



Railinc Product Descriptions



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Last Updated: February 2025

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Railinc Applications, Databases, and Related Terms

This document provides simplified descriptions of Railinc applications, databases, and related terms. It is intended to be used as a quick reference or as an introduction to Railinc products. Where possible, the terms contain links to more definitive information on <https://public.railinc.com/>.

Notes:

- Items identified with an asterisk (*) are [Industry Reference Files \(IRFs\)](#).
- Certain applications require setup or usage fees (or an application may have prerequisites that have fees). Consult the [Railinc Price List](#) for additional information.

[AAR Embargo/OPSL Notes and Permit System](#) — An application that handles every step of the embargo permit process and enables a railroad to issue instructions to temporarily control traffic movements, amend and cancel an embargo, and grant permits to embargoed destinations. The AAR Embargo System also supports the Official Railroad Station List (OPSL).

- * [AAR Operating-Transportation \(OT-Circulars\)](#) — A collection of rules and recommendations published by the Association of American Railroads (AAR), in consultation with industry experts, that issues guidance on a wide range of topics related to rail transportation.

[AskRail®](#) — A mobile application that provides first responders immediate access to accurate, timely data about what type of hazardous materials a railcar is carrying so they can make an informed decision about how to respond to a rail emergency.

[Asset Health Data Summaries](#) — Data summaries give customers a concise view of equipment health data collected by wayside detectors and help railroads, car owners, and other industry participants make better maintenance, planning and repair decisions. Users may view data summaries via the Equipment Health Management System (EHMS) application and the Equipment Health View (EHV) tool or receive the data summaries via Railinc's web services technology and EHMS subscriptions.

[Billing Repair Card \(BRC\)](#) — A component of the Car Repair Billing application that provides an interface for receiving and transmitting invoices. The interface ensures that all required fields are populated before the BRC is submitted for pricing and performs basic validation on fields.

[Car Accounting Self-Service \(CASS\)](#) — An application that enables car accountants to access and analyze car hire liability data by translating event data into actionable information. CASS also enables railroads to submit a Liability Acceptance Message (LAM) when event reporting has caused car hire responsibility to be assigned to the wrong carrier.

[Car Hire Accounting Rate Master \(CHARM\)](#) — A dataset that helps users manage and understand the costs of rail car use and repair. CHARM contains time and mileage rates effective for the current month and are updated each subsequent month with the appropriate deprescribed and prescribed rates effective for the month.

[Car Hire Data Exchange \(CHDX\)](#) — A data exchange that supports the periodic (post-operation) exchange of time and mileage payment information to clarify payables and receivables. Once all car hire payables have been received, each participant's car hire receivables are sorted, prepared, mailed, and summarized so that car hire can be settled in the Railroad Clearinghouse (RCH).

[Car Hire Rate Negotiation Self-Service \(CHRNSS\)](#) — An application that provides a single access point for car hire negotiations. CHRNSS enables users to transition from legacy in-house description bid-and-offer systems to a centralized Railinc-supported solution.

[Car Repair Billing \(CRB\)](#) — An application that enables users to manage billing. Users can submit invoices within CRB through the Car Repair Billing Data Exchange (CRBDX) or the Billing Repair Card (BRC) interface.

[Car Repair Billing Data Exchange \(CRBDX\)](#) — A data exchange that serves as a monthly exchange for receiving and transmitting invoices to registered billed parties. CRBDX utilizes industry rules and requirements to validate received invoices.

[CarLogix](#) — A TransmetriQ application that optimizes repair shop efficiency by reducing errors and automating shop tasks. CarLogix provides up-to-date AAR reference data and end-to-end process support to help shops reduce exceptions and increase billable repairs. CarLogix can also be used by car owners and lessees to automate auditing and rebuttal billing.

- * [Centralized Station Master \(CSM\)](#) — A geographic location file that contains data about rail and motor carrier points for North America and international areas. This file is primarily used by railroads to help plan freight movements from origin to destination in an efficient and timely manner.

[Clear Path® System](#) — An application that helps railroads plan the movement of trains through the Chicago Terminal, the busiest rail gateway in North America. Clear Path is a part of the ongoing Gateway Operations Services program, which focuses on enabling the exchange of timely, accurate, and actionable information to support the Chicago Integrated Rail Operations Center and to facilitate proactive inter-carrier operations in the Chicago Terminal.

[Component Tracking](#) — An application that allows manufacturers to register their component data so they can be associated with railroad equipment later in Umler®. Users can report the association of these components via component registry, Car Repair Billing (CRB), and Railinc web services.

[Conditionally Approved Component Tracking System \(CACTUS\)](#) — An application designed to provide technical committees conditionally approving components with visibility into component allocations and applications. CACTUS provides an efficient process to enter, track, and manage components, while increasing visibility and ensuring accountability and measuring performance. Available only to delegated committee members and the AAR.

- * [Customer Identification File \(CIF\)](#) — An application that contains the name, physical and mailing address, corporate parent identification, and a unique identification code for each location of a transportation carrier customer. The identification code is used in exchanges of shipment information to accurately identify transportation company customers and the customers' locations.

[Damaged Defective Car Tracking System \(DDCT\)](#) — An application that enables users to easily update, retrieve, and share information in a timely manner to facilitate better equipment management, improved rail safety, and reduced administration costs. Damaged cars are handled in accordance with AAR Interchange Rule 107, and defective cars are handled in accordance with AAR Interchange Rule 1, 96, and 108. AAR Interchange Rule 95 is used for any damaged equipment that can be returned to service.

[End of Train Self Serve \(EOTSS\)](#) — An application that enables railroad EOT managers, subscribers to [Circular OT-18](#), the ability to query and create customized searches into their daily or monthly EOT liability and in transit files. Users can search for events, with results either in a list or on a map. Additionally, EOTSS provides a way to create interchanges, manage railroad relationships, create and manage monthly exceptions, and review settlement reports, all to assist with the management of end of train devices, their liability, and settlements.

[Equipment Advisory System](#) — The Equipment Advisory System replaces the Early Warning System. This new system supports several of the core Early Warning functions, such as using advisories, identifying equipment subject to the advisory and reporting inspections and repairs. In addition, the new Equipment Advisory System expands its scope by adding new advisory types as well as other improvements to the Early Warning system.

[Equipment Health Management System \(EHMS\)](#) — An application that communicates the condition of railroad equipment and sends alerts to the responsible parties when repairs are needed. EHMS enables car owners, railroads, and equipment maintenance providers to report equipment repairs and collect repair history data.

[Equipment Health View \(EHV\)](#) — An application that provides users with a single location to look up, download, or input mission-critical railcar health data and report information related to railcar repairs across multiple Railinc systems. Through EHV, users can access multiple Railinc asset health applications without logging into each one.

[Equipment Quality Reporting \(EQR\)](#) — An application that enables users to track cars rejected by shippers and identify the root cause. EQR captures reject data and transmits the relevant information to Class I railroads and equipment owners, ensuring that both the carrier's internal systems and Railinc's systems record the reject data.

[Event Reporting Tool](#) — An application that enables shortline railroads to manually report events and generate EDI messages, which are then sent to the [Railinc Messaging Service](#). Event Reporting Tool users can view reporting history and report car movement and intermodal events.

- * [FindUs.Rail](#) — A centralized database that enables users to review and manage their company's contact information, helping railroad departments, private car owners, and leasing companies stay connected. FindUs.Rail users can query contacts and agency relationships for industry functions and roles.

[Forward and Store \(F&S\)](#) — A rail industry system that facilitates timely notification for railcars that will be forwarded to carriers participating in an interline rail movement. The originating railroad sends a waybill message (EDI 417) to F&S that checks the transaction for compliance to format and syntax standards.

[Freight Loss Data Exchange \(FLDX\)](#) — A data exchange used to exchange foreign line debits for freight claims and produce settlement reports for railroads that participate in the National Damage Prevention and Freight Loss system. FLDX takes in freight loss data provided by participating railroads and forwards freight claim records and a net settlement report.

- * [HAZMAT](#) — A database that contains Hazardous Materials Regulatory information that allows railroads and customers to properly create EDI transactions and shipping papers for hazardous materials being shipped in the United States, Canada, and internationally. The database allows for error checking when EDI transactions are received from connecting carriers and customers.

[HAZMAT One-Time Movement Approval \(OTMA\)](#) – An application that enables users to create and submit one-time movement requests for permission by one or more railroads prior to submission to the FRA for non-complying railcars. It helps increase efficiency and freight car utilization by reducing the time needed to receive movement approval from the railroads.

[Industry Research Reports](#) — Research reports and presentations that are produced on relevant rail industry topics.

[Interline Service Management \(ISM\)](#) — A database that supports rail industry agreements for handling freight and freight cars among participating rail carriers. It includes the key physical trip events of single-line or multi-line (more than one railroad) shipments, interchange data, and arrival and departure data among other data points.

[Interline Settlement System® \(ISS\)](#) — An application used to negotiate and agree upon the sharing of revenue generated for a movement when two or more roads are involved in the shipment's route. ISS is the method by which the rail industry settles interline freight revenues via Electronic Data Interchange (EDI).

[ISA Repository](#) — An application that enables any railroad to enter into an interchange agreement with a partner railroad. The ISA Repository helps railroads in and around major rail gateways operate more effectively by improving their planning and communication with their partners, and by providing convenient access to essential information about interchange agreements.

- * [Junction Interchange File \(JUNC\)](#) — A database that is the basis for identification of inter-carrier activities. This file contains records for each junction abbreviation and pairs of reporting marks that interchange at that junction. It also describes physical locations and defines the types of activities that occur at locations.

[Last Three Loaded STCC](#) — In conjunction with the National Grain and Feed Association and the railroads, the Last Three Loaded STCC application addresses certain provisions of the Food Safety Act concerning “cross-contact” with allergen commodities. With Last Three Loaded STCC, users can search for the most recent Standard Transportation Commodity Codes (STCCs) and Waybill Dates from the three most recent loaded waybills. This application also supports railroad opt-in for Option B where searches for the last loaded STCC are unfiltered and the next 2 loaded STCCs are filtered to show allergens.

[Letter of Authorization \(LOA\)](#) — An application that grants permission to an organization to receive another company's confidential data. In accordance with Railinc's data access policy, these authorizations are necessary to ensure confidentiality and to meet specific regulatory requirements of the rail industry.

[Loading Authority \(OT-57\)](#) — An application that provides a centralized, paperless process for registering private freight rail equipment and access to controlling entity (shipper, owner, or lessee) contact information and storage information. Loading Authority (OT-57) facilitates the potential placement of private freight rail equipment at specified storage locations on a railroad.

[Locomotive Management Information System \(LMIS\)](#) — A suite of locomotive-related Asset Management applications that support the interoperability and efficiency effort to help users view and manage information about locomotives. This includes LMIS EPA Emissions eLabels, LMIS One-Time Movement Approval (OTMA), Locomotive Health and Status and LMIS Horsepower Hour (for Class I railroads only).

[Locomotive Repair Billing \(LRB\)](#) — An application that provides a centralized system for users to price, report, approve, invoice, and distribute repairs on locomotives, including Locomotive Repair Billing-Billing Repair Card (LRB-BRC) for Class I railroads and the quarterly electronic publication of the Locomotive Repair Billing Price Master with AAR-determined charges for labor and material components.

[Machine Vision](#) — An application that gathers and stores comprehensive, distinct, and scalable data related to end of car arrangements and other equipment characteristics that impact Line of Road Failures (LORFs) and support industry identification of potential car design issues for the purpose of reducing LORFs.

- * [Mark Register](#) — A database that records identification codes (reporting marks) for a variety of entities. Marks are used for revenue accounting purposes and to identify the names of railroads or private companies, junction points, stations and interchanging points.

[Mechanical Defect \(MD\) Reports](#) — An application that provides a centralized and automated way to report mechanical defects via Forms MD-11, MD-12, MD-115, MD-500 and MD-502 to Railinc for analysis to reduce mechanical service interruptions (derailments and other line of road failures) and to increase yard and shop efficiency.

[Mechanical Reference Repository \(MRR\)](#) — An application that centralizes and automates elements of the AAR Interchange Rule 88 and Running Repair Agent (RRA) processes in a single, easy-to-use application. MRR also allows sponsoring railroads to submit associations with Running Repair Agents at specific locations for approval by the AAR.

[Messaging Service](#) — A central service that moves millions of inbound and outbound transactions daily between railroads and their global trading partners, and through Railinc applications such as Umler®, RailSight®, Interline Settlement System®, Forward and Store, and the Damaged and Defective Car Tracking system.

- * [MidRange Industry Reference File \(MRIRF\)](#) — An application that provides robust search capabilities for Marks, Standard Point Location Codes (SPLC), Centralized Station Masters (CSM), Junction Interchanges, Routes, Standard Transportation Commodity Codes (STCC), and Shipment Condition Files (SCF).

[Multi Level Pool Billing Data Exchange](#) — A data exchange that distributes data to pool participants per the schedule published by Railinc.

- * [National Tariffs](#) — A collection of documents that provide uniform rules for handling shipments by rail, including use of private equipment, heavy-duty flat cars, rate base points, and export shipments.
- * [Official Railroad Station List/OPSL](#) — A critical rail industry publication governing rail geography. The OPSL gives carriers one central source in which to publish an authoritative list of their stations and facilities.

[Original Cost Self-Service \(OCSS\)](#) — An application that enables superstructure owners to confirm and store original and rebuilt cost data in a centralized location. OCSS facilitates the audit process so that the audit team may review original and rebuilt cost documents for superstructures before the values are updated in Umler®.

[Positive Train Control](#) – Railinc supports the interoperability efforts of the rail industry as it implements Positive Train Control (PTC). Railinc’s suite of PTC products enables railroads to effectively and efficiently communicate key data, adopt new interoperable standards, and exchange train information necessary for PTC implementation during interoperable service.

[Railcar One-Time Movement Approval \(OTMA\)](#) – An application that enables users to create and submit one-time movement requests to the FRA for non-complying railcars. It helps increase efficiency and freight car utilization by reducing the time needed to receive movement approval from the FRA.

[Rail Document Interchange \(RDI\)](#) – A centralized repository for all documentation required to safely travel on foreign tracks. The purpose of RDI is to centralize the storage of safety documentation for the rail industry while providing timely and accurate exchange of safety rule documents between interline partners to increase the safety of train crew members.

[Rail Industry GIS \(RIGIS\) Portal](#) – A gateway to dynamic GIS maps and applications. It enables the railroad industry to review, update, and share GIS data associated with their assets. RIGIS Portal users can create and share web maps and use applications. This system provides for more effective decision making, adding location intelligence to a wide variety of rail industry applications, including AskRail®, End of Train Self Service, Clear Path®, HBD Subscription Application, Mileage Calculations, and many more.

[Rail Service Finder](#) – An application that enables rail customers to find company information, rail-served industries, serving and connecting carriers, station names, and service descriptions by searching company names, addresses, or railroad names.

[Railinc Messaging Console \(RMC\)](#) – An application that enables customers to view messages sent and received through Railinc, retrieve information about message routing configurations and usage patterns, and look up information about trading partners.

[Railinc Publications](#) – A collection of Interline Service publications that Railinc provides to the North American rail industry and its customers that includes Centralized Station Master (CSM), Directory of Hazardous Materials Shipping Descriptions (HAZMAT), Junction (JUNC), Mark, Route, Standard Transportation Commodity Code (STCC), and The Official Railroad Station List (OPSL). Railinc publications are available for purchase by mail or fax.

[Railroad Clearinghouse \(RCH\)](#) – An application that administers and transfers funds among railroads. RCH performs settlements for select financial transactions between railroads and railroad partners including Interline Settlement System (ISS), Car Hire Data Exchange (CHDX), Switching Settlements Data Exchange (SSDX), and Multi Level Pool Billing (MLPB).

[Railroad Mergers and Acquisitions](#) – A list of changes within the rail industry’s communication infrastructure, including the Industry Reference Files (IRFs). Railinc’s mergers and acquisitions consulting team works with railroads to make sure that all systems are updated, messages are properly routed, and changes are processed for critical industry IT systems including Umler® and the Interline Settlement System®.

[RailSight®](#) – A suite of TransmetriQ applications designed to deliver rail shipment and equipment management data through a flexible framework that can be adapted to support changing business needs.

[RailSight Demand Trace](#) — A component of the RailSight application that gives access to the complete lifecycle of customer shipments and equipment for more informed decisions and better planning. RailSight Demand Trace gives customers the freedom and flexibility to run as many traces as business needs require.

[RailSight Messaging](#) — A component of the RailSight application that turns a customer's electronic supply chain into an operational asset with the most secure, reliable, and efficient communications available. With deep industry connections, unsurpassed rail-data expertise, and an advanced IT infrastructure, Railinc is uniquely positioned to reduce the delays and high costs associated with other Value Added Networks (VANs).

[RailSight Monitor](#) — A component of the RailSight application that enables users to quickly identify problem cars and shipments with exception reporting and views, easily track equipment for daily operations planning and fleet optimization and manage loaded and empty equipment. RailSight Monitor gives customers real-time, immediate and actionable information.

[RailSight Track and Trace](#) — A component of the RailSight application that sends out real-time rail data around the clock, tracking railcars and intermodal equipment on more than 560 rail carriers throughout North America. RailSight Track and Trace makes sense of rail equipment, routes and schedules, and empowers users with critical and actionable information on rail equipment shipments by enhancing visibility.

[Railway Accounting Rules \(RAR\)](#) — A document that contains the rules of the Interline Settlement System (ISS) and the Railroad Clearinghouse (RCH). Railway Accounting Rules (RAR) contains general and mandatory freight rules, including overcharge and disbursement rules, arbitration procedures used to settle financial disputes among railroads, and the full Railroad Clearinghouse (RCH) settlement regulations for ISS, Car Hire Data Exchange (CHDX), Freight Loss Data Exchange (FLDX), Switching Settlement Data Exchange (SSDX), and Multi Level Pool Billing (MLPB).

[Rate EDI Network \(REN\)](#) — A database and application that provides an electronic means for all North American carriers to define and publish information on rates for rail freight movement of commodities. REN allows any interline railroad or local carrier the means to broker, negotiate, and publish their own freight rates and divisions with an electronic message exchange between carriers supported by the REN application process.

- * [Route File \(ROUTE\)](#) — A file that was initially designed to support the Rate EDI Network (REN). The route code is an amalgamation of two Standard Point Location Codes (origin and destination) with a sequential 4-digit number which identifies revenue routes. Routes in this file may also be utilized to request prices from the REN.
- * [Serving Carrier/Reciprocal Switch \(SCRS\)](#) — A reference file that provides a standardized verification process of whether a railroad may serve, or under what conditions a railroad may serve, a specific customer at common service points.
- * [Shipment Conditions File \(SCF\)](#) — A reference file that qualifies the application of a price due to certain shipment conditions other than origin, destination, commodity, and weight. Shipment conditions can include anything from equipment types to accessorial services and annual volume agreements and are contained in tariffs and other price lists in a language that describes the price qualifiers.

[Special Car Order 90 \(SCO90\)](#) – An application that assists with the maintenance of Special Car Order 90. SCO90 was approved by the AAR, Equipment Assets Committee (EAC) and the AAR Safety and Operations Management Committee (SOMC) in recognition of the need to efficiently move surplus unassigned empty, indirect-connection, and railroad-owned freight cars to the home railroad without incurring the time, car hire, and transportation costs involved in reverse route to home rails when cars have had multiple loaded cycles.

- * [Standard Point Location Code \(SPLC\)](#) — A SPLC is assigned to all stations registered by rail carriers. Between six to nine digits, this numeric code is used to specify the physical location of a station. SPLCs are integral for relating Centralized Station Master records to other industry reference file data and are also used with assigned Junction abbreviations along with location name and state.
- * [Standard Transportation Commodity Code \(STCC\)](#) — A publication containing specific product (commodity) information used on waybills and other shipping documents. Assignment of a STCC Code is associated with a commodity description developed to conform with exact descriptions in freight transportation classifications of rail and motor carriers.

[Steelroads](#) — An application that provides sponsored users, who are also waybill parties, with a central website to conduct, track, and trace rail shipments, and a key source of industry reference information.

[Switching Settlements Data Exchange \(SSDX\)](#) — A monthly financial exchange that offers railroads of all sizes an automated, standardized way to process switching charges.

[Tank Car Application for Approval and Certificate of Construction](#) — An application that provides a centralized location for all documents related to the tank car application process including the application, drawings, Independent Third Party (ITP) checklists, and automated billing for certification services. This is utilized by the AAR to respond to customer needs.

[Tank Car Integrated Database \(TCID\)](#) — An application that provides the ability to create a new inspection, implement a batch import and delete, edit, submit or download an open inspection. TCID was designed to consolidate the information on the AAR forms R-1, R-2, and stubsill inspections.

[Tank Car Mileage Equalization \(TME\)](#) – A process between participating railroads and private car owners supervised by the STB in accordance with tariff RIC 6007. Tank car mileage is reported through the Car Hire Data Exchange Process (CHDX) for the year. Annually, loaded and empty mileage is compared. For each car initial, empty mileage can exceed loaded mileage by up to six percent (6%) without triggering a charge. If the empty mileage for a mark exceeds the loaded mileage by more than six percent, Railinc invoices the mark owner at a rate calculated annually per the RIC 6007 tariff.

[TransmetriQ Platform](#) – The TransmetriQ Platform is a rail data reporting system that enables customers to obtain rail equipment sightings, waybill data, equipment characteristics and health data, and other critical logistics data in near real-time. The platform supports a wide range of add-on modules to help manage tasks like bills of lading, repairs, demurrage, leases, and more. See [TransmetriQ.com](#) for details.

[The Umler® System](#) — An application that is the source of critical data for more than two million pieces of North American rail, steamship, and highway equipment. The Umler system provides secure access for equipment management and reporting tools, helping equipment owners provide high-quality data to logistics partners and customers.

[Umler® Special Reports/Analytics](#) — Reports and analytics that provide insight into rail and intermodal logistics utilizing the rail industry's most comprehensive sources of freight-rail data. Information can be accessed through downloads, custom analysis, or advanced data visualization tools, yielding logistics insights to support better business decisions.