THE PAN AM CLIPPER

ISSUE TWO 2010

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THE PRESIDENT'S MESSAGE

September 2010

In my last message for the May Pan Am Clipper issue I promised a review of the exciting investments being made system wide on improving the railroad. First, we purchased twenty SD-40-2 locomotives to augment the existing fleet. This purchase also allowed us to retire several locomotives. All of the new units are on the railroad hauling the substantial increase in business we have experienced since April. Ten of the units have been painted (see photo).

SD-40-2 Locomotive

Photo credit: Suzanne Kreiter/Boston Globe Staff

Newly Painted 603

Photo credit: Michael Peverett

Second, the company has made a substantial investment in new train and engine (T&E) employees. As of mid-September some 40-plus people are on the property. Over the next six months these trainees will go through a rigorous program of safety and transportation operating rules training that will allow them to become qualified conductors.

Finally, Pan Am Railways continues to invest in track upgrades to increase speeds on the Freight Main Line as well as upgrades to bridges for eventual 286K axle loadings. Considerable money is being spent on signal upgrades for increased reliability to the system.

These investments will go a long way to improving service from Mattawamkeag, Maine to Mechanicville, New York, and allow us to begin new service initiatives for our loyal customer base.

On the safety front, our injury ratio per 200,000 manhours through August sits at .94, one of the lowest ratios in recent memory. Unfortunately, one of the injuries was fatal. A conductor working in the East Deerfield Yard was killed in July. Our thoughts and prayers continue to go out to the family. All employees need to continue to work safely and follow all rules.

Sincerely,
David Armstrong Fink
President

INFORMATION

Editor: Kathleen Gregory
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PAN AM ON THE INTERNET

The Pan Am Railways website (www.panamrailways.com) offers car location information either through the car movement system (STARR) or the AEI database. CustomerService@panamrailways.com is another option to access car location information, etc.

THAT TIME OF YEAR

Where has the time gone? It hardly seems possible that more than half the year is gone, but there is no denying it as we turn yet another calendar page…which brings us to our annual request that everyone tap into their inner photographer.

All potential calendar submissions will be accepted up until October 1st, so please send us your best shots along with the description of the train, where it was taken, and when. And once again, the new blue paint scheme is preferred.

Just email kgregory@panamrailways.com with your pictures and the particulars. We encourage you to send them sooner rather than later as we already have quite a few on file for 2011. Thank you!

ADDRESS CHANGE?

Let us know your new and your old address. Fax it to 978.663.6907 or send it to the Editor, Pan Am Clipper.

IDEA SUBMISSION

If you have a story idea, fax it to us on a single sheet of paper at 978.663.6907 or send it via MEMO to the editor.

CREDITS

Front Cover Photo by Donald Silk
Photo of Pan Am's RC-75 mobile crane and Galion crane positioning Blue Line Trolley onto a TTX flat car at North Billerica, MA

Printed by George H. Dean Company
Designed by Audio Cotton Design Group

INTRODUCING SHIPPERCONNECT

As we focus on moving forward with new technology, Pan Am Railways is pleased to present to our customers a new link called ShipperConnect that works in sync with our existing RMI (Railcar Management Incorporated) system and offers more visibility and control over shipments, thereby improving overall efficiency.

Some of the benefits of this gateway include the ability for customers, as active users, to:

- View inbound cars
- Release cars as empties
- Track and trace shipments
- Order cars in for placement
- View each car's history
- View actual waybill
- View all cars located at customer's facility
- Export and print all of these functions into an excel spreadsheet for customer's records

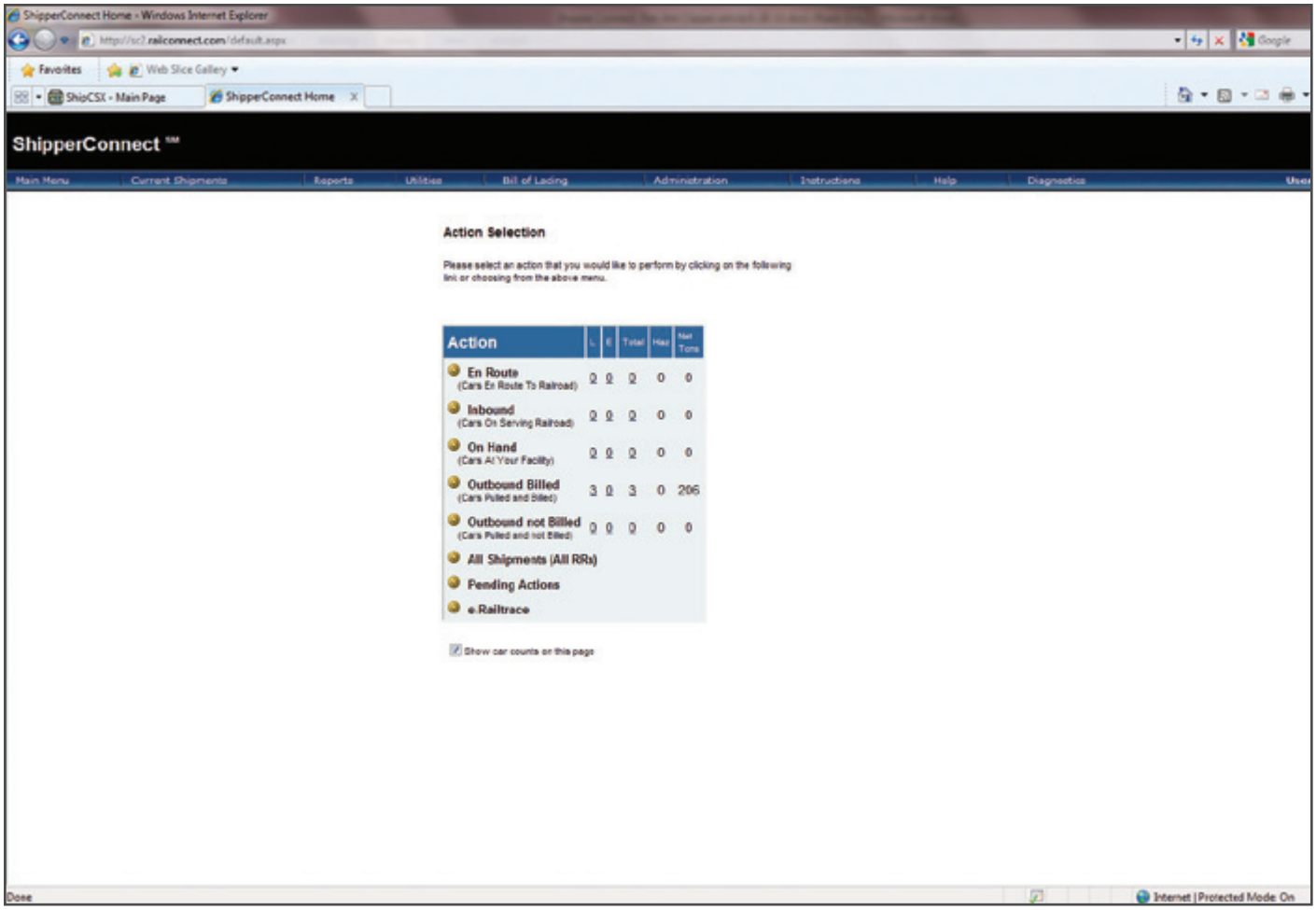
Basically, through a secure web based site, customers have the hands-on capability to retrieve car information from any location that has internet access. It is a reliable way to manage cars while documenting real time actions in addition to recording them directly to the TMS (Transportation Management System).

Acting as a portal, ShipperConnect gives shippers the means to monitor, authenticate and verify any instructions pertaining to a particular shipment and receive instant notification that a command has been executed. The capacity to release loads as empties limits any potential data entry or demurrage invoice errors that often result when such information is faxed or emailed. Another advantage is that ShipperConnect will communicate the start and stop of the demurrage clock. When a customer orders a car for placement or releases a car, this, in turn, is conveyed to the RMI system and onto a work list, which generates an email to Pan Am Railways indicating the action that has been carried out.

Pan Am Railways has begun transitioning more of our customers over to this new platform; and, to date, we have received very positive feedback from those currently utilizing ShipperConnect. We are eager to continue the implementation of this automated process with more of our customers.

If you do not currently have access to ShipperConnect and would like to learn more about it, please contact customer service at 1-800-955-9212 or customerservice@panamrailways.com.

Contributed By:
Jill Breen
Director of Freight Claims


ShipperConnect Home - Windows Internet Explorer
Favorites
Web Slice Gallery
ShipCSX - Main Page
ShipperConnect Home
ShipperConnect SM
Main Menu
Current Shipments
Reports
Utilities
Bill of Lading
Administration
Instructions
Help
Diagnostics
Action Selection
Please select an action that you would like to perform by clicking on the following link or choosing from the above menu.
Action
En Route
(Cars En Route To Railroad)
Inbound
(Cars On Serving Railroad)
On Hand
(Cars At Your Facility)
Outbound Billed
(Cars Pulled and Billed)
Outbound not Billed
(Cars Pulled and not Billed)
All Shipments (All RRs)
Pending Actions
e-Railtrace
Show car counts on this page
Done
Internet | Protected Mode: On

TAKING THE T WESTBOUND

In January, Pan Am Railways was approached with an interesting opportunity. The mechanical department was contacted by the Association of American Railroads (AAR), an organization whose members include Amtrak and the major freight railroads in the United States, Canada and Mexico. The AAR's self-described mission is to "make the rail industry increasingly safe, efficient and productive." One of the ways in which it carries out this mission is through its subsidiary, the Transportation Technology Center in Pueblo, Colorado. This 52-mile operation, owned by the U.S. Department of Transportation, has extensive specialized facilities, allowing for "isolated testing for all categories of freight and passenger rolling stock, vehicle and track components, and safety devices."

The AAR was looking for Pan Am to assist in a deal it made with the Massachusetts Bay Transportation Authority (MBTA) to acquire a set of six Green Line cars and two Blue Line cars. These defunct trolley cars will be used by the AAR and the Transportation Security Administration at Pueblo for testing and training related to homeland security. Though the MBTA agreed to send the cars to the Transportation Technology Center, it lacks the infrastructure needed to transport the cars from Boston to Pueblo. Their tracks do not extend outside the region, making it impossible for the MBTA to ship them via rail independently, and moving them over 2,000 miles on the highway would prove to be expensive and impractical given the number of specialized vehicles required for transport.

Instead, Pan Am Railways agreed to load the cars in North Billerica and move them via rail in interchange with the CSX Railroad. This is a unique scenario for Pan Am and the MBTA as, typically, the freight is cars belonging to the railroad. In this instance, by both loading and shipping the cars, Pan Am is acting as its own customer. The MBTA is experiencing a similar role reversal, since they rarely find themselves being moved as a customer by a peer company.

This atypical agreement set up the complex chain of events necessary to successfully move such large pieces of freight. Each trolley car is 75 feet long and weighs 40 tons, and the cars are made particularly unwieldy by the accordion-like articulation at the center that allows the car to navigate sharp turns. On June 22nd, a special hauling trailer with remote control rear steering, along with a caravan of other accompanying vehicles, brought the first Green Line trolley car the 20-mile distance from Newton to North Billerica. Once the cars arrived in the Billerica yard, a Pan Am crew, along with a crew from the independent contractor Hulcher Services, loaded each car onto special flat cars, each 90 feet long and capable of handling 100 tons. The process of loading the cars is a slow one, requiring a RC-130 mobile crane, a RC-75 mobile crane and a Galion crane all lifting at once to keep the train from collapsing in the middle due to the articulation, along with a bucket loader and a switching locomotive to position the cars for loading. Once on the flat cars, the trolleys were secured with cables, turn buckles and blocking in order to ensure safety and comply with the AAR Open Top loading rules. Before the cars could be released to the transportation department for interchange with CSX at Worcester, they had to be measured to assume that they fall within published clearances. From start to finish, this process took about a week.

Though at the time of writing the process was still ongoing, all those involved are pleased about the project thus far. Getting to partner with the MBTA and the AAR for a purpose as important as safety and homeland security is a wonderful opportunity. While this scenario and level of cooperation are unprecedented, the overall success of this endeavor may ensure that we see an increase in collaboration with the AAR and passenger rail in the future.

Winching TTX flat car underneath hoisted Blue Line Trolley

Rigging for lift by Pan Am's Russell St. Hillaire, Manager, Car Dept., and Lawrence Carmen Harold Dube and Kevin Cram.

Pan Am's RC-130 mobile crane unhitching after lift of MBTA Green Line articulated trolley.

Crew from Hulcher blocking and securing trolley onto a TTX flat car.

Photos provided by: Donald Silk
General Manager - Car Department

SMART CHOICES

We have all heard about the shipping company that redesigned its delivery routes to take advantage of more right hand turns, and the fast food giant opting to give out condiments only on request by the customer. Supposedly, these and other similar tactics have saved companies tons of money. The current state of our economy probably even has lots of us thinking of ways to cut back in our own budgets. While human nature dictates that we first focus on the big ticket items and work our way down to those we suppose will make less of a difference, it is precisely the little things that can have the biggest impact on the pocketbook, especially if they are part of everyday life.

Between home and work, most of us spend a lot of time at a computer. But have you ever thought about ways to reduce the amount of paper, toner and ink consumed? Maybe not, but you might be amazed at how it can affect the bottom line. Not long ago, the website www.printer.com posed a question to its bloggers, "Printing Costs: Does Font Choice Make a Difference?" With a standard consumer inkjet printer as the criterion, the private cost was based on 25 pages per week. The business cost, projected at 250 pages per week, was modeled on a laser printer. The following table is based on the data supplied by participants in the survey, and, as you can see, there are some huge savings available for those who do a large volume of printing. The dollar amount represents the cost of toner over a one-year period for each font and size listed.

	font	size	coverage	private cost	business cost
1	Century Gothic	10	3.45%	$46.32	$179.29
2	Ecofont	10	3.47%	$46.59	$180.33
3	Times Roman	11	3.54%	$47.53	$183.97
4	Calibri	11	3.81%	$51.16	$198.00
5	Verdana	10	4.55%	$61.09	$236.45
6	**Arial ***	**11**	**4.97%**	**$66.73**	**$258.28**
7	Sans Serif	11	5.09%	$68.34	$264.52
8	Trebuchet	11	5.12%	$68.74	$266.08
9	Tahoma	11	5.21%	$69.95	$270.75
10	Franklin Gothic Medium	11	5.51%	$73.98	$286.34

Considering the margins and font size together, or shrinking a page and a half into a one-page document can go a long way towards overall efficiency. When all is said and done, though, if it comes down to a choice between inkjet versus laser, choose laser. Compared to an ounce of Dom Perignon, which, in today's market goes for $4.53, inkjet cartridges are extremely pricey, averaging $60.00 per ounce of ink!

And, when it comes to paper, whether it involves a printer or a copier, making a conscious choice before hitting the "start" or "okay" button can reduce overhead with minimal effect on the appearance of the document itself. On the copier, take a look at what lies at your fingertips. A multi-page, one-sided original can probably be printed on two sides. And an oversized original can be shrunk to standard

size. Get to know your printer and what it can do by going into the print options or preferences to see what is there. You can conserve paper by choosing “duplex” (2-sided) and save ink by selecting “draft” or “grayscale” on the appropriate tab when “best” is not absolutely necessary. As for photos, think about printing two or four to a page. There are so many smart choices available, but it takes conditioning to make them part of your routine.

Whether it be making use of better fonts or squeezing more on a page, by opting for the most cost effective method, your printing expense could drop dramatically over the next year. Seems like a no-brainer.

Contributed By:
Kevin Blaisdell
Director of ISD

Double-sided printing, also referred to as two-sided or duplex printing, allows you to print on both sides of the page, cutting your paper use by up to 50%. Find out how to determine your printer’s automatic duplexing capabilities, and how to adjust your printer settings to use them.

What automatic duplex printing can do for you

Automatic double-sided printing can cut your paper use by up to 50%!

Automatic double-sided printing allows you to print on both sides of the page without having to stand by flipping pages. Automatic duplexing can also help you:

- **Save money**: Cut your paper use by up to 50%. And, if you make automatic duplexing your default printer setting, you can save paper every time you print.
- **Save space**: Less paper takes up less room. It’s that simple!
- **Shrink your carbon footprint**: Beyond the trees used to make paper, transporting and producing paper has an environmental impact, too; imagine reducing that impact by half!

A SHARED RESPONSIBILITY

Much has been written about the wide array of issues that the Railroad Police Department (RRPD) is routinely involved in, from crimes to special events. In a number of instances, we have to rely on the involvement of others on the railroad for assistance or support.

Several times in the course of a year, it is not unusual for the RRPD to be dispatched, usually in the middle of the night, to contend with trespassers inside the Hoosac Tunnel. The length of the tunnel obviously makes it rather difficult to just walk in and cast out any unwanted "guests". Not just a question of encroachment on railroad property, it actually hampers the railroad's ability to run trains, and it takes a lot of inter-departmental cooperation to deal with the situation.

When the call comes in from the train dispatcher or the local police department, our track department employees also become part of the equation. They not only make it possible for the RRPD to clear the tunnel by providing a ride on a hi-rail truck, they bring an added measure of safety to the call. On the way to locating the intruders, there is an opportunity for them to inspect the tunnel for any vandalism and bring it to the officer's immediate attention.

Once the offenders are spotted, they are escorted out of the tunnel and either arrested for trespassing or summonsed to court at a later date. Occasionally we have even been successful in getting restitution to cover the expense of dispatching both railroad police officers and track department personnel to the scene.

With the help of the track department, the RRPD is able to clear these calls quickly so that our dispatchers may go back to running trains on our rail system. This shared responsibility is taken seriously by all concerned.

Contributed By:
Officer Michael Whiteman
RRPD

Photos by: Officer Michael Whiteman

A SNEAK PREVIEW

In the previous issue of the Pan Am Clipper, we hinted about our new Signature Collection, the latest in a growing catalog of first class retail products available from Pan Am Brands. While not quite ready to unveil this highly anticipated line, we can say that the big day is near and the merchandise will not disappoint.

Fortunately, these distinctive Signature items will be available for purchase in plenty of time for the approaching holiday season, but, like everything we sell, may be considered ideal for any occasion. So, if you are in the market for a great gift for family, friends or self, please visit www.panambrands.com today, where the perfect accessory awaits.

Meanwhile, the excitement continues to build around the launch of our Signature series. These photos represent a sampling of what the Signature Collection has to offer, including luggage (not pictured).

Check back soon and be one of the first to own one or more of these exceptional pieces.

Contributed by:
Stacy Beck
Director of Marketing and Corporate Development
Pan Am Brands

COMMON GROUND

(Note: Although intended for publication in a previous issue, the following article contains information that should, nevertheless, be of current interest to our readers.)

As a freight carrier, Pan Am Railways (PAR) is in the business of moving a wide range of commodities across our system. Yet, when there is an opportunity to assist those in the business of transporting people to and from cities and towns along our line without compromising that objective, there is certainly motivation to find a way to make it work. In much the same manner that the commuter rail service operated by the Massachusetts Bay Commuter Railroad (MBCR) on behalf of the Massachusetts Bay Transportation Authority (MBTA) is conducted over Pan Am Railways' trackage, the Northern New England Passenger Rail Authority's (NNEPRA) "Downeaster", must likewise co-exist with the PAR freight schedule.

It took the collective efforts of both the Maine and New Hampshire Departments of Transportation, as well as Amtrak, the Northern New England Passenger Rail Authority, and Pan Am Railways over ten years of extensive planning, engineering and construction before the "Downeaster" commenced revenue service with its inaugural run in December 2001. In the course of that time, the four round trips daily between Portland, Maine and Boston, Massachusetts grew to be a very popular and successful option for the traveling public.

Now, fast-forward five years to 2006, when, borne out by steadily climbing ridership statistics, NNEPRA approached PAR with a proposed fifth round trip. However, in order to minimize any added conflict with PAR freight operations, not to mention the existing "Downeaster" timetable, increasing the capacity on the line segment between Plaistow, New Hampshire and Portland would be vital to realizing that goal.

After careful consideration, PAR and NNEPRA agreed to an operating plan, a schedule and the framework for expanded capability along the route. Ultimately the upgrades would provide for the lengthening of the Rigby lead two miles west to a new interlocking as well as the expansion of CPF 201 to incorporate a universal crossover that would yield improved flexibility for freight operations in and around Rigby Yard. The plan also entailed the installation of two new interlockings, including crossovers at MP 227 & MP 242, and encompassed putting in new welded rail in the Exeter and Dover, New Hampshire area in order to achieve the desired higher train speeds through the affected locales.

The communications & signal department put in new interlockings at Dover, New Hampshire and Wells, Maine, and all track work was finished prior to the fifth "Downeaster" round trip becoming a reality. NNEPRA was able to meet its objectives by granting its riders an additional trip, while Pan Am Railways, with an improved infrastructure, enhanced its ability to better serve our freight customers.

Because of the cooperation shown between the Northern New England Passenger Rail Authority and Pan Am Railways, both parties will continue to reap the benefits of this project for quite some time.

Today, in mid-2010, we have begun construction on another expansion of this passenger service with the "Portland North Program" to be described in detail in an upcoming issue of the Pan Am Clipper.

Contributed by:
Timothy R. Kunzler
Chief Engineer - Communications and Signal

The Downeaster

Downeaster, Approaching CPF-228

Completed Interlocking at Dover, NH

All photos by N. C. Treadwell

BUILDING UP THE FLEET

In March of 2010, Pan Am Railways took delivery of the first of ten newly acquired SD40-2 locomotives at our Mohawk, New York interchange. The units were purchased from The Kansas City Southern Railway Company. The SD40-2 was first introduced in January 1972. This 3000 hp (horsepower) EMD 16-cylinder 645-E3 engine made it very reliable and economical, and it went on to prove itself during the 1973-1980 oil crisis as other high-horsepower locomotives over-consumed diesel fuel. When it was designed, it was the most dependable, cost efficient, heavy-service locomotive ever built, and soon became a favorite among train crews and shop employees alike.

As of this writing, all ten locomotives have arrived on the property. One by one they have been cycled through the heavy repair shop in Waterville, Maine. The process began with a total steam cleaning of the locomotive car body, trucks and engine, followed by a full inspection of containment tanks, toilets, batteries, event recorders, head-end telemetry, radios, antennas, and all safety appliances. During this interval, all air, fuel and oil filters were changed out as well, and new oil and water treatment added. A complete three-year airbrake test was also conducted which included cleaning, inspection and testing of all air equipment. The next step was to load test for maximum horsepower and efficiency, then it was off to the paint shop for blasting and sanding of the old finish, primer and a final coat of urethane paint in the Pan Am Railway livery.

The following is a list of the new MEC locomotive numbers and the original KCS and TFM identification numbers.

NUMBER CHANGES

BEFORE	*AFTER*
KCS-3126	MEC-600
KCS-632	MEC-601
TFM-1336	MEC-602
KCS-6026	MEC-603
TFM-1408	MEC-604
KCS-660	MEC-605
KCS-3237	MEC-606
TFM-1432	MEC-607
TFM-1412	MEC-608
TFM-1420	MEC-609

*KCS= Kansas City Southern Railway
*TFM= Transportacion Ferroviaria Mexicana
*MEC=Maine Central Railroad

With all the required maintenance having been performed, at present all ten units are out hauling freight, with a target date of late summer for paint completion. Proper day-to-day maintenance of these newly acquired locomotives should ensure they will be pulling freight for decades to come.

Today we are in the process of purchasing an additional ten (10) SD-40-2's to fulfill our fleet upgrade and standardization. Pan Am Railways currently owns one hundred and two (102) locomotives comprised of: two (2) GP-7's, eight (8) GP-9's, four (4) GP35's, fifty-four (54) GP40's, twenty (20) GP40-2's, ten (10) SD40-2's, two (2) SD26's, one (1) SD39 and one (1) SD45.

The logic behind the purchase is to standardize the fleet, while decreasing the average age and increasing horsepower and reliability. After retiring our remaining GP7's, GP9's, GP35's, SD26's, SD39 and SD45, the new roster will consist of fifty-four (54) GP40's, twenty (20) GP40-2's and twenty (20) SD40-2's.

Contributed By:
William A. Wallace
General Manager of Locomotives

(Information regarding early SD40-2 from Wikipedia and Conrail Cyclopedia)

Before (TFM-1412)

After (MEC-608)

Before (TFM-1420)

After (MEC-609)

SAFETY FIRST
A VERY VERSO EXPERIENCE

Pan Am Railways is committed above all else to safety, and this strong focus is shared by our customers. Many of these customers must deal directly with our trains and equipment as they load their freight, often without our direct supervision. One such company is Verso, a producer of coated paper with mills in both Jay and Bucksport Maine. On Thursday, July 8th, David Nagy and Gordon Riordon of the Pan Am Railways Safety Department joined with Richard Towle from the Federal Railroad Administration (FRA) and Robin Faulkner from Verso Paper to present a Railway Safety Emergency Response course at the Bucksport mill. In attendance were Verso's emergency responders and various employees who deal with our trains on a regular basis. Educating these individuals is critical, as they would be the first to respond in the event of a railroad related incident on their property.

According to Executive Director of Safety and Training David Nagy, the course is "designed to show emergency responders the hazards that can happen when working with or around rail cars and how to approach an incident such as a derailment or a hazardous release." In either instance, taking the proper steps to control the situation from the beginning is crucial, giving the Verso employees a pivotal role. The information covered in the course was varied and comprehensive. It began with basic facts, like the many types of railcars that may be seen traveling across the rail lines and the equipment emergency responders could expect to find on a locomotive. The lecturers then covered safety information relevant to all trains, like the amount of fuel, battery acid and treated water that are onboard a typical locomotive, how trains and vehicles interact at crossings and in the mill and the GPS technology used to monitor the railcars. The rest of the course had an emergency focus, dealing with the hazards one may come across at a derailment scene and the steps Verso employees need to take should an accident occur.

To illustrate these points and aid in comprehension, Pan Am Railways' Transportation Department Trainmaster Dwynn Williams provided the class with a locomotive, tank car and box car. Nagy noted that "the employees were allowed to climb onboard the locomotive to see firsthand the view and the accommodations that a Pan Am Railways' Conductor and Engineer consider their office everyday", thus allowing them to gain a valuable perspective unique from the lecture. Special attention was given to the operation of a locomotive, allowing the Verso employees to apply what they had been taught.

This class marks the first time that Pan Am Railways and the FRA worked together to teach such a course to a customer in the paper industry. According to Nagy, "the employees at Verso enjoyed the training and it was nice to see that the Pan Am Railways' Safety Department and the Verso emergency responders are all on the same page to keep all our employees and our environment safe." Though we can hope that the Verso employees will never have an opportunity to apply their new emergency knowledge, we can continue operations knowing that our customers are working with us to create the safest possible workplace.

Verso Mill RSER Training Photos by:
Gordon Riordon, PAR Manager of Safety, and Richard Towle, FRA.

AS400 X-7 PROJECT

Pan Am Railways is undertaking to modernize the information and recordkeeping system that is currently in place for tracking train movements. Historically, paper records have been kept by the transportation department. This form, identified as an X-7, was traditionally handed over to Boston and Maine Railroad train crews and contained all pertinent information for an originating train. It continued to be used through the years, and a more recent version was expanded to trace the transactions that a train performs during its movement across the railroad. Nowadays it is our Train Operations Managers (TOMs) who itemize what equipment and crew the train originated with, and then modify subsequent actions that occur as the train proceeds to its destination.

Because these are, in fact, paper documents that are physically retained by the TOM in control of the movement, it limits the availability of the information to others. For instance, our Transportation Service Representatives (TSRs), in line with their responsibility to update the car movement records in the RMI database, must retrieve certain specifics contained in these documents. And since this all-important database is the source that provides our customers with the current location and status of their shipments, any delay has repercussions. In today's era of instantaneous communications, there has to be a better way to meet the objectives of all users.

And so this is how the AS400 X-7 Project came to be. Representatives from every department at Pan Am Railways were invited to provide input as to how this electronic memo should be designed, what information it should contain, and how it should be distributed. Ultimately it was agreed that, since all parties already have access, the best vehicle would be the current Pan Am Railways AS400 computer system. The biggest plus is that the AS400 X-7 will replace the current X-7 paper sheets.

The basic focus of the AS400 X-7 initiative is making train and rail car information better and more easily available, while assisting the TOMs in working more effectively and successfully in today's complex operating environment. The advantages to having information accessible in electronic rather than paper format are immense. And standardizing the way it is presented makes it easier for recipients, both human and machine, to share and understand it without difficulty or delay.

As a train management system that will improve the operating efficiency, safety, and security of car movement, the AS400 X-7 program offers a powerful, flexible solution for railway operational management to monitor the movement of all trains within the system by integrating and monitoring movement, detector information and similar data from current systems and displaying a comprehensive view of a train's performance as well as the status and whereabouts of all locomotives. This capability is extremely beneficial for train dispatchers, planners, operation managers, maintenance personnel, and a host of external users. It provides verification of crew utilization, recording what crews handled the train, and from where to where. It keeps track of delays to the trains, and creates a history to be drawn on in future movement planning.

Pan Am Railways is in the process of beta testing this new system and expects to be integrating it into the information flow process soon. The ability to maintain one document that all authorized parties can view, in real time, will greatly enhance our ability to provide safe and efficient service to our customers.

Contributed By:
Roger McNulty
Train Operations Manager

Key AS400 X-7 features include:

- Real time access by authorized users
- Integrated train management
- Railway operation planning
- Positional monitoring of trains, locomotives, telemetry devices, and rail cars.
- Current locomotive status
- User-friendly graphic interfaces
- Records the following information: train symbol, date, locomotives, train consists including any hazardous materials and their location in the train, tonnage, radios, telemetry devices, crews, defective equipment, train delays
- Dynamically maintains this information with a record of when and where changes were made.

Strategic Results:

- Integration of planning, dispatching, clerical, and maintenance systems
- Increased capacity, efficiency and productivity
- Reduced infrastructure and operational costs
- Decreased dependency on hand written methods of recording data
- Dynamic optimization and flexibility for train planning and dispatching processes
- Accurate and uniform communication

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