

## **Chapter 7 - Setting Up Freight Cars**

One of the things we are still missing in order to make things happen on our railroad is freight cars. We'll go ahead and set up our freight cars now. Once you see how relatively easy it is to do, the inclination will be there to enter all of your cars, but I urge you to restrain yourself and only enter a few to start with as it will make troubleshooting much easier.

For now, let's ignore the industries that currently exist in Actonvale, and look at the two that we've set up in Berwick. Wilson & Sons Scrap Metal (for short, we'll just call it Wilsons) ships loads of scrap iron, etc. and industries of this nature usually ship their loads in open gondolas. Wilsons does not normally get any loads in.

North Star Engineered Lumber (NSEL for short) needs to receive two different materials for the joists – the dimensional lumber and the OSB. From time to time they also need to get the adhesive that is used to hold the joist pieces together. The dimensional lumber is usually shipped on center beam flat cars. I'm sure you've seen these with the loads of lumber wrapped in colorful waterproof wrappers advertising the lumber producer (Canfor, Weyerhaeuser, etc). The OSB is usually shipped in box cars, normally with double doors. Occasionally the OSB will be shipped in 'all door' type cars – ones where the entire side of the box car can be opened. Depending on the size of the operation, the adhesive may be shipped in tank cars or in drums in box cars. NSEL is small enough that we'll supply it via box cars. Once the joists have been manufactured, NSEL needs to ship them. Some will be shipped by road, but a large portion of them are shipped by rail. Often the joists are shipped on the center beam flat cars, although some may be shipped in the 'all door' box cars. For now we'll keep it simple and have them shipped on the center beam flats.

### **Setting the Default Yard**

Before we start to enter any cars, we need to do a bit more housekeeping. ProTrak has a "Default yard location" data field which is where any new car put on the railroad is first placed. Before we enter any cars we need to set that up.

1. From the ProTrak toolbar, click on "Administration" then select "SPOT Format and special SPOTs" from the dropdown list. The window shown in Figure 7-1 will be displayed.

**SPOT or ZTS (Zone/Track/Spot) Code Formats**

**Interchange track codes**

Primary receiving track: 98

Primary delivery track: 99

Second receiving track: 97

Second delivery track: 96

**Default yard location**

A freight car's first location: [ ]

A passenger car's first location: ACT-01

**Default staging for private cars**

Default home point for private car: not valid

**Special spot codes**

"x", cleaning track used:  Yes  No

"r", car RIP track used:  Yes  No

"r", car repair shop used:  Yes  No

"z", weigh scales in use:  Yes  No

**"s" is staging track**

**"t" is a team track, or general use track**

**"y" is a yard track, or set out track**

**"L" is a lead track**

**Car ferry on main track**

A car ferry is use to move cars between stations on main track.  Yes  No

**Narrow Gage Subdivision**

Railroad has a narrow gage subdivision. Lading is transfered between cars.  Yes  No

**Buttons:** Cancel, Unlock, Apply

Figure 7-1

- At the bottom of the window, near the right-hand side are two buttons – Unlock and Apply. As you can see, the "Apply" button is 'grayed out' making it inoperable. In order to make changes you must first click on the "Unlock" button. Since making changes here is global, and can have some serious consequences, you will now get the warning message shown in Figure 7-2.

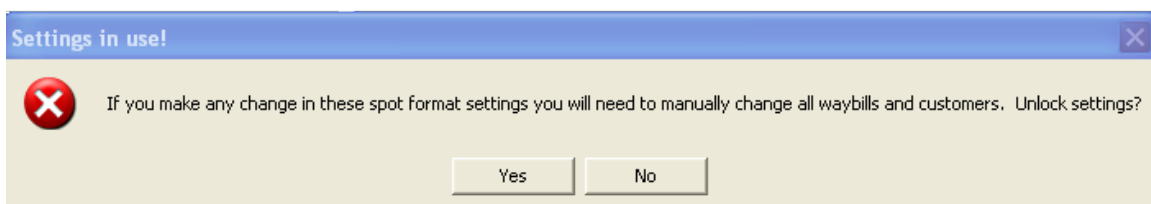


Figure 7-2

Click on "Yes" and you will now see that the "Unlock" button has disappeared, and the "Apply" button is no longer 'grayed out'.

3. If you look at the "A freight car's first location" data field, you may see "ACT-Yd". If "ACT-Yd" is not displayed, click on the dropdown arrow beside the data field and select "ACT-Yd" from the list. Figure 7-3 shows the window after this change.

**SPOT or ZTS (Zone/Track/Spot) Code Formats**

**Interchange track codes**

Primary receiving track: 98

Primary delivery track: 99

Second receiving track: 97

Second delivery track: 96

**Default yard location**

A freight car's first location: ACT-Yd

A passenger car's first location: ACT-01

**Default staging for private cars**

Default home point for private car: not valid

**Special spot codes**

"x", cleaning track used:  Yes  No

"r", car RIP track used:  Yes  No

"i", car repair shop used:  Yes  No

"z", weigh scales in use:  Yes  No

**Legend:**

- "s" is staging track
- "t" is a team track, or general use track
- "y" is a yard track, or set out track
- "L" is a lead track

**Car ferry on main track**

A car ferry is use to move cars between stations on main track.  Yes  No

**Narrow Gage Subdivision**

Railroad has a narrow gage subdivision. Lading is transfered between cars.  Yes  No

**Buttons:** Cancel, Apply

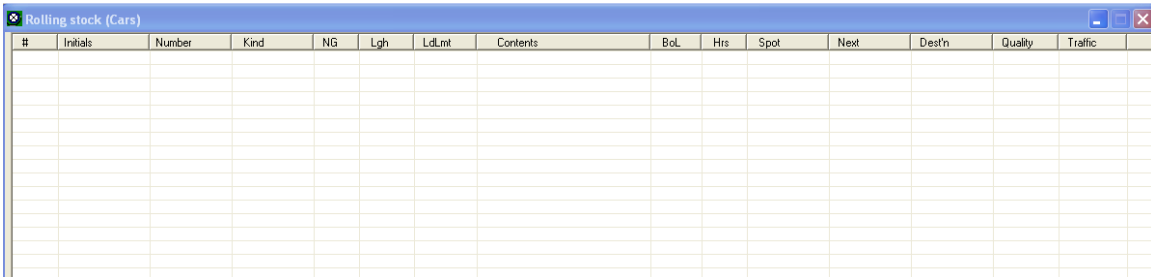
Figure 7-3

4. Similarly, the data field "A passenger car's first location" should be set to "ACT-01 if it is not already set to that. Remember that the passenger station is always track 01. (For now, we can ignore the remainder of the items in this window.)
5. Once both of the fields in the "Default yard location" area read as discussed in paras 3 and 4, click on "Apply" to finalize the changes. The "SPOT or ZTS (Zone/Track/Spot) Code Formats" window will close and we can continue.

## Adding Cars

Now that we’ve got that housekeeping item out of the way, let’s enter some cars. For Wilson and Sons, we’ll start off with two gondolas, so let’s enter that data.

1. From the ProTrak toolbar, click on “Traffic” then select “Freight and passenger cars” from the dropdown list. The window shown in Figure 7-4 will be displayed.



#	Initials	Number	Kind	NG	Lgh	Ld.Lmt	Contents	BoL	Hrs	Spot	Next	Dest'n	Quality	Traffic

Figure 7-4

1. This window will likely have the window shown in Figure 7-5 displayed on top of it (the car number and reporting marks may be different).



Figure 7-5

2. Click on “Yes” to correct the SPOTs. This message has been caused by us eliminating various customers (and of course the corresponding SPOTs) as we set up the customers for our railroad in Chapter 6.

3. Figure 7-6 shows the first part of what the window would look like with all of the data from the sample railroad loaded <sup>(1)</sup> (A larger version of Figure 7-6 can be found in Appendix C).

Rolling stock (Cars) There are 107 total cars, of which 94 are active cars, being 87.9% of total.														
#	Initials	Number	Kind	NG	Lgh	LdLmt	Contents	BoL	Hrs	Spot	Next	Dest'n	...	Traffic
1	THB	3667	XM		44	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	Chicago, IL at: CHI02s
2	EBAX	6008	T103AN		45	60	mtly	0		NYCH	NYC01s	NYC01s		New York, NY at: N...
3	CR	564431	GB		57	66	de-activated	0	5: 14					
4	C&O	19209	XL		45	63	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
5	CP	85697	XM		55	78	mtly	0		NYCH	NYC01s	NYC01s	A	New York, NY at: N...
6	BN	275012	XF		68	86	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	apples
7	ART	412	RS		38	39	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	St Louis, MO at: ST...
8	GTW	516023	XM		45	69	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	Y
9	PRR	24285	XM		44	62	de-activated	0	5: 12				X	
10	BCDL	10	FBC		57	66	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
11	DL&W	55699	XM		44	66	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	Y	
12	NSOU	5437	XM		56	81	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	X	
13	NSOU	4069	XM		45	66	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
14	B&O	9003	FDW		52	1302	de-activated	0	5: 13					New York, NY at: N...
15	B&O	350458	GB		57	96	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
16	BM	700049	XM		54	79	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	X	
17	NSOU	60056	LO		38	80	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
18	NSOU	9234	GB		45	68	scrap iron	62		NYCH	CHI02s	CHI02s		**OV
19	CLC	4096	XL		56	79	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	X	
20	NSOU	9234	GB		45	68	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
21	PFE	45689	RS		44	50	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	Chicago, IL at: CHI02s
22	SHPX	46873	LO		59	98	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		St Louis, MO at: ST...
23	TTUX	145066	FC		54	107	mtly	0		*Owner	999-Yd	999-Yd		
24	UP	53715	FC		89	70	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
25	MEC	25128	XM		44	64	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
26	SOU	94724	LO		52	78	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
27	UTLX	75489	T103W		41	21	mtly	0		NYCH	NYC01s	NYC01s		
28	DTDx	38134	T103A		41	21	mtly	0		NYCH	NYC01s	NYC01s		
29	D&H	15237	GB		57	99	de-activated	0	5: 12					
30	NSOU	5437	XM		55	81	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
31	NSOU	1989	LO		51	79	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		Chicago, IL at: CHI02s
32	NSOU	6071	XM		44	68	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	X	
33	NSOU	50671	GB		45	68	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
34	NSOU	6626	SM		45	64	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
35	NSOU	6506	SM		44	47	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
36	NP	1056	XM		45	67	de-activated	29	5: 13				...	**OV
37	CLP	3042	XM		54	79	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
38	LVRc	5371	XM		52	82	de-activated	0	5: 14				A	talc, crude
39	SCL	90928	XM		54	77	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	X	
40	NSOU	2378	T103A		46	53	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
41	MILw	3804	XM		54	80	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	X	
42	C&O	619112	LO		53	96	de-activated	0	5: 14					

Figure 7-6

Before we continue on, let's take a moment to briefly discuss the buttons on the bottom of the window:

- Change a car – once a car is selected by clicking on the appropriate number in the first column, if you click on this button, the “Changing Car” window is displayed. You can also activate the “Changing Car” window by double-clicking on the car in the “Rolling stock (Cars)” window.
- Single new car – allows the entry of a single car

<sup>1</sup> If you **right**-click on an empty portion of the window, a tool tip will appear.

- Multiple copies – allows you to add several copies of identical (except for the car number) cars at once without having to enter a lot of data again and again. Useful if you are adding cars for a unit coal train as an example.
- De-activate Car – allows the car to remain on file for the railroad, but makes it unavailable to ProTrak for use. More on this later in the manual.
- Un-restrict Car – allows you to remove a restriction, such as a car in captive service or a restriction on the commodity to be carried.
- Check Cars – checks each of the routing locations for each car to make sure they are one of:
  - A valid staging track
  - A valid customer siding number (SPOT)
  - A valid train symbol.

In other words make sure that anywhere where a car is located at or routed to is valid <sup>(2)</sup>.

Since there are a whole lot more cars than we want to start with, let's reduce the number in this list first to just 2 (the smallest number of cars that we can have). Click on "Close" to close this window and then we'll go ahead and reduce the number of cars on file.

1. Click on "Administration" on the ProTrak toolbar and then choose "Limits on Equipment, Railroad & Traffic" from the dropdown list. You are already familiar with the window shown in Figure 7-7 as we've used it before.

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<sup>2</sup> On startup, ProTrak does the same check of the three items that the "Check Cars": button does, however it only reports "You have X cars with invalid data and this will cause a problem". Using the "Check Cars" function will allow you to identify which car(s) have a problem.



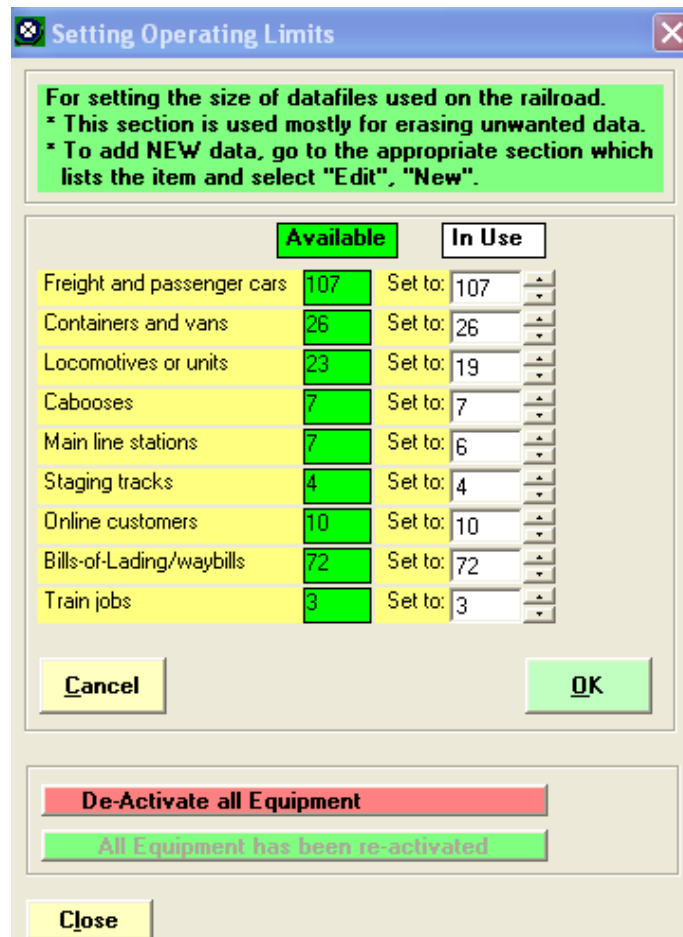


Figure 7-7

- Click on the data field "Freight and passenger cars" (the first field in the list) and change the value to "2", either by using the up and down arrows at the side of the data field, or by erasing the current value (mine says 107) and entering "2" in its place.
- Click on "OK" to apply the change. You'll then be asked to confirm and re-confirm the change (Figures 7-8 and 7-9).



Figure 7-8

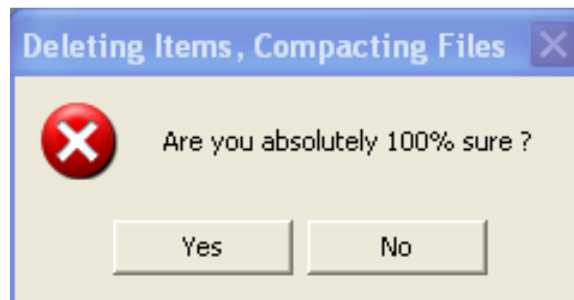


Figure 7-9

Once you click on "Yes" twice, all of the existing cars except the first two will be deleted. It is important to pay attention to these confirmation messages, as a failure to do so may result in erasing valuable data, and there is no "Undo" button! Also, note that once you've clicked on "Yes" the second time, the "Setting Operating Limits" window will automatically close.

You can see that there are two ways to remove unwanted data – delete the individual entries as we did with the customers or using the "Setting Operating Limits" window, change the maximum value. Which you use will depend on the situation. In the case of the customers, we needed to delete selected customers interspersed in the list so deleting line by line is the most appropriate way. In the case of cars, we're going to enter all of the data from scratch so we'll use the adjusted limits method.

4. OK, let's actually get started entering data. We'll do the two gondolas for "Wilson & Sons". Again click on "Traffic" on the ProTrak toolbar, then choose "Freight and passenger cars" from the dropdown list.
5. You may now see the message in Figure 7-10.





Figure 7-10

6. If asked the question in step 5 above, answer "Yes". Figure 7-11 shows what the "Rolling stock (Cars)" window should look like once the update has completed.

Rolling stock (Cars) There are 2 total cars, of which 2 are active cars, being 100.0% of total.														
#	Initials	Number	Kind	NG	Lgh	LdLmt	Contents	BoL	Hrs	Spot	Next	Dest'n	Quality	Traffic
1	THB	3667	XM		44	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	Chicago, IL at: CHI02s
2	EBAX	6008	T103AN		45	60	mty	0		NYCH	NYC01s	NYC01s		New York, NY at: NYC01s

Change a car   Single New car   Multiple copies   De-activate car   Un-restrict cars   Check cars

Figure 7-11

7. As you can see from Figure 7-11, both of the remaining cars have staging tracks ("CHI02s" and "NYC01s") shown in the "Traffic" column. If we don't remove these entries, we will get an "invalid" spot" message every time we go in to do any work on any of the cars. Here's what we need to do to fix the problem:
  - a. Double-click on car #1. The window shown in Figure 7-12 will appear

Changing active car: 1 of: 2

**Car Description**

Reporting marks: THB Car kind: XM  
 Number: 3667 Car class: XM  
 Length over couplers, ft: 44 Plate: C  
 Volume, cuft: 2500  
 Built date: 1949 Gross Wgt, lbs: 210,000  
 Bearing: D 210,000 lbs Light Weight, lbs: 56,300  
 Bearing kind: Friction Load Limit, lbs: 163,700

**Restrictions, if any**

When empty, route to\* (Leasee or owning railroad):  
 Return Empty To: Chicago, IL CHI02s  
 Car ownership (Route to): owner of reporting marks  
 Lading Restrictions (Load only):  
 Load restricted to: wheat flour 20411  
 Restrictions on use: R Quality: A

**Present Assignment**

Waybill: 0 Contents: empty ID tons:  
 Location of car: CHNY B-end faces: East  
 Consignee is: Chicago, IL at: CHI02s

**Model Characteristics**

Weight of model car, oz: 4.50 Rolling resistance, %: 1.0  
 Model last inspected on: 24 Mar 2014  
 Model car is owned by: John Smith

**Railroads in Official Guide**

###	Initial	Railroad
1	PRO	ProTrak Demonstrator
2	ATSF	Atchinson, Topeka &
3	BN	Burlington Northern
4	CR	Conrail
5	CSX	Chesapeake Seaboard
6	NS	Norfolk Southern Rai
7	SP	Southern Pacific
8	UP	Union Pacific
9	CP	CP Rail
10	CP	Canadian Pacific
11	CN	Canadian National
12	A&EC	Atlantic & East Caro
13	AA	Ann Arbor
14	AA	Michigan Interstate
15	AC	Algoma Central
16	ACL	Atlantic Coast Line
17	AD	Atlantic & Danville
18	ADN	Ashley, Drew & North
19	AL	Almonor Railroad
20	ALM	Arkansas & Louisiana
21	ALS	Alton & Southern
22	AMR	Aracata and Mad Rive
23	AN	Apalachicola Norther
24	ANR	Angelina & Neches Ri
25	APA	Apache
26	AR	Aberdeen & Rockfish
27	ABA	Arcade and Altica
28	ARC	Alexander
29	ART	American Refrigerato
30	ASAB	Atlanta & St Andrews
31	ATW	Atlantic & Western
32	AVL	Aroostook Valley
33	AWW	Algers, Winslow and

Show Private Lines  
 Uncheck for Manual Data Entry

Cancel OK De-activate Inventory

Figure 7-12

- Note that the "Location of car" data field (about two-thirds of the way down in the left hand panel) shows "CHNY". We need to change the location to show that it is in ACT yard so click in the "Location of car" data field then double-click on "ACT-Yd" in the right hand panel.
- Click on the "Return Empty To" field (about half ways down the left hand panel) and erase the data in that field.
- Click on OK<sup>(3)</sup>.
- To clear up the problem with car # 2, double-click on line 2 and repeat steps 7b through 7d.

Figure 7-13 shows what the "Rolling Stock (Cars)" window will now look like once you have corrected the problems with the two cars. You will notice that the "Traffic" column now shows the load restriction for the car rather than the staging track it was to be returned to when empty.

<sup>3</sup> Once you have blanked out the "Return Empty To" data field, ProTrak will update it with the phrase "Home road via connection". Any car which has the "Return Empty To" data field showing either spaces or the phrase "Home road via connection" is treated as being unrestricted.

#	Initials	Number	Kind	NG	Lgh	LdLmt	Contents	BoL	Hrs	Spot	Next	Dest'n	Quality	Traffic
1	THB	3667	XM		44	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	wheat flour
2	EBAX	6008	T103AN		45	60	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		anti knock comp

Figure 7-13

8. Now on to adding new cars. On the ProTrak toolbar, click on "Edit" then choose "New car" from the dropdown list. You'll now see the window shown in Figure 7-14a <sup>(4)</sup>.

Figure 7-14a

There's a lot of information here, but not all of it is required in order to make things move. We'll only enter what is necessary, and briefly discuss some of the other items. Have Table 3 from Appendix B ready and let's set about entering the data for a car. We'll do car # 3 in Table 3 (cars 1 and 2 are left over from the original ProTrak sample data). For simplicity

<sup>4</sup> The field labeled "Model car is owned by" will contain the name you entered in the registration window when installing ProTrak.

- sake, initially we'll refer to Figure 7-14a for pointers to the data fields to be changed. Later when we discuss other items which are not being changed, we'll refer to Figure 7-14b.
9. Click on the "Reporting marks" (tt) data field and from the list in the right-hand panel, double-click on "WC – Wisconsin Central"
  10. Click on the "Car kind" (tt) data field and from the list in the right-hand panel, double-click on "GB"<sup>(5)</sup><sup>(6)</sup>. In our case the type we wanted – GB - was listed. If the type we wanted was not listed (GBSR for example), click on the general type for that car (in this case G), then click on the radio button marked "Show ... Specific kind" to see all of the sub types for that general type. The list in the right hand panel now shows all of the specific cars of that general kind. Double-click on the car kind you desire, in this case GB. You will notice that both the "Car kind" and "Car class" data fields were updated.
  11. Click on the "Number" (tt) data field and replace the "3" with the number of our car - "55161".
  12. The "Length over couplers" (tt) data field is also important to us at this point. This data field is used to calculate whether there is room in a siding for another car. Click on the "Length over couplers" data field and replace the existing value with "57"<sup>(7)</sup>.
  13. The "Volume" data field also needs to be looked at. This data field controls which cars are used to take a particular shipment. We'll get into this more when we discuss waybills in Chapter 8. Looking at Table 3 in Appendix B you will note that only enclosed or semi-enclosed (gondolas and hoppers) cars have a volume data. Flat cars of all varieties do not and ProTrak will not ask you to enter a "Volume" figure. Click on the "Volume" data field and replace the existing value with "2324"

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<sup>5</sup> AAR Mechanical type. For more info on AAR Mechanical types the web sites at <http://www.nakina.net/aartype.html> and [www.greatnorthernempire.net/GNE\\_AARCarCodes.htm](http://www.greatnorthernempire.net/GNE_AARCarCodes.htm) are two of many that have a good description of the various types.

<sup>6</sup> The list of car types can be updated to reflect a different era by clicking on the "Car kind" data field, then from the ProTrak toolbar choose Edit/Change/Change Car Mechanical Kind list.

<sup>7</sup> The "length over couplers" is usually the nominal length of the car (i.e the "EX LEN" figure on the car) plus 4 feet for the couplers. You may wish to actually measure the length of the cars over the coupler pulling face to get an exact figure as had been done for the cars in our railroad.

14. Click on the "Return Empty To" data field. This data field controls how the car is routed when empty <sup>(8)</sup>. In order to make sure that there are no restrictions on the car, if anything other than "Home road via connection" or "PRO car distributor" is shown we'll just blank this data field out. Blanking out the "Return Empty to" data field will cause ProTrak to automatically insert either the phrase "Home road via connection" or the phrase "PRO car distributor" and may also cause the "Restriction on use" data field to have a "U" inserted. "U" means the car is unrestricted.
15. At this point, we have enough information to allow the car to be moved, we'll accept the defaults as supplied by ProTrak, for the other data fields, however let's look at some of them. Figure 7-14b has the pointers to the following data fields.
- Plate (tt) – defines the vertical and horizontal clearances that this car requires to pass along the track.
  - Built date – self explanatory. ProTrak will use this when checking some of the other data entered, to make sure it makes sense from a time perspective.
  - Bearing (tt) – the maximum weight that the bearings on this car are designed to handle. Most pre-1960 cars have "D" bearings, while most of those built after this period have "E" bearings. This field must have a value in it for ProTrak to use the car.
  - Light Weight, lbs (tt) – in most cases this will be printed on the car and indicates the weight of the car without any load. Required field.
  - Bearing kind (tt) – self explanatory, either friction or roller. Required field <sup>(9)</sup>.
  - Load restricted to (tt), and Restrictions on use (tt) – controls how the car is used and are for the most part self explanatory (see also footnote for the "Return Empty To" data field above).
  - Quality – this data field will be updated by ProTrak <sup>(10)</sup>.

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<sup>8</sup> If the "Return Empty to" field is left blank or contains the phrase "Home road via connection", the car can be loaded at any SPOT or staging. Entering "Agent's Pool" will restrict it to loading at one station only. ProTrak automatically inserts the "Home road via connection" phrase whenever there is no specific return empty to directions.

<sup>9</sup> ProTrak will reject any car with Friction Bearings if the car has a Built Date of Aug 68 or later if that car is in interchange service (i.e. not an On Company Service – OCS - car). If it is a passenger car, the date when roller bearings were required is 1950 if the car weighed over 220,000 lbs. Also, in certain circumstances, the bearing type may impact the order that cars are blocked on a train.

<sup>10</sup> All cars are graded as to quality: "A", "B", "C" and "D", "K" and "U" for gondolas. Cars degrade over time so as a car is in service longer and longer; the quality will down grade from "A" to "B" then eventually "B" to "C". In addition, you may see "X", "Y" and "Z" appear in the Quality data field. "X" is an "A" car that has debris left over from the previous shipment. Similarly "Y" is a "B"

- h. Waybill (tt) – this data field will be updated by ProTrak and should always be left as 0 (zero) when a new car is added to the layout. The Contents data field will also be updated by ProTrak when a waybill is assigned.
- i. Location of Car (tt) – again, self explanatory. The initial location of the car will be the default yard that we defined previously. This field will be updated by ProTrak.
- j. B-end faces (tt) – the “B” end is the end that has the brake wheel on it. For the most part, this data field is cosmetic for ProTrak use. It is only used in a very advanced feature <sup>(11)</sup>.
- k. Consignee is – where the car is going/is at. Updated by ProTrak.
- l. Weight of Model (tt) – If the weight is set to zero, the car is deactivated. The Model weight is used to determine if the model train power units can pull the train of model cars.
- m. Rolling resistance, % (tt) - Rolling resistance is used to calculate the tractive effort that the model locomotive must have to pull the train. Use a value of 1%, unless you know the car is “hard rolling” or you have made a measurement <sup>(12)</sup>.
- n. Model last inspected on – When a new car is added, the date will be the current date. This date can be updated if the car is removed for inspection/repair/etc.
- o. Model car is owned by (tt) – this should default to the name that you supplied when you first installed ProTrak. If the car belongs to someone else, you may want to insert that name in place of your own. If you wish to change the name, you must uncheck the box labeled “Uncheck for Manual Data Entry” at the bottom of the right-hand panel. (If you don’t do this, any data you enter will be ignored).

---

car and “Z” is a “C” car with debris left over from the previous shipment. The quality status only affect operations if a) you have a cleaning track set up, and b) the car-cleaning option is turned on under Admin/Special SPOTs.

<sup>11</sup> The ‘Unload from this side only’ feature.

<sup>12</sup> Rolling resistance is also used in working out the potential for stringlining cars within a train (see Appendix B for a definition of stringlining). In HO, typical values of rolling resistance vary from 0.5% up to 2% with 1% being an average value for models dating from the mid 80s on. A hard rolling car may have a rolling resistance of 2%. Rolling resistance can be checked by placing a car on a known grade, letting it go and seeing if it starts to move.

Changing active car: 3 of: 3

**Car Description**

Reporting marks: WC Car kind: GB  
 Number: 55161 Car class: GB

Length over couplers, ft: 57 Plate: C  
 Volume, cuft: 2324

Built date: Nov, 1973 Gross Wgt, lbs: 220,000  
 Bearing: D 220,000 lbs Light Weight, lbs: 56,300  
 Bearing kind: Roller Load Limit, lbs: 163,700

**Restrictions, if any**

"When empty, route to" (Lessee or owning railroad)  
 Return Empty To: Home road via connections  
 Car ownership (Route to): owner of reporting marks

Lading Restrictions (Load only)  
 Load restricted to:  
 Restrictions on use: Quality: A

**Present Assignment**

Waybill: 0 Contents: 0 tons  
 Location of car: ACT-Yd B-end faces: East  
 Consignee is: First Shippers at ACT-Yd

**Model Characteristics**

Weight of model car, oz: 4.00 Rolling resistance, %: 1.0  
 Model last inspected on: 16 Mar 2014  
 Model car is owned by: John Smith

#####  
 No online data

Uncheck for Manual Data Entry

Cancel OK De-activate Inventory

Figure 7-14b

In addition, at the bottom of the right-hand panel there is a button marked "Inventory". This allows you to provide more information which is useful from an inventory standpoint (date purchased, for example) but is not used by ProTrak for railroad operations.

16. Figure 7-15 shows what your "Changing active car: 3 of: 3" window should look like once you've changed the data as shown above. Note that the name in the "Model car is owned by" and "Model last inspected on" data fields will likely be different. The "Consignee is" data field and the data in the right-hand panel may also be different.



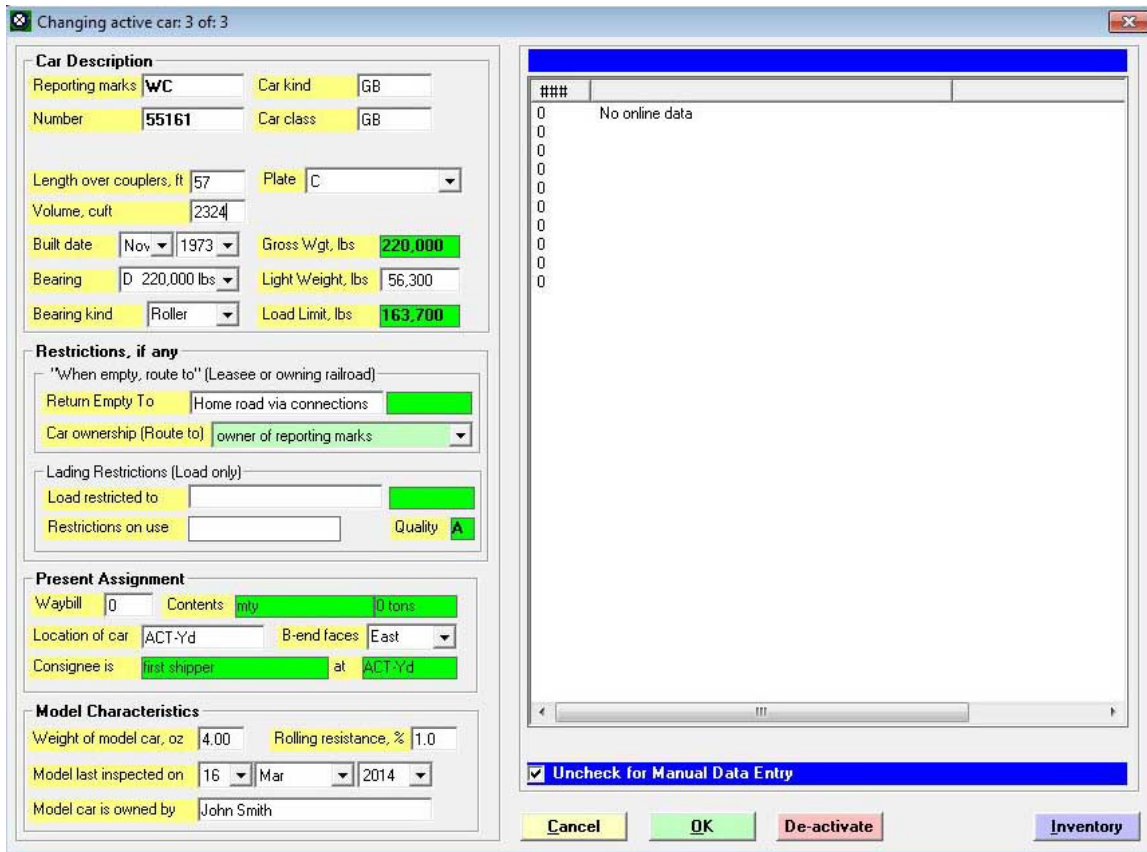


Figure 7-15

17. If everything is correct, click on "OK" to make these changes take effect and return to the "Rolling stock (Cars)" window.
18. We need to add a 2<sup>nd</sup> gondola – the one identified as car 4 in the Freight Car Information table (Appendix B, Table 3). Since this car is almost identical to the car we've just entered (only the reporting marks and car number differ), we can use a feature of ProTrak to copy the car we just entered to create a clone of it. In the "Rolling stock (Cars)" window, click on line 3; the one with the Wisconsin Central gondola in it.
19. Click on the button marked "Multiple copies" down at the bottom of the window. The window shown in Figure 7-16 will appear

**Multiple new cars**

**Base car**

Road initials WC

Number car 1) 55161

Mechanical kind GB

Length, feet 57

Capacity, tons 81.9

**How many additional cars**

How many additional cars 5

Cancel OK

**New numbers**

Number car 2)

Number car 3)

Number car 4)

Number car 5)

Number car 6)

Number car 7)

Number car 8)

Number car 9)

Number car 10)

Number car 11)

Number car 12)

Cancel Accept

Figure 7-16

20. Change the value in the "How Many additional cars" data field to 1, either by entering the value directly, or by using the up and down arrows beside the data field. Click on the "OK" button immediately below the number of cars to be added data field and the window will change to look like Figure 7-17.

**Multiple new cars**

**Base car**

Road initials	WC
Number car 1)	55161
Mechanical kind	GB
Length, feet	57
Capacity, tons	81.9

**How to get car numbers**

You will input all car numbers

Generate a range of car numbers

Generate a sequence of numbers

**New numbers**

Number car 2)

Cancel Accept

*Figure 7-17*

21. You will notice two things: The right-hand panel now has only one data field shown, and the box at the bottom of the left hand panel has been replaced with one labeled "How to get car numbers". In that box, click on the "You will input all car numbers" radio button. The "Multiple new cars" window changes again, to look like Figure 7-18.

**Multiple new cars**

**Base car**

Road initials: WC

Number car 1): 55161

Mechanical kind: GB

Length, feet: 57

Capacity, tons: 81.9

**How to get car numbers**

You will input all car numbers

Generate a range of car numbers

Generate a sequence of numbers

**Input car number**

Enter next car number: 55161

**New numbers**

Number car 2):

Buttons: Cancel, OK, Cancel, Accept

Figure 7-18

22. In the "Enter next car number" data field, enter the car number for car 4 - 327155, and then click on "OK". The "Input car number" box will disappear and the window will look like Figure 7-19.

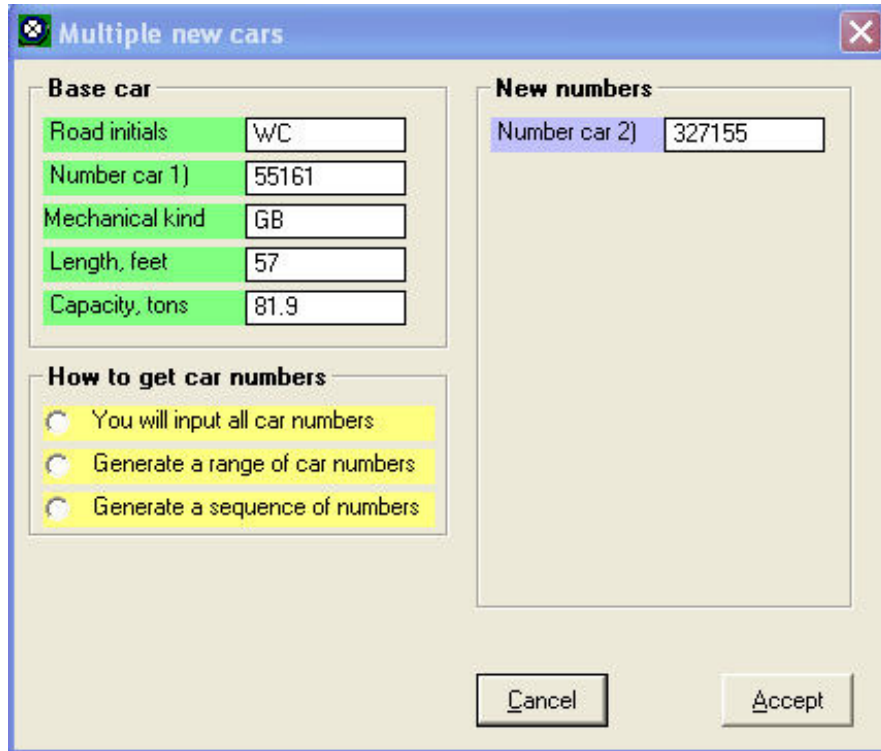


Figure 7-19

23. As you can see, the area on the left where we input the new car number has disappeared. If we were to add more than one car, that area would have remained and we would be able to add car numbers for the remaining multiple copies. Since we only have one copy, we will click on "Accept". The new car will be added and you will be returned to the "Rolling stock (Cars)" window, which should look like Figure 7-20.

#	Initials	Number	Kind	NG	Lgh	LdLmt	Contents	BoL	Hrs	Spot	Next	Dest'n	Quality	Traffic
1	THB	3667	XM		44	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	wheat flour
2	EBAX	6008	T103AN		45	60	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		anti knock comp
3	WC	55161	GB		57	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
4	WC	327155	GB		57	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		

Figure 7-20

24. There's obviously something wrong here. The reporting marks for car 4 are supposed to be "GVSR" not "WC". To correct that, double-click on line 4 and the window in Figure 7-21 will appear.

Changing active car: 4 of: 4

Car Description	
Reporting marks	WC
Car kind	GB
Number	327155
Car class	GB
Length over couplers, ft	57
Plate	C
Volume, cuft	2324
Built date	Nov 1973
Gross Wgt, lbs	220,000
Bearing	D 220,000 lbs
Light Weight, lbs	56,300
Bearing kind	Roller
Load Limit, lbs	163,700

**Restrictions, if any**

"When empty, route to" (Leasee or owning railroad)

Return Empty To: Home road via connections

Car ownership (Route to): owner of reporting marks

Lading Restrictions (Load only)

Load restricted to: [ ]

Restrictions on use: [ ] Quality: A

**Present Assignment**

Waybill: 0 Contents: 0 tons

Location of car: ACT-Yd B-end faces: East

Consignee is: [ ] at: ACT-Yd

**Model Characteristics**

Weight of model car, oz: 4.00 Rolling resistance, %: 1.0

Model last inspected on: 16 Mar 2014

Model car is owned by: John Smith

Railroads in Official Guide		
###	Initial	Railroad
1	PRQ	ProTrak Demonstrator
2	ATSF	Atchinson, Topeka &
3	BN	Burlington Northern
4	CR	Conrail
5	CSX	Chesapeake Seaboard
6	NS	Norfolk Southern Rai
7	SP	Southern Pacific
8	UP	Union Pacific
9	CP	CP Rail
10	CP	Canadian Pacific
11	CN	Canadian National
12	A&EC	Atlantic & East Caro
13	AA	Ann Arbor
14	AA	Michigan Interstate
15	AC	Algoma Central
16	ACL	Atlantic Coast Line
17	AD	Atlantic & Danville
18	ADN	Ashley, Drew & North
19	AL	Almanor Railroad
20	ALM	Arkansas & Louisiana
21	ALS	Alton & Southern
22	AMR	Aracata and Mad Rive
23	AN	Apalachicola Norther
24	ANR	Angelina & Neches Ri
25	APA	Apache
26	AR	Aberdeen & Rockfish
27	ARA	Arcade and Attica
28	ARC	Alexander
29	ART	American Refrigerato
30	ASAB	Atlanta & St Andrews
31	ATW	Atlantic & Western
32	AVL	Aroostook Valley
33	AWW	Algers, Winslow and

Show Private Lines

Uncheck for Manual Data Entry

Cancel OK De-activate Inventory

Figure 7-21

25. Click on the "Reporting marks" (tt) data field, then from the right-hand panel scroll down and look for "GVSR". As you can see, there is no entry for "GVSR" so we'll enter it manually <sup>(13)</sup>.
26. Click on the "Reporting marks" data field, erase the existing "WC" and type in "GVSR".
27. The "Volume" data field is also incorrect. Click on the "Volume" data field and change the value to read "2244". Your window should now look like Figure 7-22

<sup>13</sup> This is one case where we need not worry about the "Uncheck for Manual Data Entry" setting.

Figure 7-22

28. Click on "OK" to accept the change and return to the "Rolling stock (Cars)" window. It should now look like Figure 7-23.

#	Initials	Number	Kind	NG	Lgh	LdLmt	Contents	BoL	Hrs	Spot	Next	Dest'n	Quality	Traffic
1	THB	3667	XM		44	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	wheat flour
2	EBAX	6008	T103AN		45	60	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		anti knock comp
3	WC	55161	GB		57	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
4	GVSR	327155	GB		57	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		

Figure 7-23

We used the duplication technique here to show you how it works. Obviously, it would have likely been just as fast to have just gone through the normal "Single new car" process, as we did with the first car we entered. This duplication technique is normally used to input a bunch of cars which are identical except for the car number. There is a 2nd way to duplicate a car and we'll use that later on.



29. Let's go ahead and enter another car – car number 5 - using the data from Appendix B Table 3. Follow the process in steps 8 through 14 above (you'll have to enter the reporting marks manually), substituting the data from the table for car 5. Once all of the data is entered, click on "OK" to accept the data and return to the "Rolling Stock (Cars)" window.
30. Now that car 5 has been entered, we could follow the same procedure for car 6. From looking at the list, it is obvious that car 6, with the exception of reporting marks, car number and volume, is identical to car 5. We could duplicate it using the "Multiple copies" process that we've used for the GVSR gondola, but there is another way, this time much easier. Click on line 5 which is the MRL box car you just entered. From the ProTrak toolbar, click on "Edit" then select "Copy a car" from the dropdown list. You should see a window which looks like Figure 7-24.

###	Initial	Railroad
1	PRO	ProTrak Demonstrator
2	ATSF	Atchinson, Topeka &
3	BN	Burlington Northern
4	CR	Conrail
5	CSX	Chesapeake Seaboard
6	NS	Norfolk Southern Rai
7	SP	Southern Pacific
8	UP	Union Pacific
9	CP	CP Rail
10	CP	Canadian Pacific
11	CN	Canadian National
12	A&EC	Atlantic & East Caro
13	AA	Ann Arbor
14	AA	Michigan Interstate
15	AC	Algoma Central
16	ACL	Atlantic Coast Line
17	AD	Atlantic & Danville
18	ADN	Ashley, Drew & North
19	AL	Almanor Railroad
20	ALM	Arkansas & Louisiana
21	ALS	Alton & Southern
22	AMR	Aracata and Mad Rive

Figure 7-24

31. Click on "Reporting marks" (tt) and change this to "UP" (it's in the list), change the car number to "170509" and finally change the volume to "4890". Click on "OK" to accept the changes.

32. Add cars 7 and 8, the two center beam flat cars <sup>(14)</sup> from Appendix B, Table 3 and when you are finished the “Rolling stock (Cars)” window should look like Figure 7-25 <sup>(15)</sup>. Remember that when you go to change the “Car kind” data field, you need to click on “FB” in the right hand panel, click in the “Show specific kind” radio button at the bottom of the right hand panel then finally double-click on “FBC” in the list in the right hand panel.

Rolling stock (Cars)														
#	Initials	Number	Kind	NG	Lgh	LdLmt	Contents	BoL	Hrs	Spot	Next	Dest'n	Quality	Traffic
1	THB	3667	XM		44	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	wheat flour
2	EBAX	6008	T103AN		45	60	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		anti knock comp
3	WC	55161	GB		57	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
4	GVSR	327155	GB		57	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
5	MRL	30004	XM		55	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
6	UP	170509	XM		55	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
7	BCIT	873075	FBC		80	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
8	SSAM	38710	FBC		80	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		

Figure 7-25

33. There’s one last thing to look at, and that is deleting a car. Let’s add one more car. By default ProTrak will use reporting marks “PRO”, car class and kind of “XM” and the car number will be the line number – in this case 9. So let’s just click on “Edit” from the ProTrak toolbar, then select “New car” from the dropdown list. Once the window in Figure 7-26 appears, click on “OK to add the car.”

<sup>14</sup> Remember that you need to use the “Show ... Specific kind” radio button to get the FBC entry.

<sup>15</sup> By default, the list of cars is displayed in the order they were entered. To see a sorted list and to access the car data sorted, on the ProTrak toolbar click on Edit/Show/Show cars sorted by road name and number (or choose one of the options from the “Show cars by specific fleets” option). You can also sort cars by clicking on a specific column header in the list of cars.

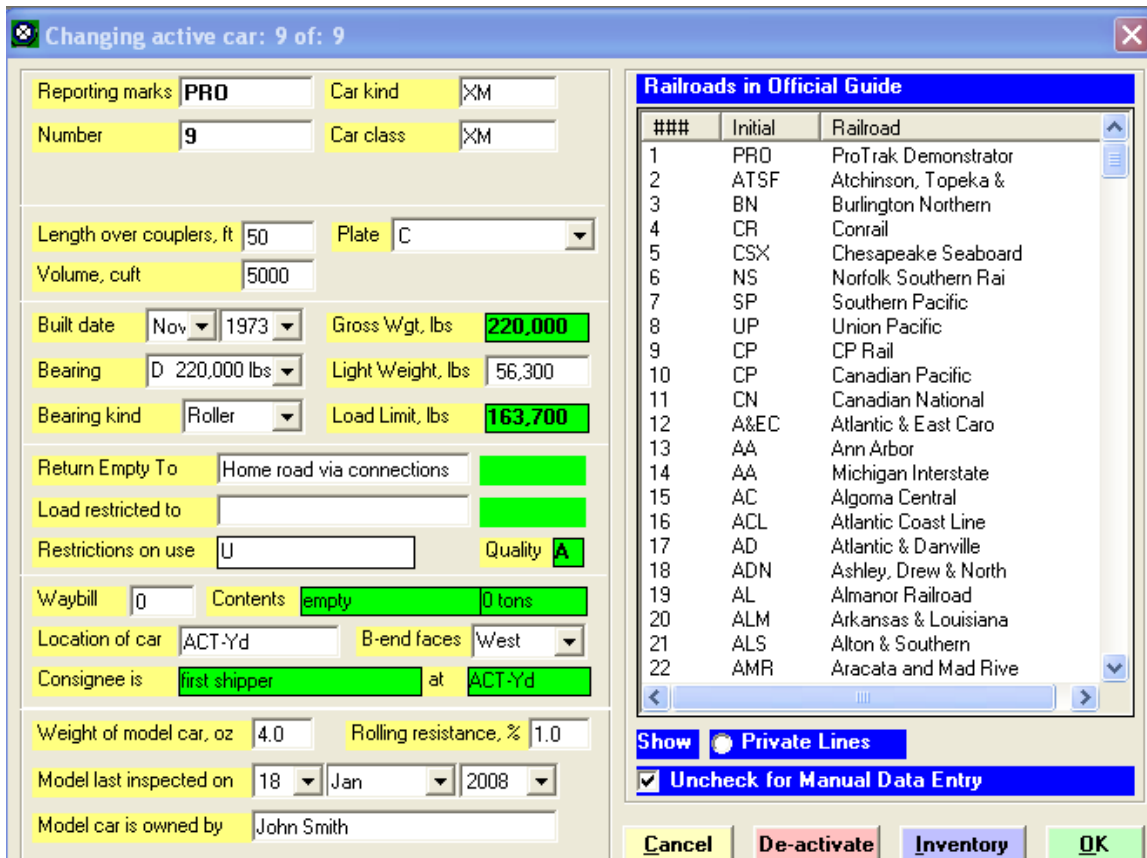


Figure 7-26

You'll get the warning message shown in Figure 7-27. Click on "Yes" to accept the car number

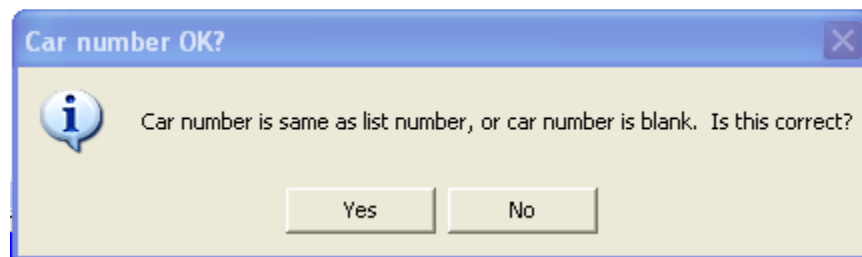


Figure 7-27

The "Rolling stock (Cars)" window should look like Figure 7-28.

#	Initials	Number	Kind	NG	Lgh	LdLmt	Contents	BoL	Hrs	Spot	Next	Dest'n	Quality	Traffic
1	THB	3667	XM		44	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	wheat flour
2	EBAX	6008	T103AN		45	60	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		anti knock comp
3	WC	55161	GB		57	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
4	GVSF	327155	GB		57	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
5	MRL	30004	XM		55	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
6	UP	170509	XM		55	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
7	BCIT	873075	FBC		80	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
8	SSAM	38710	FBC		80	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
9	PRO	9	XM		50	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	

Figure 7-28

34. To delete the car we just entered (PRO 9), click on line 9 then on the ProTrak toolbar, click on "Edit" and from the dropdown list select "Delete a car". The window shown in Figure 7-29 will appear.

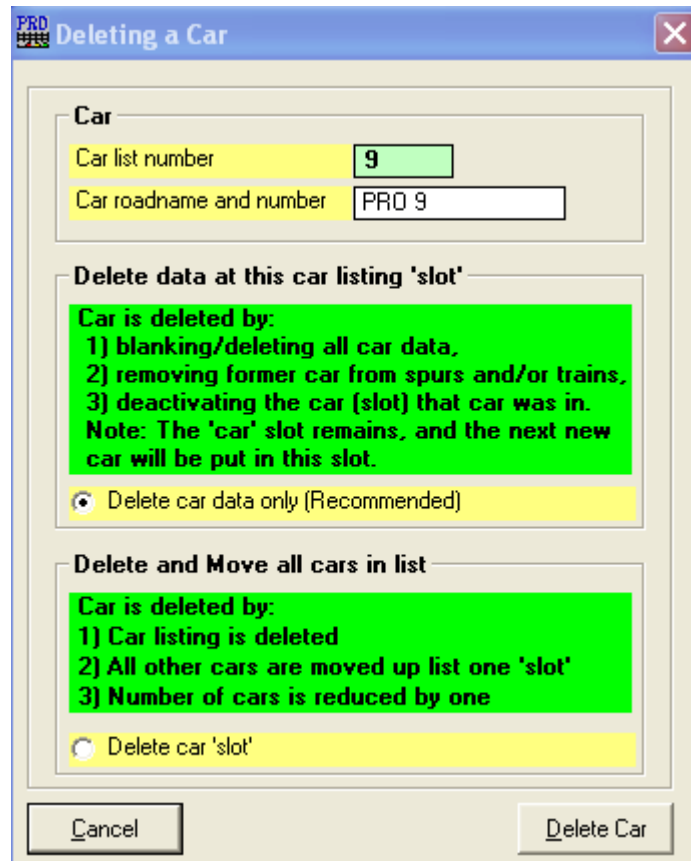


Figure 7-29

As you can see you have two options. The actions that happen are shown in green on the screen. With the "Delete car data only" radio button selected, press on the "Delete Car" button at the bottom of the window. You're asked to confirm the delete action (Figure 7-30). Press "Yes" to make it happen.

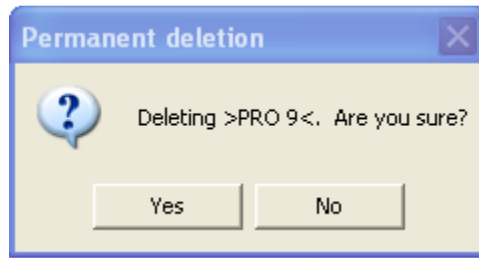


Figure 7-30

Figure 7-31 shows what the "Rolling stock (Cars)" window will look like after the delete takes place. You'll note that there is still an entry in line 9, but there are no reporting marks and the "Contents" field reads "\*\*\* not in service".

#	Initials	Number	Kind	NG	Lgh	LdLmt	Contents	BoL	Hrs	Spot	Next	Dest'n	Quality	Traffic
1	THB	3667	>XM		44	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	wheat flour
2	EBAX	6008	T103AN		45	60	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		anti knock comp
3	WC	55161	GB		57	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
4	GVSR	327155	GB		57	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
5	MRL	30004	>XM		55	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
6	UP	170509	>XM		55	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
7	BCIT	873075	FBC		80	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
8	SSAM	38710	FBC		80	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
9		9	>XM		50	82	*** not in service	0		ACT-Yd	ACT-Yd	ACT-Yd	A	

Figure 7-31

35. Repeat step 33, but this time clicking on the "Delete car 'slot'" radio button before pressing on "Delete car". Figure 7-32 shows what the "Rolling Stock (Cars)" window will look like after clicking on the "Delete car 'slot'" radio button in the "Deleting a Car" window and clicking on "Yes" in the "Permanent deletion" window.

#	Initials	Number	Kind	NG	Lgh	LdLmt	Contents	BoL	Hrs	Spot	Next	Dest'n	Quality	Traffic
1	THB	3667	>XM		44	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	wheat flour
2	EBAX	6008	T103AN		45	60	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		anti knock comp
3	WC	55161	GB		57	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
4	GVSR	327155	GB		57	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
5	MRL	30004	>XM		55	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
6	UP	170509	>XM		55	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
7	BCIT	873075	FBC		80	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		
8	SSAM	38710	FBC		80	82	mtly	0		ACT-Yd	ACT-Yd	ACT-Yd		

Figure 7-32

As you can see, if you just delete the car data, the remnants of the car are left. This can be useful if you have a larger number of cars and want to keep the order of the cars in the list consistent. It is also the

recommended method of deleting a car. If you delete the car 'slot' all data in that slot is removed and any cars following the one deleted are moved up in the list, thus if you delete car 9, car 10 moves to car 9, car 11 moves to car 10, etc. ProTrak uses the 'car list number' in 'marrying' various pieces of data as it prepares cars for movement. Deleting the slot has the potential to get car-at locations out of sync. As an aside, if you add a car and there is an 'empty' slot, ProTrak uses that slot for the new car.

36. Before we leave this section, let's do one more thing. We'll add car 9 from Table 3 (the TCAX 20115 type LU car). Once it's been entered and we're returned to the "Rolling stock (Cars)" window, we want to deactivate this car.

37. In the "Rolling stock (Cars)" window single click on line 9 to select the car we just entered, then at the bottom of the window, click on the "De-activate car" button. You see that the "Contents" field contains the word "de-activated" while all of the fields that follow (BoL, etc.) are blank. This makes sense since a car which has been deactivated may have actually been removed from the layout for any one of a number of reasons. Once the car is ready to be placed back into service, it can be re-activated and we'll show you how in Chapter 12 <sup>(16)</sup>.

Rolling stock (Cars) There are 9 total cars, of which 8 are active cars, being 88.9% of total.														
#	Initials	Number	Kind	NG	Lgh	LdLmt	Contents	BoL	Hrs	Spot	Next	Dest'n	Quality	Traffic
1	THB	3667	XM		44	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	wheat flour
2	EBAX	6008	T103AN		45	60	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		anti knock comp
3	WC	55161	GB		57	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
4	GVSR	327155	GB		57	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
5	MRL	30004	XM		55	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
6	UP	170509	XM		55	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd	A	
7	BCIT	873075	FBC		80	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
8	SSAM	38710	FBC		80	82	mty	0		ACT-Yd	ACT-Yd	ACT-Yd		
9	TTAX	20115	LU		55	82	de-activated							

Figure 7-33

You noted that there were a number of other cars listed in Appendix B Table 3. For now we'll ignore them – they'll be used as we get further along.

One final note: We've entered car data manually for each car or duplicated it from an existing car. If you have car data in some other electronic format, there

<sup>16</sup> Note that we could have de-activated the car while we were entering the data for the car. If you look at Figure 7-26 you will see a button at the bottom of the right hand panel marked "De-activate". This would accomplish the same actions as described above.

is a way to import that data. The details of how this can be accomplished is detailed in Appendix N.

38. Click on "Close" to close the "Rolling stock (Cars)" window.

## Reporting Marks Entered Manually

In the last section we entered a number of cars which had reporting marks that did not appear in the 'Official Guide' and therefore you had to enter them manually. While it may not be evident to you, every time you added a car which required the manual entry of the reporting marks, an entry was made in the 'Official Guide'. Since the only information available was the reporting marks, those entries are incomplete. While not necessary for the operation of ProTrak, you probably should go back in and add some of the missing data for those entries. Let's update the entries that we just made.

1. Depending on what you have done, you may find a window like the one in Figure 7-34 may be visible when you closed the "Rolling Stock (Cars)" window. If so, continue to step 3.

Changing railroad: 311 of: 311

Railroad: unknown

Reporting marks: GVSR

Primary connection: ALL  
made at: Chicago, IL

Second connection:  
made at:

Third connection:  
made at:

Fourth connection:  
made at:

**Railway Line Clearances Northeast / 1988**

Car built to AAR Plate: H+ are un-restricted.

Maximum gross weight on rail, lbs: 263,000 lb

**Railroads in Official Guide**

###	Initial	Railroad
1	PRO	ProTrak Demonstrator
2	ATSF	Atchinson, Topeka &
3	BN	Burlington Northern
4	CR	Conrail
5	CSX	Chesapeake Seaboard
6	NS	Norfolk Southern Rai
7	SP	Southern Pacific
8	UP	Union Pacific
9	CP	CP Rail
10	CP	Canadian Pacific
11	CN	Canadian National
12	A&EC	Atlantic & East Caro
13	AA	Ann Arbor
14	AA	Michigan Interstate
15	AC	Algoma Central
16	ACL	Atlantic Coast Line
17	ΔN	Δntonic & Danville

Uncheck for Manual Data Entry

Cancel OK



Figure 7-34

- If the window shown in Figure 7-34 wasn't open, click on "The Railroad" then select "Gateways and other railroads" from the dropdown list. You will see a list of all the railroads that are in the Official Guide for the era and geographical area where your railroad is modeled. In our case, this is for 1988 in the Northeast. The railroads that have been added will be found at the extreme end of the listing so scroll down until you reach the bottom of the list. Figure 7-35 shows what this list looks like.

#	Rep Mkrs	Railroad	Plate	Max Wgt	via RR	at City	via 2nd RR	at 2nd City
291	VS	Valley and Siletz	C	263,000	SP	Independence, OR	--	
292	VSO	Valdosta Southern	C	263,000	SR	Valdosta, GA	SCL	Valdosta, GA
293	VTR	Vermont	C	263,000	CV	Burlington, VT	GMRC	Rutland, VT
294	W&OD	Washington & Old Dominion			----		----	
295	WAB	Wabash			*N&W		NYC	
296	WAG	Wellsville, Addison & Galeton			----		----	
297	WC	Wisconsin Central	U	263,000	BN	St Paul	CP	Sault St Marie, ON
298	WLE	Wheeling & Lake Erie			----		----	
299	WM	Western Maryland	E	4,000	C&O	Hagerstown, MD	PLE	Pittsburgh, PA
300	WNF	Winfield	C	220,000	CR	Winfield Jct, PA	--	
301	WNFR	Winifrede	C	263,000	C&O	Winifrede Jct, WV	--	
302	WP	Western Pacific			UP	Salt Lake City	BN	Salt Lake City
303	WRWK	Warwick	C	263,000	CR	Auburn, RI		
304	WSDR	Wisconsin & Southern			----		----	
305	WSS	Winston-Salem Southbound	C	263,000	SR	Winston-Salem, NC	SCL	Wadesboro, NC
306	WwV	Walla Walla Valley	C	263,000	BN	Walla Walla, WA	--	
307	YAN	Yancy	C	263,000	CRR	Kona Jct, NC	--	
308	YS	Youngstown & Southern	C	263,000	CR	Youngstown, OH	C&O	Youngstown, OH
309	YVT	Yakima Valley	C	263,000	UP	Yakima, WA	BN	Yakima, WA
310	YW	Yreka Western	F	263,000	SP	Montague	----	
311	GVSr	unknown	U	263,000	ALL	Chicago, IL		
312	MRL	unknown	U	263,000	ALL	Chicago, IL		
313	SSAM	unknown	U	263,000	ALL	Chicago, IL		

Figure 7-35

- In our case, there have been three railroads added. GVSr, MRL and SSAM. If GVSr shows "unknown" in the third column – the one titled "Railroad" – you need to update that record. If GVSr shows "Galveston Railroad, LP" then you can ignore that entry and update the next record – MRL.
- To update a record, single click on the entry in the "Official Guide..." window then click on the "Change railroad" button at the lower left corner of the window. This will open the window shown in Figure 7-34.
- The railroad names for the three entries are:
  - GVSr Galveston Railroad, LP
  - MRL Montana Rail Link
  - SSAM Sault Ste. Marie Bridge Company

Enter the appropriate name in the "Railroad" field then click on "OK" – we'll accept the default values for the other data. As soon you click on "OK" the "Changing Railroad" window will close.

6. Repeat steps 4 and 5 as often as necessary to update all three records.
7. Click on "Close" to close the "Official Guide..." window.

## **Minimum Data Items - Cars**

Initials (Reporting Marks)  
Number (Number)  
Class of bearing (Bearing)  
Weight of empty car (Light Weight)  
Bearing kind (Bearing kind)  
Model Weight (Weight of Model Car)

(See Default and Minimum Data Items in Chapter 2 for an explanation)

## **FAQs Cars**

Sections G, H, I, J and S of Appendix L have questions and answers dealing with cars and car loads. Section G also covers the issues of Gateways.

So far we've defined trains, customers and cars that are used to carry commodities to and from the customers on our railroad, but there is one last thing that needs to be done – creating waybills and associated car-orders and that is the topic we'll cover in the next chapter.

## Summary

In Chapter 7 you have done the following:

- Entered some freight cars;
- Deleted a freight car;
- De-activated a freight car;
- Set the limit the number of cars using the Administration menu;
- Added railroads to the "Official Guide".

You should also have done the following:

- Learned the importance of not entering ALL your freight cars at once;
- Learned to set the default yard;
- Learned to edit freight cars;
- Learned two ways to duplicate cars;
- Learned to delete cars from the listing:
  - Delete "Data only";
  - Delete "Complete listing";and understood the difference between the two methods;
- Learned the two ways to de-activate a freight car;
- Learned how to update railroad records in the "Official Guide".

We've now set up some of the cars for the new railroad and can move on to Chapter 8 where we'll enter the data for waybills and car-orders needed to service the customers we set up in Chapter 6.