



RailConnect™ TMS Release Notes

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Advanced Automation

Add EDI Blocking Table Rule Description When Used to Delete Inbound Waybill

Description: The Delete Log now displays the “Blocking table description” if an EDI blocking table rule deleted an inbound waybill. This indicates to the user that the blocking table deleted the waybill and also what specific rule caused the deletion.

Benefits: Now when an inbound EDI waybill is deleted by a blocking table rule, the delete log entry shows the rule description in the Additional Info field.
(US453538 – Fast Path: UDLTL)

Add Two Filters to Car Schedule Hold Screen (RSRIDFR) for Current Station and Current Track

Description: The current Station and Track fields have been added to the Car Schedule Hold lister screen. These fields search for cars currently at these locations. If the track is entered, then the station is required.

Benefits: This enhancement assists railroads in finding cars at locations that need to be released from Car Schedule Hold.
(US451129 – Fast Path: CSH)

Charges and Demurrage

Deleting Charges from Interchange History

Description: Previously, under “Interchange History”, if the user wanted to delete multiple charges for individual cars, they had to enter a “D” next to each of the cars and then delete them one at a time. For example, to delete 40 charges, the user had to submit 40 times. Now, the system allows the user to delete multiple charges at a time by just pressing enter once, instead of 40 individual times.

Benefits: This enhancement saves users time and improves efficiency.
(US270060 – Fast Path: IC)

Modifications to Demurrage Daily Analysis

Description: From the Demurrage/Storage History screen (Fast Path DEHIS), when you select a car, there is an option F13=Daily Analysis. On some cars, there was no information displayed. A wrong field was being passed in for the Placement Date (PCON date instead of PACT). This issue has been corrected.

Benefits: This fixes a minor bug with a field that was not being displayed correctly. (US452526 – Fast Path: DEHIS)

SSDX Enhancements for Creating Exceptions

Description: Several changes have been made for creating exceptions from inbound messages:

- A Rule 10 field/flag has been added for approved exceptions over 6 months old. When the flag is NOT used, blank (no) position 86 of the file should be an "N" or left blank. When the flag IS used, position 86 should be "Y".
- Positions 87-92 must ALWAYS be blank (currently exceptions are entering zeroes in position 87-91).
- Positions 93-98 must be 6-digit, numeric, right-justified, and may contain preceding zeroes, if necessary. Valid format is DDDDCC.
- Positions 111-116, 117-122, 123-126 and 127-130 were incorrectly being used for the Additional Remarks from the screen Remarks field. This data should be in positions 148-177, a total of 30 characters. The current screen Remarks field only allows 20 characters.
- Positions 111-116 are the Original or As Settled Total Charge. This charge is used in instances referencing a prior exception and is populated with the total dollar amount for the switch as it was last settled.
- Positions 117-122 are used for the Should Be Switch Charge. This must be a 6-digit numeric, right-justified, and must contain preceding zeroes, if necessary. Valid format would be DDDDCC.
- Positions 123-126 are the Original or As Settled Sheet Number, and it must be a 4-digit numeric, right-justified, and must contain preceding zeroes, if necessary.
- Positions 127-130 are the Original or As Settled Line Number, and it must be a 4-digit numeric, right-justified, and must contain preceding zeroes.

In the outbound process to Railinc, the system only sends version 1 of the TMS invoices and not subsequent versions as they need to be settled through the SSDX exception process. Exceptions were previously incorrectly putting the STCC code into the Location field instead of the SPLC. A message is displayed when the SSDX Charge Detail screen is requested and either there is no link to a TMS waybill or charge.

Benefits: This change improves the process for creating exceptions. (US435725)

Customer Service

Changes to Cars Destined for Station/Customer Screen

Description: On the screen “Display Cars for Customer”, there was a missing byte due to all of the existing columns. Previously, a design decision had been made to only show 9 bytes of the Station/Track field due to spacing restrictions. Not many railroads used all 10 characters of the Track ID; however, some railroads are, so the full station/track data has been added to the screen. You may need to press F7=Alternate View to see this column.

Benefits: By making this correction, railroads that leverage the full, long Station and Track ID, will be able to see the full field of information.
(US445900 – Fast Path: TSTCU)

EDI

Add a 418 Copy Feed if the PHMSA Interface CSO is Turned On

Description: The recently added PHMSA interface sends XML messages to Railinc IF the PHMSA interface Client System Option is turned on in your railroad profile under Interfaces and Extracts. Originally, this interface would only feed PHMSA with online train data. With this enhancement, PHMSA will also receive a copy of each 418 interchange consist that is sent outbound from your railroad. The outbound 418 to Railinc will be marked using the ARAX receiver mark.

Benefits: This change enables more and more first responders with information about hazardous and non-hazardous shipments as they move through the rail network. This interface allows first responders to quickly and easily respond and react to environmental and situational conditions when attending to any emergency situation.
(US448174 – Fast Path: MSIF)

Increase Speed of BOL Search on the New Search Option from EDI Search By Partner Screen

Description: The BOL search on the new search option from the EDI Search By Partner screen is now faster.

Benefits: This enhancement improves system performance.
(US427251 – Fast Path: EDI)

Reporting

Printing Outbound Consist

Description: Previously, from the Outbound Interchanges screen and print function, users could select report type J, but it would not generate a report, even though they could choose the same print function and report type from the inbound interchange screen and it printed. This issue has been corrected, and now from the Outbound Interchange screen and print function, users can select report type J and it successfully generates.

Benefits: This change improves usability of the system.
(US456886 – Fast Path: ICO)

System Maintenance

Error in Option Access on Deleting Waybill

Description: Previously, on the menu option “Work With Option Access” (Fast Path WACCS), if the waybill authority for a particular user was set to anything below 4 (i.e., N, 0, 1, 2 or 3) you could still delete a waybill. This issue has now been corrected.

Benefits: This maintenance task resolves a bug that was introduced recently and restricts users of multiple Access levels of being able to Delete waybills. (Only Inbound or Bills of Lading could be deleted.)
(US189299 – Fast Path: WACCS)

Transportation

Correct KD Field on Two Screens in TMS

Description: Previously, the KD field was being truncated on several Move Equipment screens, and it was only showing two out of the three bytes. This issue has been corrected.

Benefits: For railroad operations that leverage all three characters of the Car Kind, you will now be able to see all three characters on the various Move Car screens. All other screens in TMS did not display the truncation.
(US453910 – Fast Path: YARD)

Utilities

Bring Cars Back Online Error

Description: When there was an OFFR (Rule 15 Offering) following an ICHD (Interchange Delivery) move, users could not use the utility "Bring Car Back Online." When this happens, TMS now ignores the OFFR and allows the car to be brought back online.

Benefits: This was a minor fix to a bug that created a nuisance for roads dealing with Rule 15 Offerings.
(US451769 – Fast Path: *CARB)

RailConnect™ 2.0 Release Notes

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RailConnect 2.0

The following enhancements are only shown when using the RailConnect 2.0 Interface. To access this interface, open your preferred internet browser, and then navigate to <https://rc2.railconnect.com>. Additionally, you can also take option 98 from the TMS main menu if you are currently using Client Access to work with TMS. Option 98 will automatically open your favorite browser at the appropriate address.

EOT Devices Getting Default Weight in Online Snapshot

Description: Previously, EOT devices in the Online Snapshot were getting assigned a default weight, which was distorting the weight totals for tracks/trains. Now, EOT devices are assigned a zero weight.

Benefits: EOT devices in the real-time online snapshot now have gross and net weights of zero.
(US452544 – Fast Path: Various, this change corrects several areas of RC2 where Gross Weights and Tons were calculated.)

RailConnect™ RMS Release Notes

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Changes to Edit from the RMS Rating Process to Require an Inches Value Between 00-11

Description: In the RMS database, there was an edit on the EQOL shipment condition that required the last two digits of the value to be between 00 and 11 (less than one foot). However, certain roads work on metric sizing where the last two digits can be between 00-99. This check has been removed.

Benefits: The benefit of this change is to handle both metric and imperial values for measurements.
(US451985 – Fast Path: MRATG)