



The Port Terminal Railroad Association has truly been an innovator in the area of automatic reporting. Building on its past success in this area, the PTRA made several significant moves to continue to improve its automation efficiency in 2006.

Already adept at using AEI readers and Inbound Blocking Tables, in 2006 the PTRA initiated complete 419/420 EDI blocking data exchange with the BNSF, UP, and KCS, becoming the first terminal switching railroad in the country to do so. This implementation eliminated a significant amount of manual data entry into blocking matrixes resulting in a significant reduction in manpower for both the member lines and the PTRA. An additional benefit has been a 50% reduction in time, on inbound trains, from arrival to hump/switch, due to inbound data being more accurate.

The PTRA has also been instrumental in RMI developing innovative RailConnect management reports to measure transportation effectiveness, including a dynamic Car Schedule Analysis and a dynamic Yard Block Summary that allow the user to drill down to exactly the information needed. Utilization of these reports and data has resulted in an improvement of 13% of cars moving on plan. By July 2006 this figure had reached 97%. Car Dwell Time also showed a marked improvement of 8 hours in the same time period, reaching 20 hours for the month of July 2006.

The end result of these developments is a better utilization of assets and an improved traffic flow through the terminal as the PTRA continues to lead the way in automation.