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DATA MAP from RAILTrac® to RAILPort®

RAILPort® field name	Description
Active Status	An active car currently in the car assignment table
AP Days at Customer	How many days car stayed in actual placement status - Difference in days between Cust Dlv date and Cust Rls dates.
AP Hours at Customer	How many hours car stayed in actual placement status - Difference in hours between Cust Dlv and Cust Rls dates.
Bad Order Days	How many days a car was in bad order status for this shipment
Bill of Lading No.	Bill of Lading Number
Car ID.	Car Initial and Car Number combined
Car Initials	Equipment Initial
Car Number	Equipment Number
Car Mech BG City	From the Business group table in RAILTRAC: Business group city
Car Mech BG Contact	From the Business group table in RAILTRAC: Business group contact
Car Mech BG Cost Center	From the Business group table in RAILTRAC: Business group Cost Center
Car Mech BG Group ID	From the Business group table in RAILTRAC: Business group Entity
Car Mech BG State	From the Business group table in RAILTRAC: Business Group State
Car Mech Business Group	From the Business group table in RAILTRAC: Business Group
Car Mech Fleet ID	From the Fleet table in RAILTRAC: Fleet ID
Car Mech Fleet Name	From the Fleet table in RAILTRAC: Fleet Name
Car Mech Flt Group ID	From the Fleet table in RAILTRAC: Fleet Entity
Car Status	1 = To Consignee, 2 = At Consignee, 3 = To Origin, 0 = At Origin
Car Class	GN = Gondola, HP = Hopper Car, PT = Pressure Tank, TK = Gen Purpose Tank
Care of Name	Care of Name on Consignee record in RAILTRAC®
CLM City	Current Location city of the railcar - works for Current Shipments
CLM Date	Current date of the current location of the car - works for current shipments
CLM Destination City	Current destination city the railroad is reporting the car moving to - works for current shipments
CLM Destination Country	Current destination country the railroad is reporting the car moving to - works for current shipments
CLM Destination State	Current destination state the railroad is reporting the car moving to - works for current shipments
CLM Junction	If car is interchanging the interchange point will show in this field - works for current shipments
CLM Location Country	Current Country location of car - works for current shipments
CLM State	Current Location state of the railcar - works for current shipments
Comm Ref 1	user defined field for storing extra data related to commodity - once named in RAILTRAC it will show as the user defined name of the fleid
Comm Ref 2	user defined field for storing extra data related to commodity - once named in RAILTRAC it will show as the user defined name of the fleid
Comm Ref 3	user defined field for storing extra data related to commodity - once named in RAILTRAC it will show as the user defined name of the fleid

Comm Ref 4	user defined field for storing extra data related to commodity - once named in RAILTRAC it will show as the user defined name of the field
Comments	Comments listed on car mechanical - not related to the shipment but related to the railcar
Commodity Class	If a commodity code is assigned and it has a commodity class attached to it this data will appear here
Commodity Code	commodity for this shipment
Commodity Name	If the commodity fact table is populated the commodity name that is attached to the commodity code will show when selected
Commodity Short Name	If the commodity fact table is populated the commodity short name that is attached to the commodity code will show when selected
compartment no.	If there is more then one commodity traveling in the railcar the compartment numbers will segregate per commodity but otherwise it will only be 1
CP Days at Customer	Difference in days between the dest arrival date and Cust Dlv - how long car sat in constructive place
CP Hours at Customer	Difference in hrs between the dest arrival date and Cust Dlv - how long car sat in constructive place
CSR No.	Can only be populated if being passed by a file being sent to Bourque to upload into RAILTRAC®
Cust. Dlv.Date Time	The actual placement date of the car provided the cust. Dlv. Type is an "A" for Actual.
Cust. Dlv. Type	Will show an "E" for estimated (not happened yet) and an "A" for actual
Cust. Rel. Date Time	The empty release of the railcar from the customer provided the Cust. Rel. Type is an "A" for actual
Cust. Rel. Type	Will show an "E" for estimated (not happened yet) and an "A" for actual
Customer Address Line 1	Address 1 line from the customer fact table in RAILTRAC®
Customer Address Line 2	Address 2 line from the customer fact table in RAILTRAC®
Customer City	City listed in the customer fact table in RAILTRAC®
Customer Country	Country listed in the customer fact table in RAILTRAC®
Customer First Name	From the Cust Fact table fist name of contact but can be used for anything
Customer Hold Days	
Customer Hold Hours	
Cust Last Name	From the Cust Fact table last name of contact but can be used for anything
Customer Name	Customer name listed in the customer fact table in RAILTRAC®
	Customer number listed on the shipment but linked to the customer in the customer fact table in RAILTRAC®
	This comes over based on what is provided to RAILTRAC® in the interface file.
Customer required Hours	This is a set of hours stored in the customer fact table to make it easy to show allowable days a customer can hold onto a railcar.
Customer State	Customer state listed on the customer fact table in RAILTRAC®

Customer Type	To identify what type of customer also stored in the customer fact table: A = Agent, B = Brocker, C = Customer, G = Storage in Transit, I = Internal Transfer
	L = Lease Track, N = Consignment, S = Shop, T = Terminal. These customer types have specific logic programmed into make them act differently.
Customer Type Description	While the Customer type only displays the letter associated with it, this field shows the actual description
Customer Zip	Customer zip listed on the customer fact table in RAILTRAC®
Days at Location	Days at Customer Location - (replaced by CP and AP days)
Days To Consignee	Days moving to Consignee between the ship date and the dest arrival date
Days to Origin	Days moving back to Origin between the cust release date and the trip close date
Delivery Carrier	The delivering railroad for the shipment
Delivery Status	Can be filled into The customer fact table to show if the customer is open or closed gate customer.
Dest. Arrv. Date Time	The date that the customer is notified or the CP date of the car provided the type is "A" for Actual
Dest. Arrv. Type	"A" for Actual and "E" for estimated.
Destination Country	Country the car is moving to.
Diverted Y/N	Whether or not the car has been diverted on this trip
Empty to Origin Days	Days moving back to Origin between the cust release date and the trip close date
Empty to Origin hours	Hours moving back to origin between the cust release date and trip close date
end date	N/A
ETA to Customer	The dynamic ETA calculation for cars moving to customers - works for car status 1 and car status 2
ETA to Origin	The dynamic ETA calculation for cars moving back to origin - works for car status 3 and car status 0
Expeditor Comment Code	N/A
Expeditor Comment Date	N/A
Expeditor Comment Type	N/A
Fleet ID	The Fleet that an active railcar is assigned to
Fleet Name	The name of the fleet that an active railcar is assigned to
Free Runner	Y = Customer car; N = fleet car
Freight Pmt. Code	PrePaid or Collect freight payment of shipment
Hazmat STCC Code	N/A
Hot List Comment Code	can be mechanical, lease or general. General is typically the default
Hot List Comment Type	Description for hot list comment code
Hot List Date	date of hot list
Hot List Flag	If the car has been hotlisted for some kind of mechanical issue
Idle Days At Origin	Days from time trip closed and today

Import Source	If the shipment came from a 417 (railroad waybill) or a shipment feed feed into RAILTRAC® or from eBILL®
Issuer Code	The car owner issuer code
Last Expeditor Comments	N/A
Last Hot List Comments	The latest hot list comments on the current shipment or historical trip
Last Shipment Comments	The latest shipment comments on the current shipment or historical trip
Lessee Begin Date	If the car is subleased out the begin date of that lease - this is only the most current lease data
Lessee End date	If the car is subleased out the end date of that lease - this is only the most current lease data
Lessee No.	If the car is subleased out the company car is being leased to - only current lease data
Lessee Rent	If the car is being subleased out the rent that company is paying
Lessee Rider No.	If the car is being subleased out the current rider for that railcar under the lessee
Lessor Begin Date	If this car is being leased this would be the lessor begin date - only current data
Lessor End Date	If this car is being leased this would be the lessor end date - only current data
Lessor No.	If the car is being leased this would be who the car is being leased from - only current data
Lessor Rent	If the car is being leased this would be who much you are leasing the car for - only current data
Lessor Rider No.	If the car is being leased this would be the rider number for the lease - only current data
Load to Customer Days	Days from ship date and dest arrival date to CP at customer
Load to Customer Hours	Hours from ship date and dest arrival date to CP at customer
Load/Empty	load / empty status of the railcar
Master Origin	The origin in which the car originally shipped from a loading facility
Master Trip No	Trip number is tied to master origin to number trips from master origin to master origin
One Way/Round	Whether the trip is a one way or round trip
Order No.	Comes from a shipment feed sent to us
Origin Carrier	The originating railroad for the route
Origin City	The origin city the car shipped out of
Origin Country	The origin country the car shipped out of
Origin Hold Days	Days held at origin
Origin Hold Hours	Hours held at origin
Origin SPLC	the standard point location code for the origin. Used in the route
Origin State	The origin state the car shipped out of
Original ETA to Customer	The original ETA for cars in a status 1 or 2 - 2 is probably irrelevant
Original ETA to Origin	The original ETA for cars in a status 3 or 0 - 0 is probably irrelevant

Outage/Innager	If the outage table for this railcar is being stored in RAILTRAC® if it is an outage or an innager
Outage Table No.	The outage table for the railcar if it is stored in RAILTRAC®
Prev. Trip Close Date	The trip close date of the previous trip
Purchase Date	The purchase date - or date built of the railcar
Purchase Price	The purchase price of the railcar
Quantity	The quantity being shipped on the shipment
Release City	City car was released empty - typically the trip destination as well.
Release Country	Country car was released empty - typically the trip destination as well.
Release SPLC	Standard point location code of the release city
Release State	State car was released empty - typically the trip destination as well.
Requested Delivery Date	If this data is passed from the interface it will be populated here
Return City	The city where the railcar will return after offloading
Return Country	The country where the railcar will return after offloading
Return State	The state where the railcar will return after offloading
Return SPLC	Standard point location code of the return city where car will return after offloading
Road	The current railroad the car is moving on
Route Code	The route code stored in RAILTRAC® as ORIGIN SPLC-DEST SPLC - PATH Description
Route description	The roads the route is created for: Example BNSF NEWOR UP
RR Div Date Time	RR ETA **This is an additional service that needs to be added to your contract**
RR Div Update Road	RR that provided the last RR Div Date Time **This is an additional service that needs to be added to your contract**
RR Update Date Time	Date and Time when the RR ETA was last updated. **This is an additional service that needs to be added to your contract**
Sales Rep.	This info would need to be passed through the interface file
Ship Date Time	The shipment date of the shipment
Ship Comment Code	If a comment code and comment type was used in RAILTRAC® this will be able to be used.
Ship Comment Date	The last shipment comment date for that shipment
Ship Comment Type	If a comment code and comment type was used in RAILTRAC® this will be able to be used.
Shipment Type	List of shipment types will be provided. An example is 01 - Plant to Customer
Shipper No.	This will come in on the interface file if provided
Shop Comments	Comments entered on the shop form when entering a shop trip
Shop move Y/N	Whether this shipment is a shop move
Sight Code	The last sight code for the last CLM of this shipment
Start_date	N/A
STCC Code	STC Code of the product on the shipment

Supplier Code	If the supplier fact table is populated in RAILTRAC® you have access to the supplier codes for shipments
Supplier Name	This should come in on either the interface file or through eBILL or the railroad waybill if provided
Supplier Shipment	If the Supplier Name is populated this will be "Y" for yes and "N" for no
Trip BG City	City On the BG table that matches the BG on the trip
Trip BG Contact	Contact On the BG table that matches the BG on the trip
Trip BG Cost Center	Cost Center On the BG table that matches the BG on the trip
Trip BG Dept ID	Department ID On the BG table that matches the BG on the trip
Trip BG Group ID	Group ID On the BG table that matches the BG on the trip
Trip BG Name	Name On the BG table that matches the BG on the trip
Trip BG State	State On the BG table that matches the BG on the trip
Trip CLM Date Time	The last CLM date of the last CLM on the trip
Trip Close Date Time	The trip close date when the car arrives back to origin and meets the origin criteria so the trip can close
Trip Close Type	This can be an "A" for actual and an "E" for estimated depending on if the trip is closed. If it is closed it will be "A" otherwise it will be "E"
Trip Destination City	Destination City of the loaded portion of the shipment
Trip Destination State	Destination State of the loaded portion of the shipment
Trip Load/Empty	Load / empty of the last CLM for this shipment
Trip Location City	Trip location city for the last CLM for this shipment
Trip Location Country	Trip location Country for the last CLM for this shipment
Trip Location State	Trip location state for the last CLM for this shipment
Trip Ref 1	User Defined fields
Trip Ref 2	User Defined fields
Trip Ref 4	User Defined fields
Trip Ref 6	User Defined fields
Trip Road	The last railroad on the last CLM for this shipment
Trip Sight Code	The last sight code for the last CLM of this shipment
Trip Status	Whether the trip is "OPEN" or "CLOSED"
Trouble Y/N	N/A
Unit	Quantity Unit of measure
Unit Train Id.	Unit train id
User ID	n/a