Reliable Information Technology Solutions.
Trusted Railroad Partners.

2009 MARTS Conference
Chicago, September 18, 2009

Alan McDonald
Director, Asset Services

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Railinc manages the data, information and communication for the North American rail system.

**Railinc By the Numbers**

One of the world’s largest EDI Providers, with over 9 million messages per day

*Supports 7 Class I railroads, 500+ other railroads and 1,200+ equipment owners*

- 3 billion + equipment and train movements tracked
- 32 billion+ interline waybills managed
- $8.096 billion (gross) settled through RCH
- 5.4 Million embargoes managed
- 12 million+ repairs settled through CRB – over $1.121 billion processed
- 23,700+ locomotives, 1.35+ million freight cars; 2.1 Million Units in Umler
Railinc is proud to unveil the new Umler
A primer: Umler is **The railroad industry’s equipment repository**

Central system of record and legal data source of all interchanged railway equipment in North America

- All types of railcars, automotive superstructures, locomotives, end-of-train telemetry devices, trailers, containers and chassis

Over 600,000 updates per month

- Physical characteristics and handling instructions
- Ownership, lease information and re-stencil management
- Car management instructions and control of asset pools

Over 2.1 million equipment records for 1300 owners

Mission critical to almost all railway applications
Reminder – Why Umler was rebuilt

Legacy Umler Laptop Version
The Umler project reflects a huge industry effort

- Years of development
- Over 990 equipment owners, 2750 users
- Over 800,000 lines of code
- Over 20,000 business rules in place
- Hundreds of thousands of test cases executed
- Massive data clean-up undertaken before hand
- Real partnerships between AAR, Railinc, carriers, car owners and suppliers
August 31, 2009:

UMLER is dead. Long Live Umler

- 350 Million rows of data for over 2.1 Million equipment units successfully converted
- Each record edited and validated
- State of the art Umler website in production
- Legacy message support enabled for large customers
- Message customer cut-over underway
The biggest change: Umler is now simple!
Lookups and dropdowns
Interactive error checking and help
Umler gives you full lineage of a railcar
Umler carries forward inspection during restencil

Inspections are tied to the physical asset
Whether an inspection is reported against the old number or the new one, it equally applies
Pre-registered cars will have the inspection already applied when the car goes active

- Ensures coverage for FRA regulations
- Prevents unnecessary inspections
Truck Components

- **Axle Component**
  - Loc = 1
  - Loc = 3
  - Loc = 4

- **Wheel Component**
  - Loc = L1
  - Loc = L3

- **Truck Component**
  - Loc = B
  - Loc = C
  - Loc = D

- **Axle Spacing Component**
  - Loc = 1

- **Truck System**
  - Loc = 1
  - 2
  - 3
  - 4

- **TRUCKSYS**

- **Base**

- **Journal Size**
  - A147

- **Wheel Diameter**
  - A294

- **Stability Device Equipped**
  - B199

- **Truck Axle Count**
  - B252

- **Loco Truck Configurations**
  - B003

- **Loco Truck Type**
  - A278

- **Axle Spacing Distance**
  - B020

- **1 per pivot point**
- **1 per truck**
- **1 per spacing**

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Direct access to query and reports
Select one or more equipment IDs, and an action, for pool management/equipment management. You may also click an equipment ID to display it.

9 matches found. 9 available for display. 9 matches displayed on this page.

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<th>Air Brake Test-Inspection Performer</th>
<th>Air Brake Test-Location-SPLC</th>
<th>Air Brake Test-Date Done</th>
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Extensive documentation available

www.railinc.com/Umler
Understand what the data changes means to you
Umler paves the way for higher level of equipment data

New and changed business rules can be implemented quickly
New data elements can be added quickly
New inspections reporting requirements can be deployed quickly
Component level data
  Manufacturer, Model, Install dates
More complete data
Photos, builder specs
Opportunities for data quality improvements grow

• Data clean-up continues using Umler error and conflict reports
• Conflicted data now has consequences
  • Zero Rating after 30 days
  • Restricted in interchange after 90 days
  • Dropped from Umler after year
• Moratorium in place on conflict aging to January 2010
Ready to go: Automating intermodal loading instructions

(preliminary)

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## Next Steps: Post-production cutover schedule

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Railinc is ready to assist you

Railinc professional services group provides insight and guidance into the data.

We can provide

- Data extracts – Snapshots, Regular feeds
- Customized reports
- Trend analysis

Services are fee based, and vary depending on the nature of your request

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Railinc keeps the rail system moving – seamlessly, transparently, efficiently and safely