Continuing-In-Transit (CIT)   **April 12ᵗʰ, 2016**

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What is Continuing-In-Transit in ProTrak

There is a datafield on the "edit waybill" window called "Continuing in transit". Normally this waybill datafield is left blank, but if a waybill list number is entered this will cause ProTrak to make certain actions, as listed below. The CIT datafield is powerful and can add complexity to your traffic flow and - much enjoyment to your Operations.

CIT is a waybill setting that allows one waybill, when complete, to call a second waybill. When a car with a waybill completes a trip, ProTrak assigns the CIT waybill.

The second waybill could in turn call a third waybill, and the third waybill could in turn call a fourth. Any number of waybills can be placed in an open or closed chain of waybills.

1. Simplest Case

Waybill #1 is an empty move to a location. Waybill #2 is a loaded move from that location to another destination.

a) One time car movement

On Waybill #1, in the Continuing-in-Transit (CIT) datafield, enter the list number of Waybill #2. On Waybill #2, leave the CIT datafield blank.

Do not order a car, using the customer car-order, using Waybill #1. Waybill #1 must be manually assigned to a car. Manual assignment could be made at a) "Traffic/Freight and passenger cars", open the car, enter the number of Waybill #1 in the waybill number datafield; or b) in Operations, at "Exceptions/Query car status", select car, "Change/Change Waybill", enter the number of Waybill #1 in the Waybill number dropdown datafield.

The car will move to the first destination, be loaded/unloaded (assigned Waybill #2), then move to the second destination. Because the CIT datafield in Waybill #2 is blank at the second destination the car will be made empty and then be available for other assignments.

b) Repeat car movement

On Waybill #1, in the Continuing-in-Transit (CIT) datafield, enter the list number of Waybill #2. On Waybill #2, leave the CIT datafield blank. Assign Waybill #1 to a car-order.

During the Daily Summary a car will be assigned the car-order for Waybill #1 in the usual way. The car will move to the first destination, be loaded/unloaded (assigned Waybill #2), then move to the second destination. At the second destination the car will be made empty and then be available for other assignments since the CIT datafield in Waybill #2 is blank.

At each successive Daily-Summary a car will be assigned the car-order for Waybill #1. The car assigned may be the same car as in the first movement (above) but because of travel times, it is most likely that a second, different car will be assigned. The newly assigned car will move as stated in the prior paragraph.

2. "Ping-pong" movements with the same car

It is likely, for this case, that Waybill #1 is a loaded move from Location A to Location B, while Waybill #2 is an empty move from Location B back to Location A.

On Waybill #1, in the Continuing-in-Transit (CIT) datafield, enter the number of Waybill #2. On Waybill #2, in the CIT datafield, enter the number of Waybill #1.

On Waybill #1, the consignee siding-number must be the same as the shipper siding-number of Waybill #2. Similarly on Waybill #2, the consignee siding-number must be the same as the shipper siding-number of Waybill #1.

Do not order a car, using the customer car-order, using Waybill #1.   Waybill #1 must be manually assigned to a car. Manual assignment can be made at a) "Traffic/Freight and passenger cars", open the car, enter the number of Waybill #1 in the Waybill number datafield; or b) in Operations, at "Exceptions/Query car status", select car, "Change/Change Waybill", enter the number of Waybill #1 in the Waybill number dropdown datafield.

Variant, Siding-numbers not matching

If the destination siding of Waybill #1 is not the same as the origin siding-number of Waybill #2 then the siding-numbers of Waybill #1 and Waybill #2 do not match. In this case there will be three or four separate movements; there will be intermediate movements between the destination siding-number (of Waybill #1) and the origin siding-number of Waybill #2, and between destination siding-number of Waybill #2 and the origin siding-number of Waybill #1.

3. Reset cars

In ProTrak a "Reset waybill" is a waybill that involves you manually moving cars back to the original point between operating sessions. The "back-to-origin" part of this reset traffic is not part of the usual traffic. An example where you might use this feature is the situation where you have open cars with permanent "loads" such as coal, ore, logs or poles.   You want only the loaded movement to show during your operations.

A "reset" car is reset to its origin (physically) between operating sessions (days) at the time the Daily-Summary is run, outside of Operations. The Daily-Summary optionally prints a list of reset cars.

One waybill is used. On Waybill #1, in the Continuing-in-Transit (CIT) datafield, enter the same waybill list number as the list number for Waybill #1.   Answer the question about this being a "Reset or Empty/loaded" movement to select the option you want.

Do not order a car using Waybill #1.   Waybill #1 must be manually assigned to a car. Manual assignment could be made at a) "Traffic/Freight and passenger cars", open the car, enter the number of Waybill #1 in the waybill number datafield; or b) in Operations, at "Exceptions/Query car status", select car, "Change/Change Waybill", enter the number of Waybill #1 in the Waybill number dropdown datafield.

The movement is likely a loaded movement. The empty-side movement is not modeled during Operations. A "reset" car will be moved during Operations to its destination, then stay there.

4. Empty/loaded cars

There are two directions of traffic flow, an "empty traffic" direction and a "loaded traffic" direction. One waybill is used for each direction of traffic.

It is not necessary to model both traffic flow directions; each traffic flow direction is independent of the other and each traffic flow has its own waybill.

Usually there are two waybills used in pairs. One waybill is used for the empty-side movement while the other waybill is used for the loaded-side movement. An example of this type of movement is the classic John Armstrong coal-mine to power-plant where these customers share a backdrop… a loaded car (or unit train) is shoved through the power-plant unloader, through the backdrop and out through a mine-loader.

On Waybill #1, in the Continuing-in-Transit (CIT) datafield, enter the same waybill number as Waybill #1 has.   Answer the question about this being a "Reset or Empty/loaded" movement to select the option you want.

Do not order a car using Waybill #1.   Waybill #1 must be manually assigned to a car. Manual assignment could be made at a) "Traffic/Freight and passenger cars", open the car, enter the number of Waybill #1 in the waybill number datafield; or b) in Operations, at "Exceptions/Query car status", select car, "Change/Change Waybill", enter the number of Waybill #1 in the Waybill number dropdown datafield.

5. Pre-cooling

Pre-cooling is a special form of CIT.   Pre-cooling applies to refrigerator cars, which are "iced" or mechanically cooled at one location, then moved to the loading point.   The pre-cooling time is usually less than one day, and therefore the "flip" from one movement to the next cannot be done under the Daily-Summary. The ProTrak fast-clock must be turned on for this movement.

The car mechanical kind this type of movement applies to are: "RA"or RAM, "RS" (with ice bunkers) and "RP" (mechanical cooling) and loader-equipped versions of these types (e.g. "RPL").

For a waybill, of the appropriate car mechanical kind, the pre-cooling time is entered within the "Shipping" pane, in the second datafield. If the car kind is RP, the datafield is labeled "Mechanical pre-cooling for"; if the car kind is RA or RS, the datafield is labeled "Car requires icing". On the adjacent dropdown, scroll down to the section headed "private cooling" and select the desired time, for example the listing "for 1 hour: private cooling".

Pre-cooling requires that the on-screen fast-clock be running. During Operations, after the car is set out at its destination customer, the time assigned to the car is decremented each fast-minute and when time expires, the pre-cooling CIT function occurs: the car is then directed to be moved from the pre-cooling spot to the shipping spot.

Waybill #1 directs the car to the pre-cooling spot and being an empty-car movement must have a load-weight of zero. Waybill #1 has the number of Waybill #2 listed in its CIT datafield.   Waybill #2 is the usual loaded movement waybill, from the shipper requiring a cooled car to a destination.

If you want the pre-cooling time to vary from day-to-day, then you need to use another pre-cooling waybill, with a differing pre-cooling time, in conjunction with the Day-of-the-Week car-order chart. However each of these "pre-collong" waybills may refer to the same loaded-movement waybill.

6. Special Considerations for using CIT

a) Initial car location

It is recommended that, before a car is manually assigned a ping-pong or reset CIT waybill, that the car first be moved to the shipper siding of Waybill #1.

A car that is off-spot, of the shipper-siding-number of a manually-assigned waybill, is assigned as an "empty-for load".   If you want the car immediately assigned as a load, the car must be on the shipper-siding-number.

b) Loading/Unloading times

Care must be taken in assigning loading/unloading times other than 24 hours (normal demurrage free loading time). The program allows for both a "loading time" and an "unloading time" if the traffic is online-to-online. Movements (waybills) with either the consignee or shipper in staging will show only one loading/unloading time.

A car routed through staging (to a shipper or consignee) must have the loading time in staging set as 24 hours as the car will be returning online "tomorrow".   (Even if the car is "actively staged" the car should be unloaded/loaded on arrival to avoid timing issues.)

If two waybills are involved, the loading times and the session loading frequency must be carefully considered to be compatible.   It is recommended that either the multi-day loading time feature or the session-frequency feature be used – but not both on the same waybill/waybill CIT pair.