Assignment radio button before you click "Search Railcar".
4. Click the Edit link next to the railcar that you wish to update (see edit screen below):

Initial * Number * [Change Marks](#)

[Characteristics](#) [Other](#)

Pool

Lease

Sublease Report Group

Tare Weight AAR Type

Length Shell Capacity

Height Load Limit

Width ☐ Inactive ☐ Temporary ☐ Owned

[Save](#) [Cancel](#)

* denotes required fields.

4. Make necessary changes and/or fill in the blanks with all pertinent information. NOTE: 5 Year Test, 10 Year Test and Stub Sill Insp fields have been added and are available to add to reports. They are present in the "Railcars and Lease Information" custom report dataset.

5. Click the Save command button.

NOTE: If you need to change the initials and/or number of a railcar, click on the Change marks command button; this will enable these fields.

ONLY DO THIS IF THE RAILCAR HAS ACTUALLY BEEN RESTENCILED . Otherwise, you should never change the initials and/or number of a railcar because this will cause invalid measurements.

7.12 Railroads

Edit Railroad	
SCAC *	<input type="text" value="BNSF"/>
Description	<input type="text" value="Burlington Northern Sante Fe"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City	<input type="text"/>
State	<input type="text"/>
Postal Code	<input type="text"/>
Phone	<input type="text"/>
Vendor ID	<input type="text"/>
<input type="button" value="Save"/> <input type="button" value="Cancel"/>	
* denotes required fields.	

7.12.1 Add, Update, Delete railroads

Add a railroad

1. Click the Data Management > Railroads menu.
2. Click the Add New Railroad link.
3. Enter the railroad SCAC (Serving Carrier Alpha Code) abbreviation and the full railroad name and any other information that you wish to save.
4. Click on the Save command button.

Update a railroad

1. Click the Data Management > Railroads menu.
2. Click the Edit link.
3. Make desired changes and click the Save command button.

Delete a railroad

1. Click the Data Management > Railroads menu.
2. Click the Delete link.

7.13 Reference Values

In order for RMS to integrate with other systems, import data, send reports via email, etc. it needs to know quite a few usernames, passwords, and various settings so that you don't have to constantly enter these yourself. Plus, storing this information enables RMS to run in an automated fashion.

Home	Data Management ▼	Custom Reports	Daily Reports	Management Reports	Admin ▼	Help ▼
Reference Values						
Reference Label		Reference Value				
Days To Keep Data Files		90		Edit		
Days To Keep Error Logs		30		Edit		
Days To Save Backup		7		Edit		
Days Until Deactivate Non-Moving Temporary Railcars		365		Edit		
Email address		myemail@mycompany.com		Edit		
Flat File Directory		C:\\Users\\Flat File Directory For Team\\		Edit		
Outgoing mail EnableSSL		false		Edit		
Outgoing Mail Password				Edit		
Outgoing Mail Port		8025		Edit		
Outgoing mail server		localhost		Edit		
Outgoing Mail User Name				Edit		
ProxyAddressPort				Edit		
ProxyPassword				Edit		
ProxyUserName				Edit		
Relate BOL Days		5		Edit		
Relate BOL Days Early Release		5		Edit		
Steelroads Login				Edit		
Steelroads Password				Edit		
Steelroads Trace List(s)				Edit		
Technician Email Address		support@railcartracking.com		Edit		

7.13.1 Update Reference Values

To insert or change Reference Values, follow these steps:

1. Click the Data Management > Reference Values menu.
2. Click the Edit link.
3. Insert or change the value in the Value text box.
4. Click on the Save button.

7.13.2 Days to Keep Data Files

This is the number of days that you wish RMS to keep data files that are downloaded from data sources and written to the Flat File Directory. The default is 90 days.

7.13.3 Days to Keep Error Logs

Number of days to keep the error logs that record what scheduled batch activities were run and when and if there were errors encountered. Default is 30.

7.13.4 Days To Save Backup

This is the number of days that you wish RMS to keep backup files. The default is 1 day. It is recommended that you contact Customer Support to set up a backup plan appropriate for your company.

7.13.5 Days Until Deactivate Non-Moving Temporary Railcars

Sometimes temporary railcars are diverted out of your company's service before the cycle was completed normally. Or an inbound empty is rejected. In either case, no further sightings can be received for them because your company is no longer listed on the shipping instruction. However, the system started a cycle for the shipment and the railcar will not be deactivated until the cycle is completed by either getting a sighting that indicates a load/empty change or a Release sighting.

This is the number of days that Temporary railcars can not move (i.e. no sightings have been received) before getting deactivated. If there was a cycle in progress, its Complete setting is set to True. It will be difficult to run reports on these cycles unless the date range filter is applied to when the cycle starts because there is no Release end date recorded to the cycle. For this reason, it is recommended to complete the cycle by manually entering the Actual Placement and Release End sightings if possible. This way the cycle will be completed and the railcar deactivated normally.

The default setting is 365 days.

7.13.6 Email address

This is the email address that RMS uses as the FROM address when it sends reports via email.

7.13.7 Emailed Report Supplemental Message

For scheduled, emailed reports you may want to add an additional message to the recipient. You can add a specified message in Reference Values. This message will display in the body of the email message. To do this go to Data Management>Reference Values

Reference Values		
Reference Label	Reference Value	
Days To Keep Data Files	90	Edit
Days To Keep Error Logs	30	Edit
Days To Save Backup	1	Edit
Days Until Deactivate Non-Moving Temporary Railcars	36500	Edit
Email address	support@railcartracking.com	Edit
Emailed Report Supplemental Message	Inquiries about this report should be sent to myemail@mycompany.com	Edit
Flat File Directory	c:\web sites\rmsflatfiles	Edit
Outgoing mail EnableSSL	false	Edit
Outgoing Mail Password		Edit
Outgoing Mail Port	8025	Edit
Outgoing mail server	localhost	Edit
Outgoing Mail User Name		Edit
ProxyAddressPort		Edit
ProxyPassword		Edit
ProxyUserName		Edit
Relate BOL Days	5	Edit
Relate BOL Days Early Release	5	Edit
Sample Temp Flat File	C:\Users\F\Flat File Directory For Team\sampleFiles\Temporary Test files_updated	Edit
Steelroads Login		Edit
Steelroads Password		Edit
Steelroads Trace List(s)		Edit
Technician Email Address	support@railcartracking.com	Edit
Temp Flat File	C:\Users\F\Flat File Directory For Team\Temp	Edit

1. Click Edit for Emailed Report Supplemental Message



Edit Reference Value

Reference Label: Emailed Report Supplemental Message

Reference Value:

Save Cancel

2. Type message in the Reference Value field.
3. Click Save.

7.13.8 Flat File Directory

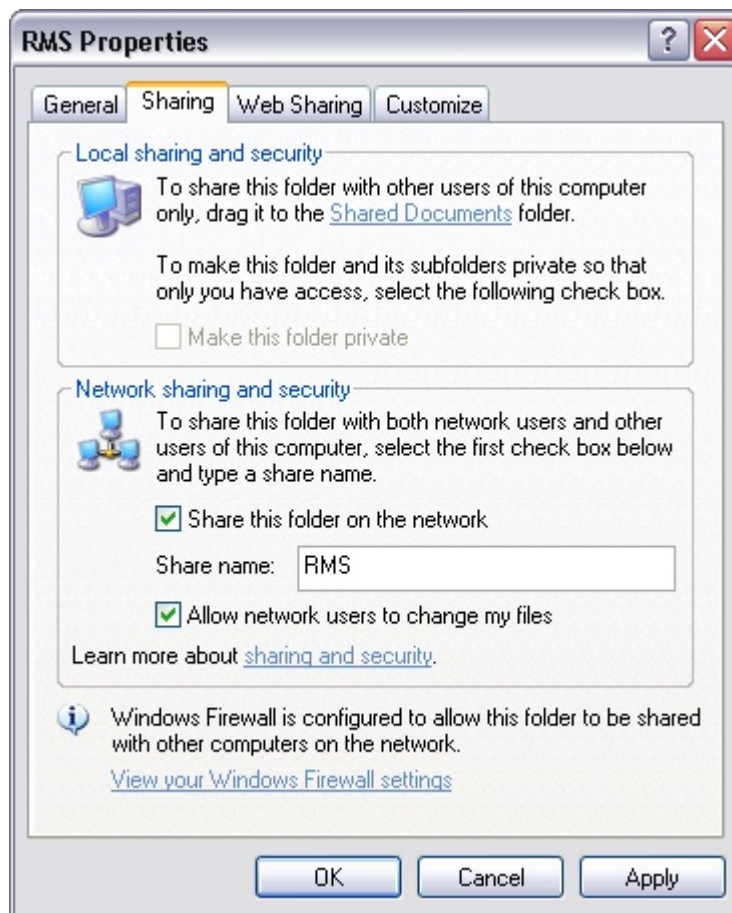
This is the directory that RMS places most of the text files it creates, such as:

- Database file backups (Files with a .bak file extension)
- Copies of CLM / sighting trace records downloaded from various data sources (file names begin with CLM)
- Copies of 417 Waybill records downloaded from various data sources (file names begin with BILL417 or Cust417)

The reason RMS places copies of records in this directory is that if there was a computer crash and the database needed to be reloaded for the last few days, you would have easy access to the data. RMS automatically deletes CLM and BILL417 files from this folder after 90 days. This setting can be adjusted in the [Days to Keep Data Files](#).

1. Open Windows Explorer
2. Create a new folder.

Note: If you have multiple people using RMS, be sure that the Flat File Directory is a folder that is accessible to all users, preferably on a central computer server. For example, if you make the folder a mapped drive like x:\sharename, be sure that all users have their x drive mapped to the same shared folder. It is recommended that the name of the server is used instead of a mapped drive because it is a more reliable way of doing things. Even if you are the only user of RMS on a single computer, you will still need to create a Flat File Directory folder in a place on your computer where all programs and users will have access to it. Somewhere in the My Documents folder is always a good choice. Once the folder is created, right click on the folder and click properties. Click on the Sharing tab and check the Share this folder on the network check box and the Allow network users to change my files check box.



3. Click the Data Management > Reference Values menu and click the Edit link for Flat File Directory.
4. Click on the Browse button and select the folder that you just created and click Save.

7.13.9 Outgoing mail server settings

If you wish to send RMS reports via email, you will need to store several references relating to your company's outgoing mail (SMTP - Simple Mail Transport Protocol) server.

References:

Outgoing Mail Server

You will enter an IP (Internet Protocol) address for the outgoing email server that will be used for routing outgoing email messages that contain RMS reports as attachments. You may use the actual numeric IP address, which would look like this: 189.99.99.01. Or you may use an alias, which would look like this: smtp.myemailserver.net. It is recommended that you use an alias.

You may need to ask your IT department for this address. Be sure to ask them if authentication for outgoing email is required and if so, what user name and password to use. You may be able to find all of this information in your email client application (Outlook for example).

Outgoing Mail Enable SSL

Set this to true is SSL encryption is required.

Outgoing Mail Port

If this reference value is left blank, RMS will use the industry standard email port of 25. Clarify this with your IT department.

Outgoing Mail User Name

If authentication is required for outgoing email messages, enter the User Name here. If this reference value is left blank, RMS will assume no authentication is required.

Outgoing Mail Password

If authentication is required for outgoing email messages, enter the Password here. If this reference value is left blank, RMS will assume no authentication is required.

7.13.10 Proxy Server Settings

Sometimes a company uses a Proxy Server to validate Internet usage on the company network. If this is the case, you will need to tell RMS some key information about the Proxy Server so that it can successfully gather information from the Internet.

You can get the necessary Proxy Server information from your IT department, or you can get it yourself. To get this information yourself, follow these step-by-step instructions:

1. Open Internet Explorer. Click on the Tools | Internet Options menu.
2. Click the Connections tab and click on the LAN Settings command button.
3. If your company uses a Proxy Server, the check box labeled Use a proxy server will be checked.
4. Record the values that are listed in the text boxes labeled Address and Port. If these boxes are gray with no values, then click the Advanced command button and record the Address and Port values for the Secure server type. Record your Proxy Server username and password (this information is probably not stored anywhere on your computer, so if you don't know or remember it, ask your IT department).

ProxyAddressPort

This is the IP (internet protocol) address of the proxy server and the port it is accessed through. When you enter the Proxy Server Address, immediately after that, type a colon ":", and then type the Port value in the Value text box. For example, if your Proxy Server Address is "Internet" and the Port is "80", then type "Internet:80".

ProxyPassword

This is the password for the proxy server.

ProxyUserName

This is the user name for the proxy server.

NOTE: Logins and passwords may be case-sensitive.

7.13.11 Relate BOL Days

If you enter or import Shipping Instructions (bills of lading or waybills) into RMS, it will attach these records to the appropriate trip cycle record. In order to do this, RMS compares the Bill of Lading date on the shipping instruction record to the Release date on the trip cycle record. Of course, it also must match the railcar initial and number and load/empty status. If the trip cycle release date is later than the bill of lading date by the number entered for the Relate BOL Days reference or less, it will attach or relate the two records.

Why would the trip cycle release date be later than the bill of lading date? Normally the release sighting should be generated when the railroad receives the bill of lading from the shipper, so the dates should be the same under normal circumstances. Due to importing/reporting issues, it is possible for sightings to not be imported until a railcar is well into its cycle. This would cause RMS to miss the actual release sighting. When RMS gets the first sighting for the shipment, it will consider that the release date.

NOTE: For intermodal equipment, RMS will not consider the load/empty status when attaching a shipping instruction to a cycle. Railcars are considered intermodal if its AAR Type starts with F,P,Q,R,S,U,V (this is configurable by RMS technical support if needed). You will need to add the AAR Type to a railcar in the Data Management > Railcars > [Update railcars](#) section.

7.13.12 Relate BOL Days Early Release

If you enter or import Shipping Instructions (bills of lading or waybills) into RMS, it will attach these records to the appropriate trip cycle record. In order to do this, RMS compares the Bill of Lading date on the shipping instruction record to the Release date on the trip cycle record. Of course, it also must match the railcar initial and number and load/empty status. If the trip cycle release date is *earlier* than the bill of lading date by the number entered for the Relate BOL Days Early Release reference or less, it will attach or relate the two records.

Why would the trip cycle release date be earlier than the bill of lading date? Normally the release sighting should be generated when the railroad receives the bill of lading from the shipper, so the dates should be the same under normal circumstances. Sometimes, when a shipping instruction is received from a Class I railroad, but a short line railroad generates the release sighting, the bill of lading date shown on an imported shipping instruction is later than the trip cycle release date.

NOTE: For intermodal equipment, RMS will not consider the load/empty status when attaching a shipping instruction to a cycle. Railcars are considered intermodal if its AAR Type starts with F,P,Q,R,S,U,V (this is configurable by RMS technical support if needed). You will need to add the AAR Type to a railcar in the Data Management > Railcars > [Update railcars](#) section.

7.13.13 Steelroads settings

If you are configuring RMS to get some or all of its sighting data from Steelroads, you will need to store information that enables RMS to automatically access your account.

Steelroads Login

This is the login or user name of the account.

Steelroads Password

This is the password of the account.

NOTE: Steelroads passwords typically expire every 90 days. Put a reminder to yourself to change your password every 80 days and when you have done that in Steelroads, be sure to update the password in RMS. This way you will never be caught by surprise. These passwords are case sensitive.

Steelroads Trace List(s)

This is the name of the trace list that RMS references in order to get complete history of your private/permanent railcars. It is recommended that you establish a trace list in Steelroads that contains all of your private/permanent railcars. If you don't have private/permanent railcars, in other words, if you only borrow your equipment for one shipment at a time (temporary), it is not recommended that you use trace lists. If you have both permanent and temporary railcars, establish your permanent railcars in trace lists and RMS will trace the temporary railcars individually every time you run an RMS import.

You may now be realizing that history for temporary railcars may not be as complete as permanent railcars. That may be true since RMS can only get the last location of a temporary railcar, so if you run an RMS import every 4 hours, three times a day (7am, 11am, 3pm), there may be two events that happen between 7am and 11am. The second event will be imported, the first event will not. For many shippers, this is an acceptable thing. If you require complete history for temporary railcars, then you have two other options: 1) get access to the Steelroads Parameter Trace, which may involve a fee 2) buy Enhanced CLM (sighting) data from Railcar Tracking Co. Contact Customer Support and we'll help you.

NOTE: You may only have 1,000 railcars per trace list, so if you have more railcars, establish separate trace lists. If you have multiple trace lists, you must enter them in this reference value separated by semi-colons. For example: SRTRACE1 ; SRTRACE2 ; SRTRACE3

NOTE: No one else should run these trace lists because they are similar to a mailbox. If the trace list is run, it empties the mailbox. Only RMS should run these trace lists to ensure that you have complete history.

NOTE: The trace lists will only store the last 4 days worth of data, so you must run an RMS import at least that often. You may schedule an RMS import. See the Scheduler help topics.

7.13.14 Technician Email Address

Enter the email address(es) that will receive the error logs when RMS encounters errors during a scheduled activity. The default is support@railcartracking.com. You may add additional email addresses and separate them by commas.

7.14 Scheduler

The RMS Scheduler keeps the schedule of processes / activities that need to run at a specific time.

Scheduled RMS Activities					
Add New Schedule					
Activity Desc	Activity Date	Interval Desc	Batch Desc		
Import Data and Create Cycles	2/8/2008 7:00 AM	Daily		Edit	Delete
Output Batch Reports	2/8/2008 7:15 AM	Daily	MyBatch1	Edit	Delete
Import Data and Create Cycles	2/8/2008 11:45 AM	Daily		Edit	Delete
Output Batch Reports	2/8/2008 12:00 PM	Daily	MyBatch1	Edit	Delete
Backup Database	2/8/2008 10:00 PM	Daily		Edit	Delete

Edit Schedule

Activity *

Date *

Time * Hours: Minutes:

☒ AM ☐ PM

Interval *

* denotes required fields.

7.14.1 Add, Update, Delete a scheduled activity

These steps establish the Schedule. The scheduled activities are queued and get launched every 5 minutes.

Add a scheduled activity

1. Click the Data Management > Scheduler menu.
2. Click the Add New Schedule link.
3. Select the Activity to schedule from the Activity text box; select a Date and Time you wish to run the activity; select how often the activity should run with the Interval text box.
4. Click the Save button.

NOTE: RMS will run activities with a date/time less or equal to the server's date/time within one hour.

Update a scheduled activity

1. Click the Data Management > Scheduler menu.
2. Click the Edit link.
3. Modify the Activity and click the Save button.

Delete a scheduled activity

1. Click the Data Management > Scheduler menu.
2. Click on the Edit link.

7.14.2 Backup Database

It is recommended to run this nightly. When it is run, here is what happens:

- Checks the logical and physical integrity of all the objects in the specified database, which helps identify data problems.
- Rebuilds the database table indices, which improves performance.
- Writes a backup of the database to the Flat File Directory.

If corruption is found or another type of error is encountered during this process, an email will be sent to the [Technician Email](#) address.

7.14.3 Create Cycles Only

- Assimilates sighting records into Cycle records.
- Deactivates Temporary railcars which have completed a cycle
- Deactivates Temporary railcars with incomplete cycles and no movement for longer than a [given time period](#).

7.14.4 Delete Railcar Data

Removes accumulating data that is over X years old. The year setting is selected on the Add New Schedule dialog box as shown below. The data that is deleted is:

- Shipping Instructions
- Sightings
- Cycles
- Problem Logs

Add New Schedule

Activity *

Date *

Time * Hours: Minutes:
☐ AM ☒ PM

Interval *

Years Old

This will permanently remove historical cycles, sightings, shipping instructions and problem logs that are older than the given number of years for each railcar

* denotes required fields.

7.14.5 Import Data and Create Cycles

This will run the [Import Data Only](#) process and the [Create Cycles](#) process together. First the Import Data and then the Create Cycles.

7.14.6 Import Data Only

This will run the Import Data process. What data is imported and from where is determined in the Import Properties window.

If you wish to have your Daily reports to have current sightings on them you may wish to run this several times during the day. Users may continue to work in RMS while the import is happening.

7.14.7 Output Batch Reports

This process will enable you to automatically export and/or email RMS reports. Go to Data Management>Scheduler.

Scheduled RMS Activities					
Add New Schedule					
Activity Desc	Activity Date	Interval Desc	Batch Desc	Edit	Delete
Output Batch Reports	4/30/2015 7:00 AM	Daily	New Batch	Edit	Delete

1. Click Edit for Output Batch Reports. The following screen will appear:

Edit Schedule

Activity *

Date *

Time * Hours: Minutes:
☒ AM ☐ PM

Interval *

Select Batch *

* denotes required fields.

2. Select the output batch start date
3. Select the time of send
4. Select the interval (Daily, Monthly, One Time, Weekly or Yearly)
5. Select Batch
6. Click Save.

NOTE: If there are no data records to display on the report, RMS will create a message informing recipients of a scheduled report that there are no new records attached to the report.

7.14.8 Update Trip Plans

This process is used to create/update RMS Trip Plans. Trip Plans are used to record the events and locations in a trip and their respective days to the final destination. This is used by RMS to generate Enhanced ETAs. This process takes a lot of computing power and is best run over the weekend, once per week. It may take several hours to run. The default setting is to scan shipments for the last 60 days. You can change this setting to more or less days or a specific date range in the Data Management > Reports > Properties window and Date Ranges tab.

NOTE: You must have shipping instructions that have entries for at least these fields in order for RMS to create Trip Plan records that are useful enough to be used for ETAs: Origin, Destination, Route, Load/Empty status, Transportation Method.

While RMS creates Trip Plans, it also creates the Station and OD Pair records that comprise your route network. A very valuable by-product of this is that it allows RMS to validate cycle records. This enables RMS to identify cycles that are invalid and will find problems with the data that need correcting. This is referred to as [scrubbing the data](#) (click link for more information on this).

7.15 Shipping Instructions (AKA: Bills of Lading, Waybills)

Shipping instructions information is very important if you want customer and/or commodity specific reporting capabilities. Although, most reports will function without this information.

If you have a business computer system that generates this information, RMS could capture it with a customized linkage. RMS can get billing information directly from Class I railroads (in the form of ASC X12 standard EDI 417 waybills) and comma delimited text files (fields must be in a specified order) without customization. If you prefer to get this information from a third party or from a business system that cannot provide the data in the comma delimited format required, call Customer Support to discuss your specific needs and possible solutions.

See [Add shipping instructions](#); [Update shipping instructions](#), [Delete shipping instructions](#).

Note: Bills of lading, waybills, and shipping instructions are used synonymously in this help document.

Edit Shipping Instruction

Characteristics Other Supplemental

Railcar Initial *	KEYX	Bill of Lading # *	102
Railcar Number *	626	Bill of Lading Date *	2/22/2008
LE Status *	L	Bill of Lading Time *	12 hrs. 00 mins. AM PM
Shipper	KEY CHEMICALS	Trans. Method *	R - RAIL ONLY
Origin State VA City HOPEWELL		Net Weight	12000
Consignee	FREEDOM PRESS	STCC	4904509
Care of			Standard Proprietary
Destination State PA City PHILADELPHIA		Commodity	Carbon Dioxide
Contract #	NS1006	Correction	
Route	CSXT		

Save Cancel

* denotes required fields.

7.15.1 Add shipping instructions manually

Step by step instructions to add shipping instructions manually:

1. Click the Data Management > Shipping Instructions menu and click the Add New Shipping Instruction link.

Add New Shipping Instruction

Characteristics | Other | Supplemental

Railcar Initial *	<input type="text"/>	Bill of Lading # *	<input type="text" value="9999"/>
Railcar Number *	<input type="text"/>	Bill of Lading Date *	<input type="text" value="6/11/2015"/>
LE Status *	<input type="text" value="L"/>	Bill of Lading Time *	<input type="text" value="02 hrs. 23 mins."/> <input type="radio"/> AM <input checked="" type="radio"/> PM
Shipper	<input type="text"/>	Trans. Method *	<input type="text" value="R - RAIL ONLY"/>
Origin	State <input type="text"/> City <input type="text"/>	Net Weight	<input type="text"/>
Consignee	<input type="text"/>	STCC	<input type="text"/>
Care of	<input type="text"/>	<input type="radio"/> Standard <input type="radio"/> Proprietary	
Destination	State <input type="text"/> City <input type="text"/>	Commodity	<input type="text"/>
Contract #	<input type="text"/>	Correction	<input type="text"/>
Route	<input type="text"/>	Imported Date	<input type="text"/>

Save Save & New Save & New Similar Cancel

* denotes required fields.

2. Enter the railcar initials and number on each of the two text boxes labeled Railcar initial and number. If the railcar has not been entered in the RMS fleet yet, you may type in the initials and number. When you save the record, you will be asked if you wish to save the railcar in the RMS fleet as a temporary assignment or a permanent assignment. Temporary means that the railcar will only be tracked for its loaded shipment; when the railcar is unloaded, it will be deactivated automatically. When a railcar is deactivated, it no longer shows up on Daily Reports, but the historical data remains in the database and can be analyzed using the Management Reports. Permanent assignment of railcars is the default and means that they will be tracked always whether they are loaded or empty and whether there is a shipping instruction related to the current trip cycle.

4. Enter Bill of Lading Number, Bill of Lading Date and Bill of Lading Time, LE Status, Trans. Method.

This is enough information for RMS to make a temporary fleet update for free running / railroad-owned railcars. However, if you wish to use the full functionality of RMS, it is recommended that you at least enter Shipper / Consignee / Care Of; Origin and Destination; and Route information.

5. Click the Save command button to save the new shipping instruction. Click Save & New to save the shipping instruction and return to a new "Add New Shipping Instruction" page. Click Save & New Similar to save and clone the current shipping instruction.

NOTE: You may also add a shipping instruction from the Home page by selecting a railcar, entering a date range, clicking the Refresh button, clicking the Shipping Instructions tab and then clicking the Add New Shipping Instruction link.

7.15.2 Update shipping instructions

1. Click the Data Management > Shipping Instructions menu. The following window will appear:

Shipping Instructions

[Add New Shipping Instruction](#) [Display Filter](#)

Quick Filter | Advanced Filter | Custom Expression Filter

Step 1: Select Status ☐ Attached to Cycle ☐ Not Attached to Cycle ☒ All

☐ Duplicate ☐ Not Duplicate ☒ All

Step 2: Select Filters (Optional) Bill Number ☐ Waybill ☒ Bill of Lading

Railcar Initials Numbers to

Step 3: Select Date Range 1/1/2008 to 1/31/2008

Search Shipping Instructions

2. To find a particular shipping instruction, you may search several different ways. In Step 1 leave the All radio buttons selected. In Step 2, if you know the bill of lading or waybill number, this would probably be the fastest search method. If you are not sure of the number of the shipment, type in the railcar initial and number. In Step 3, be sure to include a date range that the bill of lading date would fall within.

3. Click OK.

4. Make the desired changes to the record and then click the Save command button.

NOTE: You may also update a shipping instruction from the Home page by selecting a railcar, entering a date range, clicking the Refresh button, clicking the Shipping Instructions tab, and click the edit link for the particular shipping instruction that you would like to modify.

7.15.3 Update multiple shipping instructions

**** New feature in version 6.15.00 ****

You may need to update the shipping instructions for many railcars that are moving together (i.e. the shipments have at least matching Bill of Lading Date, Origin, Destination, Route). This process can be done in a streamlined fashion by following these steps:

1. Once you have the Edit Shipping Instruction page open for one of the railcar shipments, modify the record as needed. For example, change the Destination City and State for a diversion.

2. Click the Save button.

3. You will be prompted with a dialog box as shown below. Select the railcars that are moving with this particular shipment by placing a check in the check box.

4. Click the Update all selected (checked) records button. All of the selected records will be updated in the same manner as the record that you modified yourself.

NOTE: Only the field values that you modified in the initial record will be updated in the other records. For example, if you modified the Destination City and State to "Tampa, FL", only the destination city and state for the other records will be updated to "Tampa, FL". If some of the other records have a different waybill number or bill of lading number than the initial record that you updated, their original values will remain.

NOTE: Often when one or more railcars are diverted, RMS will receive an updated waybill that contains a correction code automatically. RMS will then automatically update the existing shipping instructions with the new information. Some railroads do not deliver corrected waybills directly, but do send them to another data repository where they may be purchased. Please contact support to find out if you can take advantage of this automation.

Home Trace Custom Reports Daily Reports Management Reports Data Management Admin Help

Edit Shipping Instruction

Characteristics Other Supplemental

Update Multiple Shipping Instructions

These railcars appear to be moving with the shipment you just modified. Would you like them to be updated in the same manner?
You may choose to update all or just a selection or none.
Place a check next to the shipment records that you wish to be updated.

<input checked="" type="checkbox"/>	BolId	Railcar	BOLTime	STCC	Route	Last Sighting	EventDttm	Event	TrainId
<input checked="" type="checkbox"/>	5193		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN
<input checked="" type="checkbox"/>	5190		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN
<input checked="" type="checkbox"/>	5140		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN
<input checked="" type="checkbox"/>	5139		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN
<input checked="" type="checkbox"/>	5134		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN
<input checked="" type="checkbox"/>	5141		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN
<input checked="" type="checkbox"/>	5142		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN
<input checked="" type="checkbox"/>	5137		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN
<input checked="" type="checkbox"/>	5135		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN
<input checked="" type="checkbox"/>	5138		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN
<input checked="" type="checkbox"/>	5199		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN
<input checked="" type="checkbox"/>	5136		14:08 PM	4910191	BNSF CHGO NS	TRENTON, ND	1/1/2017 12:15:00 PM	Released	TRAIN

Save

* denotes re

Update all selected (checked) records Cancel

7.15.4 Delete shipping instructions

To delete one or more shipping instructions, follow these steps:

1. Click the Data Management > Shipping Instructions menu.
2. To find a particular shipping instruction, you may search several different ways. In Step 1 leave the All radio buttons selected. In Step 2, if you know the bill of lading or waybill number, this would probably be the fastest search method. If you are not sure of the number of the shipment, type in the railcar initial and number. In Step 3, be sure to include a date range that the bill of lading date would fall within.
3. Click OK.

Shipping Instructions									
Add New Shipping Instruction					Display Filter				
Railcar	LE	BOL Num	BOL Date	Origin	Destination	Attached	Duplicate		
KEYX 626	L	35	1/25/2008	HOPEWELL, VA	PHILADELPHIA, PA	TRUE	FALSE	Edit	Delete
KEYX 633	L	37	1/27/2008	DECATUR, IL	BUFFALO, NY	TRUE	FALSE	Edit	Delete
KEYX 642	L	21	1/20/2008	DECATUR, IL	BUFFALO, NY	FALSE	FALSE	Edit	Delete
KEYX 642	E	9999	1/9/2008	BUFFALO, NY	DECATUR, IL	TRUE	FALSE	Edit	Delete
KEYX 698	L	67	1/16/2008	NEW ORLEANS, LA	BIRMINGHAM, AL	TRUE	FALSE	Edit	Delete
KEYX 710	L	34	1/23/2008	NEW ORLEANS, LA	BIRMINGHAM, AL	TRUE	FALSE	Edit	Delete
KEYX 711	L	46	1/28/2008	HOPEWELL, VA	PHILADELPHIA, PA	TRUE	FALSE	Edit	Delete
KEYX 711	L	66	1/4/2008	HOPEWELL, VA	PINEVILLE, NC	TRUE	FALSE	Edit	Delete
KEYX 745	L	34	1/20/2008	DECATUR, IL	BUFFALO, NY	TRUE	FALSE	Edit	Delete
KEYX 750	L	34	1/19/2008	NEW ORLEANS, LA	BIRMINGHAM, AL	TRUE	FALSE	Edit	Delete
KEYX 791	L	32	1/10/2008	DECATUR, IL	BUFFALO, NY	TRUE	FALSE	Edit	Delete

11 records.

4. Click the [Delete](#) link for the records that you wish to remove permanently.

NOTE: You may also delete a shipping instruction from the Home page by selecting a railcar, entering a date range, clicking the Refresh button, clicking the Shipping Instructions tab, and click the delete link for the particular shipping instruction that you would like to remove.

7.15.5 Review shipping instructions

To maintain data integrity, RMS provides a way to identify suspect shipping instruction records.

Shipping Instructions									
Add New Shipping Instruction					Display Filter				
Railcar	LE	BOL Num	BOL Date	Origin	Destination	Attached	Duplicate		
KEYX 626	L	35	1/25/2008	HOPEWELL, VA	PHILADELPHIA, PA	TRUE	FALSE	Edit	Delete
KEYX 633	L	37	1/27/2008	DECATUR, IL	BUFFALO, NY	TRUE	FALSE	Edit	Delete
KEYX 642	L	21	1/20/2008	DECATUR, IL	BUFFALO, NY	FALSE	FALSE	Edit	Delete
KEYX 642	E	9999	1/9/2008	BUFFALO, NY	DECATUR, IL	TRUE	FALSE	Edit	Delete
KEYX 698	L	67	1/16/2008	NEW ORLEANS, LA	BIRMINGHAM, AL	TRUE	FALSE	Edit	Delete
KEYX 710	L	34	1/23/2008	NEW ORLEANS, LA	BIRMINGHAM, AL	TRUE	FALSE	Edit	Delete
KEYX 711	L	46	1/28/2008	HOPEWELL, VA	PHILADELPHIA, PA	TRUE	FALSE	Edit	Delete
KEYX 711	L	66	1/4/2008	HOPEWELL, VA	PINEVILLE, NC	TRUE	FALSE	Edit	Delete
KEYX 745	L	34	1/20/2008	DECATUR, IL	BUFFALO, NY	TRUE	FALSE	Edit	Delete
KEYX 750	L	34	1/19/2008	NEW ORLEANS, LA	BIRMINGHAM, AL	TRUE	FALSE	Edit	Delete
KEYX 791	L	32	1/10/2008	DECATUR, IL	BUFFALO, NY	TRUE	FALSE	Edit	Delete

11 records.

The most common way to do this is to check Attached and Duplicate radio buttons in Step 1 on the Review shipping instructions window and click OK. RMS will return a list of shipping instructions that are not Attached and/or Duplicate.

Definitions:

Attached = True: the shipping instruction has been identified by RMS to be the record related to a particular trip cycle record. RMS makes this relation by comparing the shipping instruction Ship Date

and Load/Empty Status with the trip cycle Release Date and Load/Empty Status. If the two dates differ within the specified plus or minus days (you set the number of days in Reference Values: [Relate BOL Days](#) and [Relate BOL Days Early Release](#)), then it "attaches" or relates the two records.

Attached = False: The two dates mentioned in the Attached definition do NOT differ within the specified plus or minus days range.

Duplicate = True: the shipping instruction COULD, but is NOT attached to a trip cycle because there is already another shipping instruction attached to the trip cycle record.

If RMS identifies duplicates, you will want to look at the identical shipping instructions (done by including the Attached shipping instructions) and then determine which ones you wish to delete. If you delete the shipping instructions that are Attached to the trip cycle, RMS will automatically attach the best matching remaining shipping instruction to the cycle. Duplicates can be caused by human error while entering shipping instruction records into RMS or a waybill may have been cancelled and reissued by a rail carrier without the proper correction code.

If RMS identifies unattached shipping instructions, this may indicate that the trip cycle has been mis-created due to a data reporting error. The most common data reporting error is when a rail carrier reports a railcar as empty when it is really loaded or vice versa. This causes RMS to prematurely terminate the existing trip cycle and prematurely start another trip cycle.

Note: You should only review shipping instructions that are dated prior to the last time you ran the Create Cycles procedure. The Create Cycles procedure creates new trip cycle records. If the new trip cycle records have not been created yet, RMS will display many of the recent shipping instructions where Attached = FALSE, however this is not really an indicator of a problem yet because the shipping instructions cannot attach to a trip cycle record that doesn't exist yet.

7.15.6 Import from Railroad Customer 417 Account

Coupling CLM / Sighting data with shipping instruction data (bills of lading or waybills) can be a powerful combination. For example, not only will you know where your railcars are and what station they are destined to, you will know what customer they are going to and what product they are carrying and many other helpful pieces of information about the shipment.

The Class 1 Railroads have a policy that they call "Customer 417s". The policy says that if you are a Party to the shipment (i.e. Shipper, Consignee, Care Of, Freight Payor), you are entitled to get one free electronic copy of the EDI 417 Waybill record. The key is that the data must be transmitted directly to you. If the data is transmitted to a third party first, like a Value Added Network (VAN) or an Application Software Provider (ASP), then there may be a charge. The 417 Waybill is almost identical to the 404 Bill of Lading, which is what the shipper transmits to the railroad to initiate a shipment. It has all the important information about the shipment such as Shipper, Consignee, Care Of parties, Origin, Destination, Weight, Commodity, Bill of Lading Number, Date, Time, Route, and Contract Number. However, the information in the 417 record is encoded in X12 EDI (Electronic Data Interchange) format. This formatting makes it hard to use the information unless you have specific software that understands this formatting and can translate it.

RMS can translate 417s. All you have to do is tell RMS about where to pick up these records. These locations will be FTP (File Transfer Protocol) sites of the Class 1 Railroads. FTP sites are accessible via the Internet and are used to transfer files from a remote computer. Each time one of your shipments (outbound or inbound) is billed (i.e. a bill of lading is transmitted to the originating railroad), the originating railroad creates an electronic record called a 417. The 417 is used between the various railroads that will be involved in completing this shipment; it gives them vital information required to make sure that the shipment gets to the proper place. The 417 record is then written to a railroad's FTP site. It is then available for RMS to download by naming convention.

Follow these steps to get 417 waybills for your shipments:

1. Ask the railroads that originate these shipments to set up an FTP account and to send copies of each 417 for each shipment to this FTP site. Determine what railroads (line haul carrier Class I's - few shortlines have the ability to transmit waybills to customers) originate outbound or inbound shipments for your company. For each of these railroads, contact an e-commerce manager that is in charge of setting up Customer 417 accounts. They will probably ask you to send a letter on your company letterhead authorizing this and specifying the shipments origins and destinations. Once this letter is received, they will establish an FTP account and 417 records will begin showing up in this account.

Note: *Contact Railcar Tracking Co. Customer Support and ask for a Waybill Authorization Letter template and a list of most Class I railroad e-commerce contacts. If you copy your authorization letters to support@railcartracking.com, we can be available to assist in answering some of the more technical questions that the railroads may have. It is recommended that you follow up with each railroad on a weekly basis. It takes between two to eight weeks to get these accounts established.*

2. Click the Data Management > Import Properties and check the Railroad/VAN check box; the EDI File Transfer Profiles form will open; tell RMS about the locations of these 417 records so that it can import them during the Import Data process.
3. If the EDI File Transfer Profiles form is not already open, click the Data Management > EDI File Transfer command button.
4. Click the Add New EDI File Transfer link.
5. Fill out a name for the particular profile in the Name text box – this is just to identify the account so that you can easily recognize and retrieve it if it needs to be updated.
6. Select EDI 417 from the Format drop-down box.
7. Choose a Source of the data from the Source drop-down box; this is the railroad that has set up this particular account.
8. Select the Protocol.
9. Type in the User Name and Password in the respective text boxes to access the account.
10. Enter the Host Internet address of the account (example: ftpedi.bnsf.com).
11. If the files reside in a folder, enter the folder name in the Folder text box.
12. The Filename text box is not used at this time.
13. Each company (your company) has a unique billing identification, get or establish this with the railroad and enter it into the Corp. ID text box.
14. Departments or subsidiaries may have separate unique billing identifications, get or establish this with the railroad and enter it into the Dept. ID text box.
15. Fleet name is not required.
16. Enter a check in the Passive Connection check box.
17. Enter a check into the Delete File After Xfer check box if the 417 files are not automatically deleted after download – be sure to ask the railroad about this because an incorrect setting could cause errors during your import. So far, the UP (via Transentric) is the only account that we know of that

automatically deletes files after download.

18. Click the Save button.

NOTE: Once the record is imported, the import date and time will appear on the record in RMS.

NOTE: You don't want to leave files on the account once they are downloaded because then the import process will take longer and longer while RMS is downloading duplicate files. RMS will not add duplicate (exact) records to its database, but you don't want to waste your time waiting for unnecessary files to be downloaded. Plus, the railroad or value added network that manages the account may get upset that you are using so much storage on their server.

If you wish to schedule automatic imports of 417s, see the Scheduler help topic.

7.15.7 Import from RTC Data Services

For a quicker setup, you may subscribe to Data Services. Contact Railcar Tracking Co. Technical Support or Sales and with 5 business days or less, shipping instructions from over 550 railroads will be automatically imported into RMS for any shipment where your company is a party mentioned on the waybill. Once the set up is complete, you will be emailed instructions.

7.15.8 Import from a text file

RMS will import shipping instructions from a comma separated values (CSV) text file. Shipping Instructions are imported at the beginning of the Import Data process, which encompasses the import of shipping instruction and sighting (CLM) data.

Step by step instructions:

1. Click the Data Management > Import Properties menu.
2. Click the Shipping Instructions Data tab, click on the check box to select Text File.
3. Click Save.
4. Name the text files according to the naming convention below. This is how RMS knows that the file is a shipping instruction and is formatted in CSV.
5. Put the files into the Flat File Directory.

Note: There is an option to download these files from an FTP server. Follow the instructions given in the Import from Railroad Customer 417 Account with the exception of choosing "Waybill CSV Text" from the Format drop down list. Also, the FTP server may not necessarily be a railroad server since railroads do not typically deliver waybills in CSV format.

The next time you Import Data, RMS will automatically search for these files in the Flat File Directory and import them. Once the file is imported, the import date and time will be added to the record in RMS. Often a script may be created that automatically places the files in the Flat File Directory.

Note: When a shipping instruction is imported for a railcar that does not exist in the RMS fleet, the railcar is automatically added to the RMS fleet as a Temporary. This means that RMS will only track this railcar for that particular shipment (usually load shipments). If you want to track this railcar for all shipments (load and empty), then you must uncheck the Temporary check box found on the Railcar window. If you want all of your railcars to be Permanent, you must add the railcars to the RMS fleet

47	ShipFromAddress2	Text	55	No
48	ShipFromCity	Text	30	No
49	ShipFromState	Text	2	No
50	ShipFromPostalCode	Text	15	No
51	ShipFromCountryCode	Text	3	No
52	PickupFrom	Text	35	No
53	PickupFromAddress1	Text	55	No
54	PickupFromAddress2	Text	55	No
55	PickupFromCity	Text	30	No
56	PickupFromState	Text	2	No
57	PickupFromPostalCode	Text	15	No
58	PickupFromCountryCode	Text	3	No
59	CareOfAddress1	Text	55	No

handles the shipment at origin Address of Party that handles the shipment at origin

60	CareOfAddress2	Text	55	No
61	CareOfCity	Text	30	No
62	CareOfState	Text	2	No
63	CareOfPostalCode	Text	15	No
64	CareOfCountryCode	Text	3	No
65	ShipperPostalCode	Text	15	No
66	ShipperCountryCode	Text	3	No
67	ConsigneePostalCode	Text	15	No
68	ConsigneeCountryCode	Text	3	No
69	ShipperCIF	Text	80	No
70	ConsigneeCIF	Text	80	No
71	CareOfClf	Text	80	No
72	FreightPayerCIF	Text	80	No
73	ShipFromCIF	Text	80	No
74	PickupFromCIF	Text	80	No
75	HazUNNAIDCode	Text	6	No
76	HazPageNumber	Text	6	No
77	HazSTCC	Text	30	No
78	HazResidue	Text	1	No
79	HazPackingGrpCode	Text	3	No
80	HazIndustyCode	Text	30	No
81	HazClass	Text	30	No
82	HazShippingName	Text	25	No
83	HazEmergencyContact	Text	60	No
84	HazEmergencyTelephone	Text	80	No

File Naming Convention

When you save a file that contains properly formatted shipping instructions as shown above, the name of the file and the location is important. You must name the file in a way that RMS knows how the data is formatted and what type of records it contains. This is the naming rule:

<u>Part of Name</u>	<u>Character Position</u>	<u>Explanation</u>
Import flag indicator	1 - 11	If this is present, is "NotImported"
Type of records	12 - 15	BILL is used to identify that these are billing

records		
Format of records	16 - 18	TXT
Format of file	19 - 21	COM
Source of records	22 - 25	Quite often this is used for a railroad SCAC
for example: BNSF, UPXX, KCSX ** optional		
Date / time stamp	26 - 41	YYYYMMDDHHMMSSMS (ensures that the
file name is always unique)		

For example: a file that was created on July 13, 2007 at 2:03pm where the shipping instruction records are in the TXT, comma separated values (CSV) format would read:

NotImportedBILLTXTCOMXXXX2007071314030101.txt

Location of File

When you have properly named the file, save it in the Flat File Directory.

Migration from RMS version 3.X to new versions considerations

You may need to extract shipping instructions from an RMS 3.X database. Here is the query (modify the date to suit your needs) to use in the Data Management > Advanced > Ad Hoc Query window - paste it into the SQL text box and click on Run Query; when the data is displayed, click on the Save Results button - this will save the results as a comma separated values (CSV) file which is easily imported by RMS using the Text option. Please see the File Naming Convention notes above to know how to name this file and where to save it.

```
SELECT "" & [CarInitial] & "" AS CarInitial2, T_BOL.CarNumber, "" & [BOLNum] & "" AS
BOLNum2, T_BOL.BOLDate, T_BOL.BOLTime, "" & [Shipper] & "" AS Shipper2, "" & [Consignee]
& "" AS Consignee2, "" & [OriginCity] & "" AS OriginCity2, T_BOL.OriginState, "" & [DestCity] &
"" AS DestCity2, T_BOL.DestState, "" & [Route] & "" AS Route2, T_BOL.STCC, "" &
[Commodity] & "" AS Commodity2, "" & [Contract] & "" AS Contract2, T_BOL.Weight, "" &
[CareOf] & "" AS CareOf2, T_BOL.Correction, If(IsNull([LEStatus]) Or
Len(Trim([LEStatus]))=0,'L',[LEStatus]) AS Expr1, "TXT" AS Source2, T_BOL.ShipmentID,
T_BOL.ShipmentDesc, T_BOL.ExpOrderDttm, T_BOL.TransMethod, Now() AS DocCreated2
FROM T_BOL
WHERE (((T_BOL.Imported)>=#7/9/2007#));
```

7.16 Sightings

7.16.1 Add / Update / Delete railcar sightings

Follow these steps:

Add new railcar sightings

1. From the Home window, select the railcar for which you wish to add sightings from the Railcar drop down text box.
2. Click the Add New Sighting link (Sightings tab).

Add New Sighting			
Event *	<input type="text"/>	Destination City *	<input type="text"/>
Event Date *	<input type="text"/>	Destination State *	<input type="text"/>
Event Time *	01 hrs. <input type="text"/> 00 mins. <input type="text"/>	ETA Date	<input type="text"/>
	<input checked="" type="radio"/> AM <input type="radio"/> PM		
LE Status *	<input type="text"/>	ETA Time	<input type="text"/> <input type="text"/>
			<input checked="" type="radio"/> AM <input type="radio"/> PM
City *	<input type="text"/>	Comments	<input type="text"/>
State *	<input type="text"/>	Train ID	<input type="text"/>
Railroad *	<input type="text"/>	Imported Date	<input type="text"/>
<input type="button" value="Save"/> <input type="button" value="Save & New"/> <input type="button" value="Save & New Similar"/> <input type="button" value="Cancel"/>			
* denotes required fields.			

3. Fill in the fields with the desired entries. Required entries are indicated by a red asterisk.
4. Click to Save. You have three options:
 - A. Click the Save button to save the railcar sighting.
 - B. Click Save & New to save the railcar sighting and return to a blank Add New Sighting page to create a new railcar sighting.
 - C. Click Save & New Similar to save the railcar sighting and return to an Add New Sighting page that is prepopulated with the fields matching the previous railcar sighting data.

Update railcar sightings

1. From the Home window, select the railcar for which you wish to update sightings from the Railcar drop down text box.
2. Change the date range as necessary using the Begin and End text boxes and click the Refresh button. Sightings for that time period will display (on the Sightings tab).
3. Click the Edit link for the sighting record. Make changes to the record and click the Save button.

NOTE: It is recommended that you enter a brief code (5 characters or less) in the Comments field to indicate what type of modification was made to the record.

NOTE: Any modification to a sighting automatically causes the cycle that the sighting is a part of and any following cycles to be deleted. This is done to ensure that the cycle(s) are recreated properly. The next time that RMS runs the Create Cycles process, these cycles will be recreated including the updated information on the sighting(s).

Delete railcar sightings

1. From the Home window, select the railcar for which you wish to delete sightings from the Railcar drop down text box.
2. Change the date range as necessary using the Begin and End text boxes and click the Refresh button. Sightings for that time period will display (on the Sightings tab).
3. Click the Delete link.

NOTE: If the sighting that is deleted is part of a cycle, that cycle and any following cycles are deleted. This is done to ensure that the cycle(s) are recreated properly. The next time that RMS runs the Create Cycles process, these cycles will be

recreated without the sighting(s) that were deleted.

7.16.2 Restore Archived Sightings

When a sighting for a Temporary railcar is imported that doesn't have a current shipping instruction associated with it, the sighting will be archived. There is also an option when [deactivating railcars](#), to archive sightings that are part of an incomplete cycle. To restore an archived sighting, click the Archived Sightings tab from the Home page.

Sel.	Event	Date	Time	LE	RR	Location	Destination	Comments
<input type="checkbox"/>	Departure	3/8/2013	04:35 PM	E	NS	PINEVILLE, NC	SEATTLE, WA	
<input type="checkbox"/>	Pull from Patron	3/7/2013	04:35 PM	E	NS	PINEVILLE, NC	SEATTLE, WA	

2 records.

1. Select the sightings you want to restore by placing a check in the adjacent check box.
2. Click the Restore Selected Sightings button.

The sightings will be moved to the main database and will be shown in the Sightings tab window after the window refreshes.

7.16.3 Import railcar sightings

During this process, the new railcar sightings (CLMs) are assimilated into the database and into new and/or existing cycles. If a CLM record does not have a value for the Railroad field, it will still import.

There are several ways to import CLMs into RMS. The first is to import CLMs directly from [Steelroads](#). The next way is to import CLMs from a text file provided to you from some other source; these CLMs must be in Format D or H in either fixed or CSV (comma separated values) [text file format](#). The third way is to import CLMs from [Data Services](#) from Railcar Tracking Company. If you are having trouble deciding which source to use, give us a call and we'll guide you to the most cost effective choice depending on your specific needs.

7.16.3.1 Import from Steelroads

To import railcar sighting records (commonly referred to as CLM) from Steelroads, follow these step by step instructions (it is assumed that you already have entered your railcar fleet or shipping instructions into RMS before performing this function; see [Add/Update Railcars](#)):

1. Click the Data Management > Import Properties menu.
2. Click on the Sighting Data tab.
3. Check Steelroads check box and select the File Format. *Note: CLM Format H includes the ETA and is the recommended format.*
4. Choose either the option button for "Last Event for Privates and Temps" or "New Events for Privates and Last Event for Temps". If you are tracking only private (owned or leased) railcars, choose "New

Events...". If you are tracking private AND temporary railcars, choose the "New Events..." option. The only time that it is recommended to use the "Last Event for Privates and Temps" option, is if you don't want to maintain the separate Steelroads Trace List that is required to get new events for private railcars.

5. Click the Save button.

6. Click the Data Management > Reference Values menu.

7. Click the Edit link for "Steelroads Login"; enter your Steelroads user name (case sensitive) in the Value text box; click Save.

8. Click the Edit link for "Steelroads Password"; enter your Steelroads password (case sensitive) in the Value text box; click Save.

9. If you own, lease or have permanently assigned railroad pool railcars that you wish to trace all events for, it is recommended that you maintain a saved Trace List in Steelroads, otherwise go to step 10. Steelroads's New Events response option (an option that enables you to receive all of the events on all railcars in the list since the last time a trace was performed – traces must be performed within 4 days of each other to avoid gaps in the railcar movement history) requires a saved Trace List in order to operate properly. It is recommended that you have a Trace List to be used only by RMS; this is because if you run the Trace List from within a browser, the last trace date would be reset and the next time RMS would run that Trace List, it would not receive the events that printed out in the prior browser-based trace. To take advantage of this option, you must maintain two lists of permanent railcars: one in RMS and one in the Steelroads Trace List. This is a bit more work, but the benefit of having a complete movement history for each railcar is worth the extra work. If you really do not want to do this, you could use [Data Services](#), which does not require this extra step.

10. Once the record is imported, the import date and time will appear on the record in RMS.

Note: Steelroads allows a maximum of 1,000 railcars per Demand Trace List. If you wish to trace more than 1,000 railcars, create multiple lists.

Click the Edit link for "Steelroads Demand Trace List(s)" and enter the name of a list of railcars (case sensitive) that you have saved in Steelroads in the Value text box; click Save. If you have multiple lists, enter these list names separated by a semi-colon.

Temporary railcars (those that are only being used and tracked for a loaded shipment and are not controlled by your company) will be traced by their last event each time the RMS runs an import. Thus it is important to run at least one import per day. The maximum recommended number of imports, if you are tracking temporary railcars, is 4.

This process must be scheduled. See the [Add, Update, Delete a scheduled activity](#) for instructions on how to set up a scheduled Import Data Only or Import Data and Create Cycles.

NOTE: If you're encountering a large number of time out errors and you have a high volume of railcars, you will want to adjust the Trace Request Batch size to a smaller number. This may be accomplished by opening the Help>Diagnostics window and clicking Edit next to BatchSize. This requires administrative access, and you may need to request the administrator to do this.

7.16.3.2 Import from a text file

1. Click the Data Management > Import Properties menu.
2. Click on the Sighting Data tab.
3. Check the Text File check box. Do not check the Manually assign event years check box unless you will be importing data older than a few days.
4. Click Save.
5. Place text files of sightings in the Flat File Directory. Note: the sightings must be formatted in either standard CLM Format D or H in fixed or CSV (comma separated values) and the files must be named according to the conventions listed at the bottom of this topic.

This process must be scheduled. See the [Add, Update, Delete a scheduled activity](#) for instructions on how to set up a scheduled Import Data Only or Import Data and Create Cycles. Once the import takes place, the import date and time will be added to the record in RMS.

WARNING: Do not import more than one year at a time. RMS cannot distinguish between CLM records from the same month, but in different years.

CLM File Naming Conventions

Part of Name	Character Position	Explanation
Import flag indicator needs to be imported)	1 - 14	"NotImported" (this indicates that the file
Type of records	15 - 17	Always "CLM"
Format of records	18	"D" or "H" depending on the format of the
Format of file comma delimited	19 - 23	Either "Fixed" for fixed length or "Comma" for
Source of records	24 - 26	"TXT" for text file
Date / Time Stamp "20070611120101"	26 - 39	Example: 6/11/2007 12:01:01 PM would be:
File extension		".txt"

Completed example: NotImportedCLMDFixedTXT20070611120101.txt

The naming convention allows files to be dropped into the Flat File Directory and if they are named properly, RMS will automatically import them upon the next import process, keeping things very simple. After the file is imported successfully, the "NotImported" part of the file name is removed by RMS.

7.16.3.3 Import from Data Services

You may subscribe to Data Services. Contact Railcar Tracking Co. Technical Support or Sales and in five business days or less, sightings will be automatically imported into RMS for any shipment where your company is a party mentioned on the waybill.

7.17 Stations

7.17.1 Add a station

1. Click the Data Management > Stations.
2. Click on the Add New Station link.
3. Type the full spelling of the city in which the station is located in the Station City text box, and type the state two-letter abbreviation in the Station State text box.
4. Enter the rest of the information as required.

Note:

Some stations may have many aliases and some may have only one. RMS will automatically add industry standard aliases.

This manual does not intend to teach about abbreviations and recommends that the user does an in-depth study to gather all the various spellings of all stations in the distribution route network. However some rules of thumb regarding abbreviated spellings (aliases), which RMS enters automatically:

All aliases have 9 characters or less. Many times the 3-3-3 standard is used (usually for current location city on a railcar sighting record). The 3-3-3 standard builds an alias as the first 3 characters of a location's first name; the first 3 characters of a location's 2nd name (if applicable) and the first 3 characters of a location's 3rd name (if applicable). East, West, North, South are abbreviated to one character: E, W, N, S. Fort is FT. There are several other rules; it is recommended that you contact your rail carrier if you have questions. For example: Fort Worth = FTWORTH; Salt Lake City = SALLAKCIT; East Bridge Junction = EBRIJUNCT.

Many times the first 9 characters are used (usually for destination city on a railcar sighting). For example: Fort Worth = FORT WORT or FT WORTH; Salt Lake City = SALT LAKE; East Bridge Junction = EAST BRID or NEW ORLEA.

Alias abbreviations can be very confusing, so again, it is recommended that aliases be gathered from empirical research (actually looking at the spellings) because there are so many variations. The aliases are shown on the Home > Sighting data tab screen in the Location and Destination columns.

7.17.2 Update a station's characteristics

1. Click the Data Management > Stations menu.
2. Find the station to be updated by entering the first few characters of the station name and click the Search Stations command button.
3. Click the Edit link.
4. Change the information as required.

WARNING: You should use extreme caution when updating the station city and/or station state. These should only be changed if you misspelled them. Any other action will corrupt the database and cause invalid measures.

7.17.3 Merge a station

Occasionally, two station records are created for the same station city & state due to inconsistent spelling of the city / state. This feature enables a station to be merged into another station with only a few mouse clicks.

Follow these steps to merge a station into another station.

1. Click the Data Management > Stations menu.
2. Click the Merge Station hyperlink for the station that you wish to merge into another station.

Stations						
Add New Station		<input type="text"/>		<input type="button" value="Search Stations"/>	<input type="button" value="Clear Search"/>	
City	State					
DENVER	CO	Edit	Delete	Add New Station Alias	Show Station Aliases	Merge Station
PUEBLO	CO	Edit	Delete	Add New Station Alias	Show Station Aliases	Merge Station
S. BEAMER	AB	Edit	Delete	Add New Station Alias	Show Station Aliases	Merge Station
SOUTH BEAMER	AB	Edit	Delete	Add New Station Alias	Show Station Aliases	Merge Station

3. Once the Merge dialog box opens, choose from the drop down list box the station that you wish to merge into and click the Merge button.

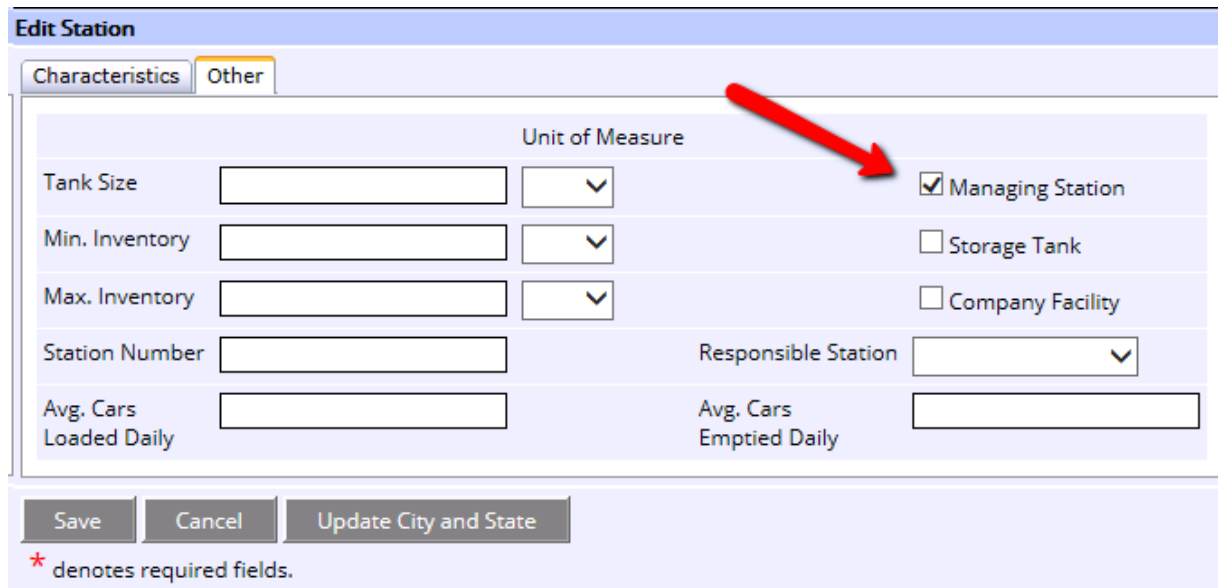
Merge - S. BEAMER, AB into (Please select target station below)			
Merge Station	City:	S. BEAMER	State: AB
Into Target Station	Select Station:	SOUTH BEAMER, AB ▼	
<input type="button" value="Merge"/>		<input type="button" value="Cancel"/>	

All of the station aliases of the original station will be added to the target station.

7.17.4 Managing & Responsible stations

Often a shipment is billed to one station, such as Charlotte, NC and the railcar is actually placed in Pineville, NC. This can cause confusion when you are running reports and want to filter by destination (or origin or last location) - which one do you use? If you want to simplify shipment origins and destinations and you don't want to [merge](#) the stations, then make one of the stations a Managing station and then make it the other stations Responsible station. In this example, we will make Charlotte, NC the managing station for Pineville, NC because our company tends to refer to these shipments as going to Charlotte, NC.

1. Click on the Data Management > Stations menu
2. Click the Edit link for the Charlotte, NC station
3. Click on the Other tab; place a check in the Managing Station check box; click the Save button



Edit Station

Characteristics Other

Unit of Measure

Tank Size

Min. Inventory

Max. Inventory

Station Number Responsible Station

Avg. Cars Loaded Daily Avg. Cars Emptied Daily

☒ Managing Station

☐ Storage Tank

☐ Company Facility

Save Cancel Update City and State

* denotes required fields.

4. Click the Edit link for the Pineville, NC station
5. Click the Other tab; select Charlotte, NC from the Responsible Station drop down list; click the Save button
6. When you run any report and filter by Origin, Destination or Last Location = Charlotte, NC, the results will include Pinville, NC as well.

NOTE: The origin, destination or last location will show as Charlotte, NC.

7.17.5 Delete a station

1. Click the Data Management > Stations menu.
2. Find the station to be updated by entering the first few characters of the station name and click the Search Stations command button.
3. Click the Delete command link.

NOTE: You will not be able to delete a station until all other records that reference the station are deleted first: OD Pairs, Demurrage/Detention criteria, Contract Rates, Trip Plans. If you attempt to delete the station, RMS will tell you what records need to be deleted before it can be deleted as shown below. You may also click on the Merge button to [merge the station into another station](#).

Station Message

This station record is related to several other records, which are preventing its deletion. You must delete these other records or edit these records to not refer to this station record before you will be able to delete this station.

If you would like to merge this station into an existing station then click the Merge button.

CONTRACT DENVER, CO TO S. BEAMER, AB
CONTRACT PUEBLO, CO TO S. BEAMER, AB
CONTRACT S. BEAMER, AB TO DENVER, CO
CONTRACT S. BEAMER, AB TO PUEBLO, CO
DETENTION S. BEAMER, AB
OD PAIR DENVER, CO TO S. BEAMER, AB
OD PAIR PUEBLO, CO TO S. BEAMER, AB
OD PAIR S. BEAMER, AB TO DENVER, CO
OD PAIR S. BEAMER, AB TO PUEBLO, CO
RAILROAD DEMURRAGE S. BEAMER, AB
RESPONSIBLE STATIONS S. BEAMER, AB
TRIP CYCLE SEGMENT DENVER, CO TO S. BEAMER, AB
TRIP CYCLE SEGMENT S. BEAMER, AB TO DENVER, CO
TRIP CYCLE SEGMENT S. BEAMER, AB TO PUEBLO, CO
TRIP PLAN DENVER, CO TO S. BEAMER, AB
TRIP PLAN PUEBLO, CO TO S. BEAMER, AB
TRIP PLAN S. BEAMER, AB TO DENVER, CO
TRIP PLAN S. BEAMER, AB TO PUEBLO, CO
TRIP PLAN SOUTH BEAMER, AB TO DENVER, CO

OK

Merge

7.18 Trip Plans

Enter topic text here.

7.18.1 Automatic Generation

See the topic [Scheduler > Update Trip Plans](#) for instructions on how to schedule this feature.

Trip Plans are used to record the events and locations in a trip and their respective days to the final destination. This is used by RMS to generate ETAs. This process takes a lot of computing power and is best run over the weekend, once per week. It may take several hours to run. The default setting is to scan shipments for the last 60 days. You can change this setting to more or less days or a specific date range in the Data Management > Reports > Properties window and Date Ranges tab.

NOTE: You must have shipping instructions that have entries for at least these fields in order for RMS to create Trip Plan records that are useful enough to be used for ETAs: Origin, Destination, Route, Load/Empty status, Transportation Method.

While RMS creates Trip Plans, it also creates the Station and OD Pair records that comprise your route network. A very valuable by-product of this is that it allows RMS to validate cycle records. This enables RMS to identify cycles that are invalid and will you find problems with the data that need correcting. This is referred to as [scrubbing the data](#) (click link for more information on this).

7.18.2 Update multiple event days to destination manually

If you prefer to set the Days To Destination for trip plan events yourself and you would like to do this using data from a spreadsheet, follow these steps.

The accepted input is from a spreadsheet (i.e. tab delimited) in either this format:

<i>Required</i>	<i>Optional</i>	<i>Required</i>	<i>Required</i>
EVENT STATE	EVENT CITY	RAILROAD	DAYS TO DEST
WA	SPOKANE	BNSF	10

With this format, RMS will update the Days To Destination for all trip plans that are destined to the station that the user selects and where the Trip Plan Event has matching Event State, Event City, and Railroad.

Or:

<i>Required</i>	<i>Optional</i>	<i>Required</i>	<i>Required</i>
EVENT STATE	EVENT CITY	RAILROAD	DAYS TO DEST
WA		BNSF	10

With this format, RMS will update the Days To Destination for all trip plans that are destined to the station that the user selects and where the Trip Plan Event has matching Event State and Railroad.

If Days To Destination are updated by this process, it will also lock the Days To Destination so that the Update Trip Plans scheduled process will not overwrite the setting.

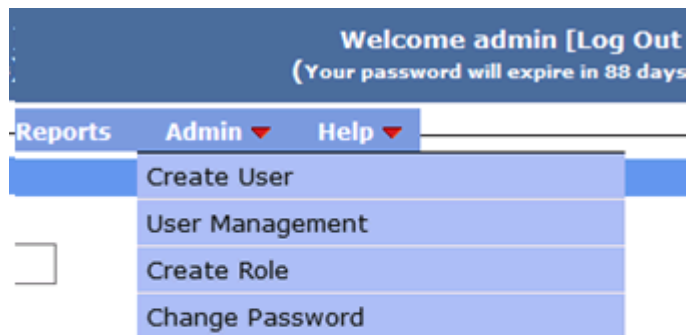
For example, if you want to update all Days To Destination for Trip Plans destined to Decatur, IL, follow these steps:

1. Open the spreadsheet that contains the Days To Destination estimates for particular States, Cities and railroads
2. Copy all of the data entries from A3 to D?? (do not include column headers).
3. In RMS, open the Data Management > Trip Plans page and click on the link titled: Update Multiple Events.
4. Select Decatur, IL from the Destination drop down.
5. Paste the data into the large text box at the top of the page.
6. Click the Validate button, then click the Save button.

NOTE: If you enter a negative number for Days To Destination, this will signal RMS to not generate an ETA for that particular Event State, Event City, and Railroad.

8 Admin

This menu will display different submenus depending on the role of the user. If your role is Administrator, then you will see all of the submenus as shown below. Otherwise, you will only see the Change Password menu.



8.1 Create User

Administrators are able to setup user accounts in RMS. To do this, go to Admin>Create User. The following screen will appear:

Create user

Use the form below to create a new account.

Passwords are required to be a minimum of 6 characters in length.

User Name: *	<input type="text"/>
Password: *	<input type="password"/>
Confirm Password: *	<input type="password"/>
Email: *	<input type="text"/>
Security Question: *	<input type="text"/>
Security Answer: *	<input type="text"/>
Role:	<input type="text" value="administrator"/>

* denotes required fields.

1. Enter a user name for the user.
 2. Create a password
 3. Confirm the password
 4. Enter user's email address
 5. Enter a security question (NOTE: To bypass this feature, enter Q in this field)
 6. Enter answer for security question (NOTE: To bypass this feature, enter A in this field)
 7. Select Role. There are three roles:
 - A. Administrator: This role has access to everything in RMS including the Admin tab which allows user to create users, manage the site and create roles.
 - B. Power User: This role has access to everything in RMS except the ADMIN Tab.
 - C. Guest: This role has READ ONLY access to RMS. They do not have the ability to edit anything in the system.
- NOTE: Customized roles can be configured. Contact support@ralcartracking.com for additional information about customized roles.
8. Click Create User.

8.2 User Management

This window enables you to:

- Delete users
- Change passwords of users
- Change roles of users
- Reset the password of users

RMS - Railcar Management System						
						Welcome admin [Log Out] (Your password will expire in 88 days)
Home	Data Management ▼	Custom Reports	Daily Reports	Management Reports	Admin ▼	Help ▼
User Management						
User Name	Role	Email				
admin	administrator	support@railcartracking.com	Delete	Change Password	Change Role	Reset Password
rmsuser	Power User	test@railcartracking.com	Delete	Change Password	Change Role	Reset Password

Delete user

Simply click the Delete link next to the user name that you wish to delete.

Change password of users

1. Click on the Change Password link next to the user name.
2. The window below will open; enter the old password, the new password and the new password again and click OK.

NOTE: If the old password was forgotten, you should use the Reset Password process instead.

Change Password	
Change Password for user : 'rmsuser'	
Password must contain: Minimum 8 and Maximum 12 characters at least one upper case, one lower case, one number, one special character (! @ # \$ % ^ & *).	
Old Password: *	<input type="password"/>
Password: *	<input type="password"/>
Confirm Password: *	<input type="password"/>
<input type="button" value="OK"/> <input type="button" value="Cancel"/>	
* denotes required fields.	

Change role of users

1. Click on the Change Role link next to the user name.
2. The window below will open; select the role and click the Change Role button.

NOTE: The roles that are available by default are Administrator, Power User and Guest.

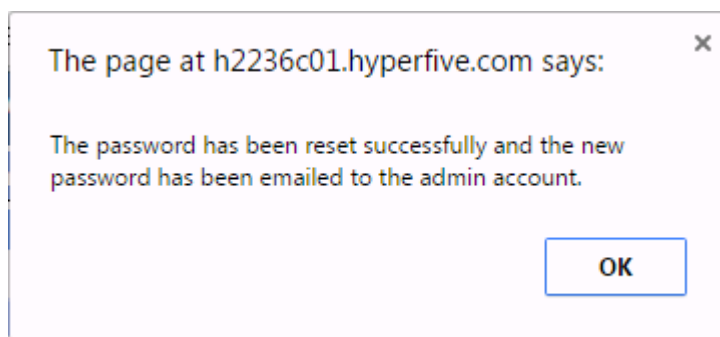
- *Administrator: has full access to all features*
- *Power User: has full access to all features except most User Management functions*
- *Guest User: has read only access to all features except most User Management functions*

If your company requires a different role, please contact support@railcartracking.com, and we can customize a role for you.

Reset password of users

User Management						
User Name	Role	Email				
admin	administrator	support@railcartracking.com	Delete	Change Password	Change Role	Reset Password
RMSGuest	Guest User	rmsguest@savage.com	Delete	Change Password	Change Role	Reset Password
RMSUser	Power User	rms@savage.com	Delete	Change Password	Change Role	Reset Password

To reset a password click Reset Password associated with the account for which you are resetting a password. You will see the following message:



The admin can then forward the password to the user; when the user logs in, he/she will be prompted to change the password.

8.3 Create Role

This feature is not fully implemented. If your company requires a different role, please contact support@railcartracking.com, and we can customize a role for you.

8.4 Change Password

1. Click on the Admin>Change Password menu.
2. Enter the old password.
3. Enter the new password and repeat.
4. Click the Change Password button.

The screenshot shows the 'RMS - Railcar Management System' interface. At the top right, it says 'Welcome (Your password)'. Below this is a navigation bar with links: Home, Data Management, Custom Reports, Daily Reports, Management Reports, Admin, and Help. The 'Admin' link is highlighted, and a sub-menu is open showing 'Change Password'. Below the navigation bar, there is a text prompt: 'Use the form below to change your password.' followed by a password requirement note: 'Password must contain: Minimum 8 and Maximum 12 characters at least one upper case, one lower case, one number, one special character (! @ # \$ % ^ & *).' The form itself is titled 'Account Information' and contains three input fields: 'Old Password:', 'New Password:', and 'Confirm New Password:'. At the bottom of the form are two buttons: 'Change Password' and 'Cancel'.

9 Help

9.1 Error Logs

To search for information to help diagnose an issue, go to Help>Error Logs. There are several different types of logs that are written, not just errors.

1. Informational: log information such as when a process starts and ends.
2. Statistical: records the number of records handled during a process.
3. Warning: raises a message about situations that are unusual, but not serious enough to stop the process or notify anyone.
4. Error: logs a message that describes an problem encountered during the process. When an error is logged, the errors are emailed to the [Technician Email Address](#), which is maintained in the Data Management > Reference Values.

To display logs, follow these steps:

1. Select the Type of Message you want to receive or leave at default (All Messages) to view all messages.
2. Enter Begin Date

3. Enter End Date
4. Click Refresh
5. Messages pertaining to the time period will appear as shown below:

Error Logs

All Messages

Begin: 6/1/2015

End: 7/1/2015

Refresh

Email all to Technician

Date/Time		Process	Database	Status	Step ID	
6/24/2015 5:23:31 PM	INFO: Ending delete of old error logs and files.	RMSMiddle5.BLL.GetData	rmsdbsqldemo51112			View
6/24/2015 5:23:31 PM	INFO: Starting delete of old error logs and files.	RMSMiddle5.BLL.GetData	rmsdbsqldemo51112			View

9.2 Event Logs

Event Logs

To search for an event, go to Help>Event Logs

Railcar Initial	KEYX ▼	Number	633 ▼	<input checked="" type="radio"/> Active <input type="radio"/> Inactive	Add Event Log
Railcar	Number	Date/Time	Event		
KEYX	633	3/16/2010 12:00:01 PM	Assign railcar to pool	Edit	Delete
KEYX	633	3/16/2010 12:00:00 PM	Remove railcar from pool	Edit	Delete
KEYX	633	12/13/2009 12:00:01 PM	Assign railcar to pool	Edit	Delete
KEYX	633	12/13/2009 12:00:00 PM	Remove railcar from pool	Edit	Delete

1. Select the railcar initial from the Railcar Initial field
2. Select the railcar number from the number field.
3. Check whether the railcar is active or inactive.

The Event Log will automatically filter to the events pertaining the railcar identified.

10 Glossary

6-3-3

The first 6 characters of the first part of a company name, plus the first 3 characters of the second part (if there is one) of a company name, plus the first 3 characters of the third part (if there is one) of a company name – with no spaces in between. Always spell out completely the last part of the company name, but only so much until you have a total of 12 characters. For example, General Motors Corporation would be GENERAMOTCOR. Another example, Intel Corporation would be INTELCORPORA. Type in any other information desired in the rest of the text boxes provided.

Bad Order Codes

When the Event field value = B (bad order), then the TrainID field value will change to include a code that describes the type of repair that is required.

Code	Classification	Description
A	Body	Including floors, roof, sides, ends and multi-level rack.
B	Braking System	Any brake component listed in Rule 83**, Car Part Codes, under the headings of Brake Equipment and/or Piping.
C	Clean-Out	Including preparation for loading such as clean-out, conditioning and/or pre-tripping, but excluding mechanical refrigeration equipment.
D	Derailment/Accident	Derailment/Accident Damage resulting from derailment, sideswipe, fire, flood or other casualty.
E	Doors	Doors Including side, end and hopper doors, outlet gates, hatch and dome covers.
F	Draft System	Draft System Including couplers, yokes, draft gears, draft lugs, draft sills, EOC and COC cushioning units and articulated connections.
G	Interior Linings & Coatings	Interior Linings & Including any interior lining or coating.
H	Load	Load Requiring measurement, weighing, adjustment, transfer or containment of leaking commodity.
I	Load Restraining Devices	Load Restraining Devices Components integral to car such as tie down equipment, interior bulkheads, DF equipment, trailer hitches, container pedestals or other similar equipment.
J	Mechanical Inspection	Mechanical Inspection Including inspection resulting from Early Warning letters, Maintenance Advisory notifications or special instructions received from car owners or handling line.
K	Refrigeration Equipment	Refrigeration Equipment Including inspection, pre-tripping and defective equipment listed in Rule 83, Car Part Codes, under the heading Mechanical Refrigeration Equipment.
L	Safety Appliances	Safety Appliances Including handholds, sill steps, ladders, running boards, crossover boards, brake steps and uncoupling levers.
M	Trucks	Trucks Including side frames, truck bolsters, friction castings, springs, snubbers and side bearings, but excludes wheel assemblies and brake rigging.
N	Underframe	Underframe Including center sills, side sills and body bolsters, crossbearers, crossties, body center plates and body side bearings.
O	Wheel Assembly	Wheel Assembly Including wheels axles, friction or roller bearings, wedges, adapters, periodic attention and hot boxes.

Event Codes

AAR	Description	CLM
ALR	Actually Loaded on Rail	
ALV	Actually Loaded on Vessel	
ARD	Actual Arrival Date at Final Destination	
ARI	Arrival Transit Location	A
ARR	Arrival Final Destination	D
BAD	Bad Order	B
BFR	Release from Bad Order	G
BHV	Bad Order Heavy Repair	B
BLG	Bad Order Light Repair	B
BOH	Bad Order - Hours to Repair	B
CG1	Car Grade By Inspection	
CRD	Cargo Receipt Date	
CSL	Cargo Stripping	
DDL	Delivery Attempt	
DEA	Deactivate Railcar	
DFL	Departure from Location	P
DRM	Deramped	V
EAD	Estimated Arrival Date	
EDD	Estimated Departure Date	

EFT	Estimated Free Time	
ERD	Estimated Arrival at Final Destination	
ETA	Advanced Estimated Time of Arrival	3
EWI	Early Warning Inspections	
EWL	Early Warning Letter (AAR Only)	
FTE	Free Time Expired Date	
HAR	Highway Arrival RR Facility	C
HMI	Hold or Miscellaneous	H
HRE	Release from Hold or Miscellaneous	9
IBD	In Bond	
ICH	Interchange Delivery	J
ICR	Interchange Receipt	R
IGT	Intermodal In-Gate	C
INV	Inventory Move (AAR Only)	
IRD	Intransit	
IRI	Ingate from Rail Interchange	K
ITS	Ingate from Rail Terminal or Satellite	L
MWY	Move Away	M
NOB	No Bill at Location	N
NOT	Notified at Destination Party	Y
OGT	Intermodal Out-Gate	
ORI	Outgate to Rail Interchange	
OTS	Outgate to Rail Terminal or Satellite	
PAC	Placement Actual	Z
PCH	Pool Change	
PCO	Placement Constructive	Y
PFP	Pulled from Patron	X

Layover

A term used to indicate the time it takes a railcar to be loaded or unloaded. The measurement begins at the constructive placement event (if this event is reported) or actual placement event and ends with the following release event.

Permanent railcar

The railcar is permanently assigned to your company. Typically this means that the railcar is owned or leased by your company, thus you wish to track its loaded and empty movements. It could also mean that a railroad has assigned a set of railcars to be used exclusively by your company. When you add a railcar to the RMS fleet, it is, by default, a permanent railcar. RMS will track its loaded and empty movements indefinitely.

SCAC

Serving Carrier Alpha Code. This is how railroads identify themselves in a standard way. Up to 4 alpha characters are allowed.

SPLC

Standard Point Location Code. A 6 digit number identifying a station.

SQL

Abbreviation for Structured Query Language. It is an industry standard, english-like language for selecting, inserting, updating and deleting database records. You may query the RMS database directly by clicking on the Data Management | Advanced | Ad Hoc Query menu.

STCC

Standard Transportation Commodity Code. It is a seven digit numeric code representing 38 commodity groups.

Temporary railcar

The railcar is temporarily assigned to your company. Typically this means that the railcar has been assigned to your company by the railroad just for one particular shipment; it could also be an inbound shipment to you from a supplier who owns or leases themselves. After the railcar is unloaded and returned to the railroad or supplier, it may never be used by / for your company again; it goes back into a general pool that is used by many railroad customers. Also known as "system cars" or "free runners". It is not recommended that you add a temporary railcar to RMS. It is best to let RMS handle the adding of the railcar when it receives a shipping instruction (i.e. waybill). RMS will automatically deactivate temporary railcars immediately after they are unloaded. Deactivation means that movements of the railcar are no longer tracked and the railcar does not display on Daily Reports (i.e. any report that shows just the last location of railcars).

11 Advanced

Enter topic text here.

11.1 Email Reports

It is possible to email reports. To do this, click the **Mail To** icon at the top of the page once the report is generated.



1. Enter the following format.
2. File Format: Select the report format you'd like to send.
3. To: Enter email address.
4. From: Ensure your email address is correct.
5. Subject: Enter a subject.
6. Message: Enter a message to be included in the body of the email with report attached.
7. Click Send Email.

File Format	PDF ▼
To:	<input type="text"/>
From:	support@railcartracking.com
Subject:	<input type="text"/>
Message:	<input type="text"/>
<input type="button" value="Send Email"/> <input type="button" value="Close"/>	

11.2 Import Railcar Sightings

Excluding records / lines

There are several settings that RMS uses to ignore lines in a sightings text file because they would cause problems:

- Improved sighting data import to ignore text file lines that match the ignore table entries.
- Sightings with Event = '3' must be excluded from import.
- The Import Data process now accomodates CLM records that do not have a value for the Railroad Field.

11.3 Release Sightings

RMS will handle temporary railcar reloads when railroad reports an empty release sighting and load waybill on same day.

11.4 Known Issues

Index

- 3 -

3-3-3 203

- 4 -

417 142, 183

- 6 -

6-3-3 203

- A -

add 188
automatic 30, 45, 176

- B -

backup 167, 175
backup database 175
bad order 68, 118, 120
bad orders 118, 120
bill of lading 178, 179, 181, 182, 185
bills 104
bills of lading 104, 178, 179, 181, 182, 185

- C -

CLM 28, 142
commodities 132, 133
 add 132, 133
 delete 132, 133
 update 132, 133
consignee 148
contract 51, 134
 add 134
 delete 134
 rate 134
 rates 51, 134
 update 134
contracts 134

add 134
delete 134
update 134
create 38, 47, 48, 49
customer 417 183
cycle 53, 128, 129, 130
cycles 128, 129, 130, 135
 round trip 99

- D -

daily report 118, 119
daily reports 118, 119
data entry 188
dataset 38, 49, 51, 53, 57, 63, 68, 71, 85, 91, 93,
95, 97, 99, 104, 112, 115
demurrage 123, 139, 140
 proprietary 57
 railroad 63
destination 147
detention 123, 139, 140
duration 68, 120

- E -

edi 142
email 30, 45, 167
e-mail 30
enter 188
eta 177
event codes 203
export 47, 176

- F -

fax 48
faxing 48
field 38
 calculated 38
file transfer 142
filter 38
fix 135
flat file directory 167
flat files 167
fleet 151, 152
 sub 151, 152

freight 134
rate 134
rates 134

- G -

glossary 203
group 38

- I -

import 28, 176, 185
 data 176
 text file 185
import data 176
import data and run (create) cycles 176
importing 28
inbound 119
 railcars report 119
invalid 135

- L -

last sighting 119
 report 119
last sightings 71, 85, 91
layover 203
lessor 148
load-unload 128
logs 149
loop 129

- M -

management report 120, 123, 125, 128, 129, 130
management reports 120, 123, 125, 128, 129, 130
manual 188
measure 128, 129, 130

- O -

od pair 147
origin 147
origin destination pair 147
outgoing mail 167
output batch reports 176

- P -

parties 123, 148
party 123
performance 128, 129, 130
pool 125, 151, 152
 add 151
 assign many railcars at once 152
 changes 125
 delete 152
 update 151
problem 93, 149
 logs 93
problem logs 149
problems 149
proprietary 133, 139
proxy 167

- R -

railcar 125, 151, 152, 153, 155, 161, 163, 164
 history report 119
 leases 115
 permanent 203
 temporary 203
 utilization 95, 125
 add 153, 155
 copy and paste 153
 deactivate 161
 delete 163
 reactivate 161
 update 164
railroad 120, 140, 166
 add 166
 delete 166
 update 166
rates 51
reference 167
relate bol days 167
report 30, 118, 119, 120, 123, 125, 128, 129, 130, 176
 creator 38, 45, 47, 48, 49
 custom 38, 45, 47, 48, 49, 51, 53, 57, 63, 68, 71, 85, 91, 93, 95, 97, 99, 104, 112, 115
 editor 38, 45, 47, 48, 49
 framework 49
 writer 38, 45, 47, 48, 49

Report Framework 49
reports 30, 118, 119, 120, 123, 125, 128, 129, 130, 176
 custom 38, 45, 47, 48, 49
review 135
RMS events 97
round trip 99
round trip cycle 129
route 130

- S -

scac 203
schedule 174
 add 174
scheduler 174
 delete 174
 update 174
second database 167
segment 129
segments 129
shipper 148
shipping instructions 179
 add 179
 delete 181
 import 183, 185
 review 182
shipping instruction 47
shipping instructions 104, 142, 178, 179, 181, 182, 183, 185
 add 178
sighting 188, 190, 191
 add 188
 delete 188
 import from Steelroads 190
 import from text file 191
 update 188
sightings 28, 112, 142, 188, 190, 191
 import from Steelroads 190
 import from text file 191
smtp 167
sort 38
spic 203
sql 203
station 123, 192, 193, 195
 add 192
 delete 195
 update 193

stations 123, 192, 193, 195
STCC 132, 203
 add 132
 delete 132
 update 132
Steelroads 28, 167, 190
summarize 38

- T -

text file 185, 191
tracking 47
transit 130
trip 128, 129, 130
 cycle 128, 129, 130
trip cycle 128, 129, 130
trip cycles 128, 129, 130
trip plan 91
trip plans 177

- U -

update 188
update trip plans 177

- V -

valid 135
vendor 148

- W -

waybill 178, 179, 181, 182, 183, 185
waybills 104, 142

Endnotes 2... (after index)