9. Let's use the values from steps 7 and 8 to figure out what times should be displayed in the "Train Schedule" window. Here's a table with the times for train 100.

Station	Arrive	Stn Stop	Depart
Castle Rock			7:00 am
Berwick	7:01 am	2 min	7:03 am
Actonvale	7:04 am	5 min	7:09 am
West Stg	7:13 am		

10. Let's make this a typical commuter type train - it needs to stay in West Staging for the balance of the day. We'll have train 101 leave West Staging at 5:30 pm. Again here's a table with the times for train 101.

Station	Arrive	Stn Stop	Depart
West Stg			5:30 pm
Actonvale	5:31 pm	5 min	5:36 pm
Berwick	5:37 pm	2 min	5:39 pm
Castle Rock	5:40 pm		

We can now use the values in the above two tables to adjust the times in the ProTrak Scheduler.

11. Let's go ahead and change the various arrival and departure times for train 100/101. It is best to work from the end point and move backwards so adjust the arrival time at Castle Rock then Berwick, etc. In cases where both the arrival and departure time need to be changed, you need to make the changes in two stages. Double-click on the station entry to bring it into the edit window, change the departure time, click on "Save stop" to accept the changed departure time, double-click on the station entry again to bring it up in the edit window, change the arrival time, then click on "Save" to accept the changed arrival time. Remember that once you have made all the changes you must click on the "OK" button in the bottom right corner of the window to permanently accept all of the changes. Figure 13-20 shows the final timetable version of train 100/101's schedule.

Figure 13-20

12. Once you have clicked on the "OK" button, click on the "Schedule directly on String diagram" to see what train 100/101's schedule looks like on the string diagram. Figure 13-21 shows what that should look like.
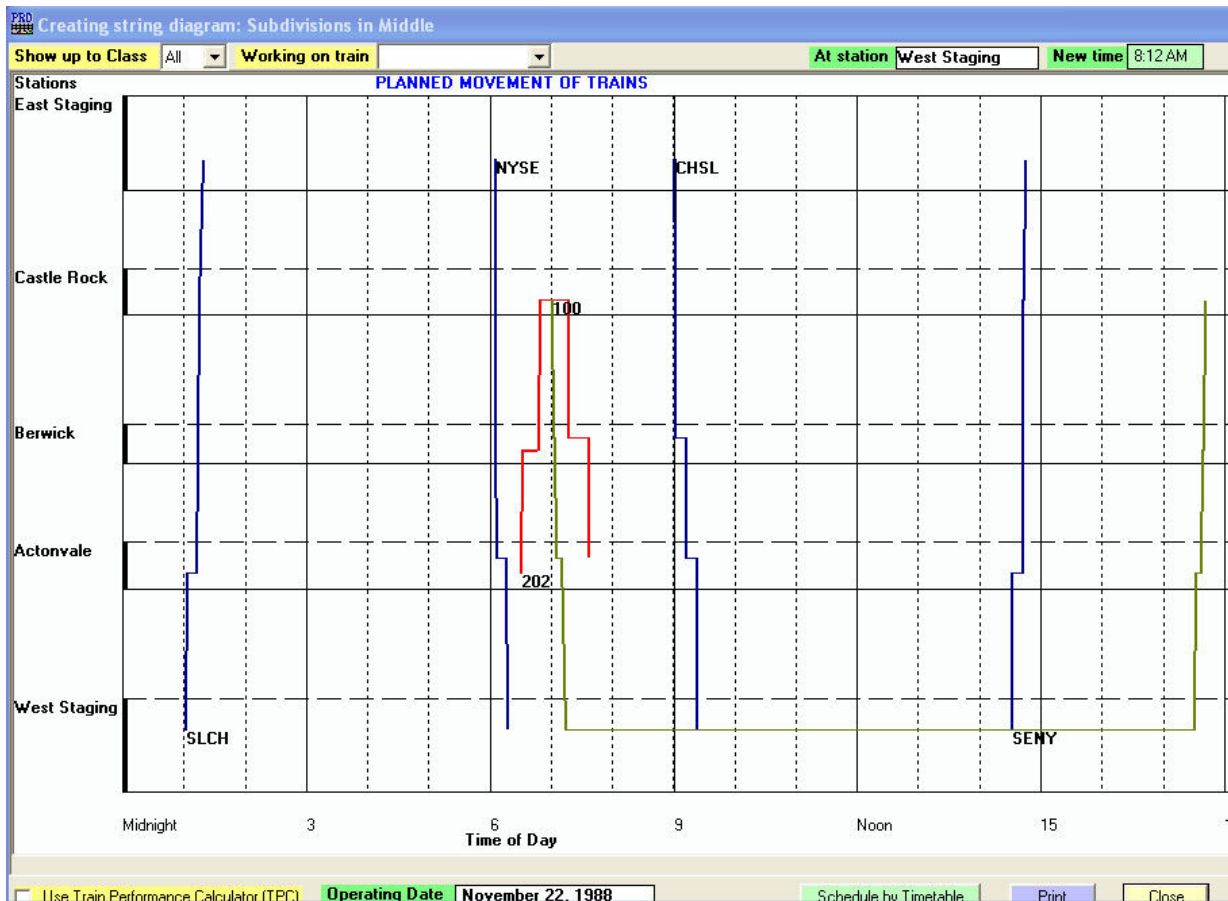
Figure 13-21

13. As we can see there really is no conflict between train 202 and train 100 since train 202 will be in Castle Rock before train 100 leaves and is not scheduled to depart until after train 100 has departed. We need to warn Train 202 to be clear of the main track for Train 100 and we'll see how we can do that a bit later. Similarly, there is no conflict with either train CHSL or train SENY since both of them depart or arrive while train 100 is waiting in staging. We can close the "Creating string diagram…" window.

Assigning Passenger Cars to the Train

The last task to perform is to assign the three passenger cars to trains 100/101.

1. From the ProTrak Standard toolbar, click on "Transportation" then select "Re-block trains between sessions" from the dropdown list, then select "Assign cars to a Passenger train" from the second dropdown list. A window like Figure 13-22 will appear.
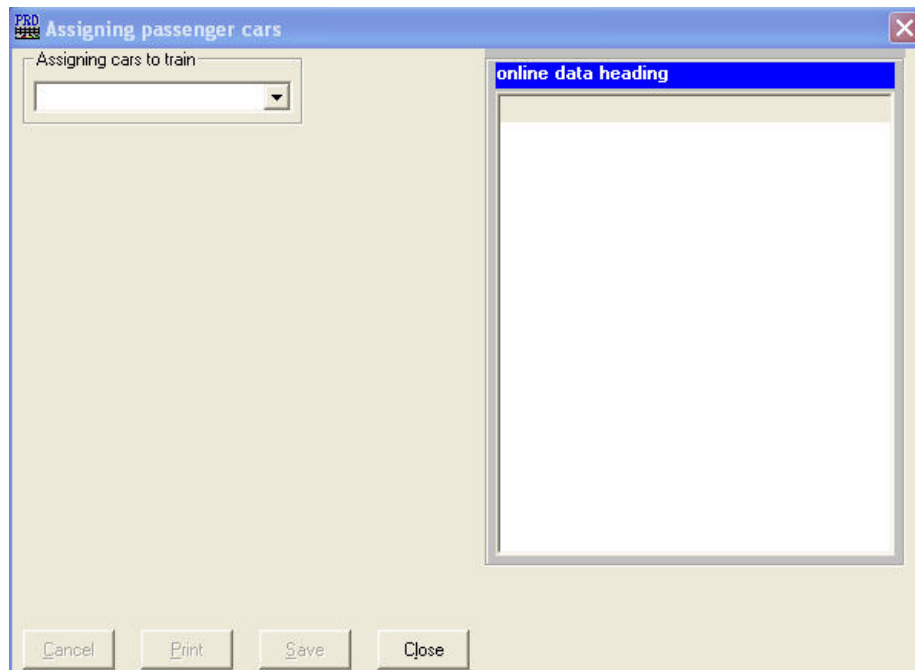
Figure 13-22

2. Click on the dropdown arrow beside the "Assigning cars to train" data field. Select "Symbol: 100/101" from the list (the only entry in the list). The window should now look like Figure 13-23.
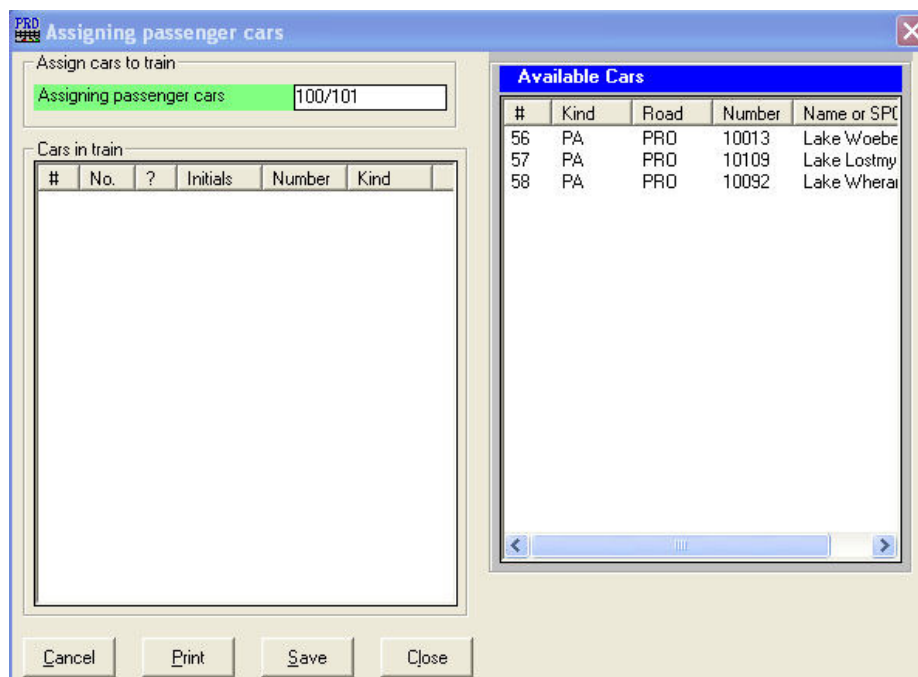

Figure 13-23

13-24

3. Double-click on each of the cars [11] shown in the right-hand panel and the cars will be assigned to the train. Once all three cars have been assigned, the window should look like Figure 13-24.
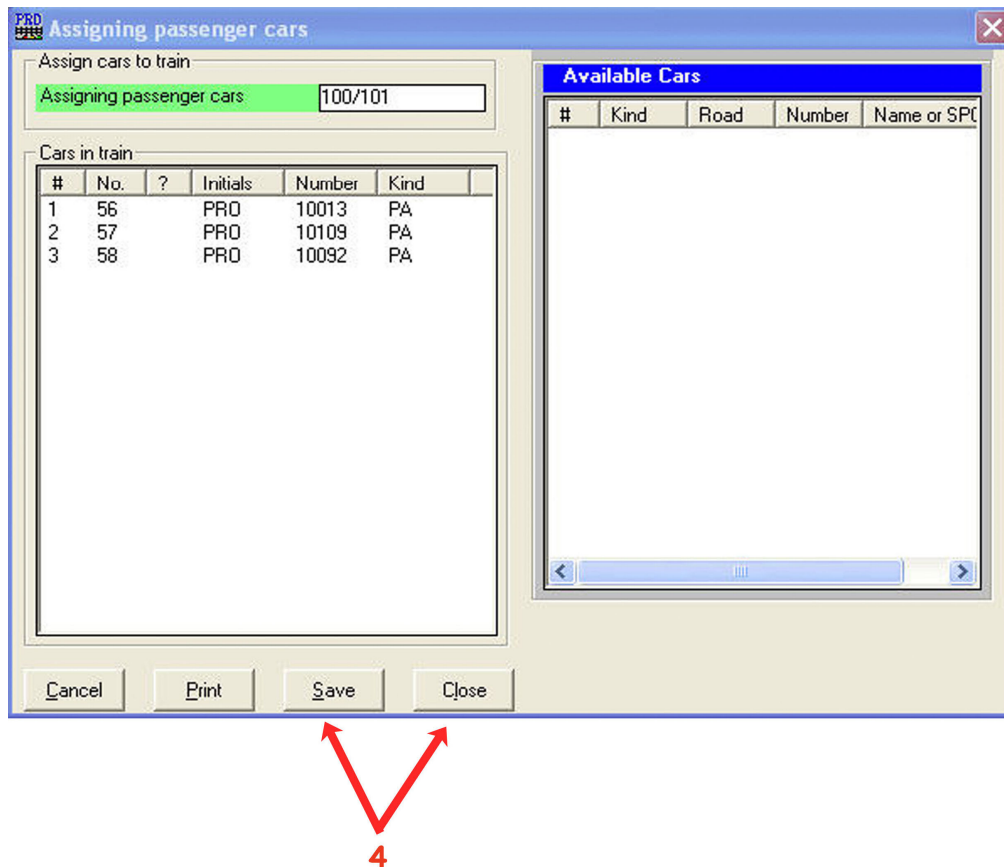

Figure 13-24

4. Click on "Save" to save the changes then click on "Close" to finish the process of assigning passenger cars. Note that if you do **not** click on "Save" before closing the window, the three cars will not be not assigned to Train 100/101.

Printing Schedules and String Diagrams

Up to this point we've worked with what we could see on the screen when it came to working with the schedules. In reality, once we start to actually run trains for real (not just on paper), it would be nice for each train crew to have a copy of their train's schedule. It might also be nice to have a printed copy of the string diagram posted where everyone can see what is happening. Let's look at

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[11] If one or more of the cars do no show up in the right hand panel, close the "Assigning passenger cars" window, exit ProTrak then restart ProTrak. You will be asked "Initialize new car Inventory files?". Click on "Yes" and the cars will now appear.

how we can make that happen. First, let's deal with the timetable type schedules.

1. On the ProTrak Standard toolbar, click on "Scheduling" then select "Print train schedules" from the dropdown list. A window like Figure 13-25 will appear.
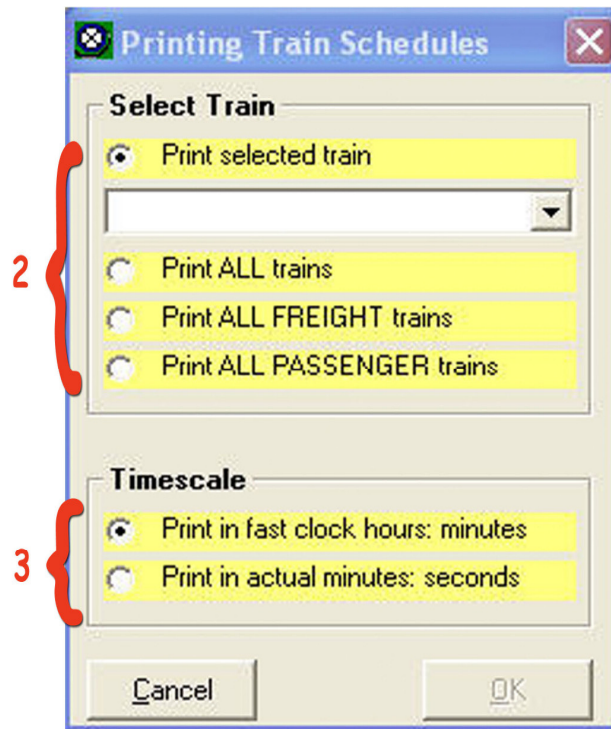

Figure 13-25

2. As you can see we have a number of options as to what schedules we want printed:
    a. We can print the schedule for just one train. This option is useful if you have added a new train or adjusted the schedule of an existing train without changing the schedule of any of the other trains;
    b. We can print the schedule of "ALL trains";
    c. We can print the schedule of "ALL FREIGHT trains"; or
    d. We can print the schedule of "ALL PASSENGER trains".
The default option is to print just one train's schedule by choosing the train from the dropdown list.

3. The other option that we have is what timescale we want displayed.
    a. We can have the times show in "Fastclock hours: minutes". If you have an operating fastclock and use it in your operations, this is the option you most likely want to choose; or

      b. We can have the time shown in "Actual minutes: seconds". If you are not using a fast clock, this is likely the option you'd want to choose.

It is important to note that the time values shown on the printed timetable schedules are different depending on which option you have chosen. If the times are shown in fastclock times the values are hours and minutes; if the times shown are actual times the values are minutes and seconds.

4. Try printing out the schedules for a couple of trains choosing each of the timescale settings so that you can see the difference. Figure G-31 shows the schedule for Train 100/101 showing the time in fastclock hours and minutes. When you are done, click on "Cancel" to close the "Printing Train Schedules" window.

Now let's look at printing out the string diagram. On the ProTrak Standard toolbar, click on "Scheduling" then select "Create string diagram" from the dropdown list. Once the "Which subdivision" window opens, double-click on the only entry in the window. You'll now see the familiar String Diagram window that we've been working with in the past.

5. Before we look at how to do the printing we need to discuss what is currently displayed. If you have set up your trains so that the various types of trains are in separate classes (1=passenger, 2=through, etc) you can choose to only have some of the trains displayed on the string diagram. Since we have set up train 100/101 as a class 1 train, if you were to click on the dropdown arrow beside the "Show up to class" data field and choose "1" from the list you would see that only the class 1 train – train 100/101 – shows up on the screen. It is important to note that the trains displayed on the string diagram are all trains up to the class you have selected. If you select "3" from the dropdown list, trains of classes 1, 2 and 3 will be displayed but not class 4 and beyond.

6. Now how to print. Down at the very bottom of the window you will see a button labeled "Print". Clicking on this button will cause a copy of all the trains displayed in the "Creating string diagram..." window to be printed on the default printer. If the train is not displayed in the window it won't appear on the printed copy. Go ahead and print a copy of the string diagram by clicking on the "Print" button at the bottom center of the window. When you are done, click on the "Close" button to close the "Creating string diagram…" window.

OK, we've completed all the tasks we need to get a passenger train operating. One last note before we try running some sessions. In the past when we've run the "Daily Summary" at the end of a session we've kept the day of the week for the next session as Monday. For our implementation of passenger service we need to allow the day of the week to move forward at the end of each session.

The reason for this will be evident as we move forward in this chapter. Try running a couple of sessions to see how things worked out.

Adding a Dining Car

We've got our passenger train running and the passengers are happy with the schedule. There is sufficient time in 'The Big City' for folks to conduct business and shop. There has been a request from some of the passengers. They noted that since the train leaves quite early, they would like to be able to wait and have breakfast on the way. Our railroad, ever mindful of our bottom line, has looked at the situation and has decided that adding a diner will not only keep our customers happy, but will likely also turn us a profit. For a number of reasons, the diner will only be available on the Actonvale-West Staging and West Staging-Actonvale legs of the trips.

If you remember in the introduction to this chapter, we indicated that a passenger train's consist could be fixed, or variable – having a car or cars added or dropped during the trip. While we are going to add a diner in this section, the concepts explored here can be used for any number of cars which may be added or dropped. For instance this could be an REA car, an express refrigerator, an RPO, a sleeper [12], etc. Let's see how we do this.

We need to do several things:
    a) We need to add a location at Actonvale where the diner will be picked up and dropped off. We'll call this the "Diner Service" track.
    b) Obviously we need to add a diner. For our purposes we'll use the term diner to mean any of the food service type cars.
    c) Finally, we need to re-visit the yard blocking for train 100/101 to add a specific reference to Actonvale – specifically the "Diner Service" track.

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[12] Here's an example of adding/dropping a sleeper. At least one railroad's schedule had the passenger train passing through a mid-sized city in the 'wee small hours' of the morning in both directions. Since the majority of the passengers getting on the trains were eastbound and those getting off were coming from the east the railroad decided to help. To make things easier for the eastbound sleeping car passengers getting on at that location, a sleeper was parked at the station and could be boarded any time after 10 pm. Similarly, for westbound sleeping car passengers getting off, the sleeper was dropped at the station and passengers could continue to sleep until morning.

Adding the Diner Service Track

1. The Diner Service track is basically no different than the Coach Yard we set up at Castle Rock. Here's the details:
   a. Siding Name: select "diner…" from the special list then edit to read "diner service"
   b. Industry Name: Diner Service
   c. City: Actonvale
   d. Siding SPOT   ACT-41
   e. Track length   200
   f. Siding radius   33
   g. Switching railroad   ProTrak Demonstrator
   h. Switching Train   100/101
   i. Cars blocked at   2

   Create a new customer (*Traffic/Customers [Customers and Loading points] -> Edit/New on-line Customer [Changing customer: X of: Y]*) and add the data above.

2. Here's what your "Changing customer..." window should look like once you have added the data:

Figure 13-26

13-29

3. Click on "OK" to accept the new customer then close the "Customers and Loading Points window.

Adding the Diner to the train

1. Adding the diner follows the same process we used earlier to add the coaches (*Traffic/Passenger cars [Rolling stock (Cars)] -> Edit/New car. [Changing active car:…])* Here's the information for the diner:
   a) Reporting marks and number: PRO 2018
   b) Car Kind: DB (Buffet)
   c) Car Class   P
   d) Name: (blank – erase any text that may show)
   e) Length   85
   f) Light weight   160,000
   g) Location   ACT-41

   You may notice a couple of things. First, we've asked for a 'Buffet' car which has a Car Kind code of "DB". These folks really just want a light meal - coffee, muffins, Danishes, etc. - not a full blown sit down type meal. Secondly, we've got a car with a light weight of 160,000 rather than the 140,000 of the coaches. There is more weight in diner cars due to the cooking and food storage equipment.

2. Here's what your "Changing car..." window should look like:

Figure 13-27

4. Click on "OK" to accept the diner then close the "Rolling stock (Cars)" window.

Passenger Car Waybills

As we mentioned earlier in the chapter, Waybills are only required for passenger cars if a car is to be picked up and/or dropped off enroute. In our case the diner will be picked up by train 100 in Actonvale and dropped at Actonvale by train 101.   Lets set up a pair of waybills for these actions.

1. On the ProTrak Standard Toolbar, click on "Traffic" then select "Bills of Lading and Waybills" from the dropdown list. A window similar to Figure 13-28 will appear.

#	Nxt	Kind	Commodity	Wgt	Traffic	Freq'y	Shipper/City	Shpr Siding	Consignee/City	Csgn Siding
1	T		diesel fuel	5	local		R&D Fuels/Buffalo, NY	ACT-Yd	fuel track/	ACT-Yd
2	LO		sand, traction	mty	local		Kraft Sand Dune/Lewes, DE	ACT-Yd	sand track/	ACT-Yd
13			ties, rr, creos	34	local		/		/	
14			rail bonds	68	local		/		/	
15			rail	68	local		/		/	
16			empty	mty	local		/		/	
17			empty	mty	local		/		/	
18	HM		steam coal	5	local		R&D Fuels/Buffalo, NY	ACT-Yd	coal track/	ACT-Yd
19			empty	mty	local		/		/	

Figure 13-28

13-31

2. On the ProTrak Standard Toolbar, click on "Edit" then select "New Bill of Lading/waybill" from the dropdown list. A window similar to Figure 13-29 will appear.

Figure 13-29

3. In Chapter 8 we dealt at length with the subject of waybills so we'll not repeat much of what was in that chapter, just deal with how waybills are used in passenger operations.

4. While this is not the order we dealt with things in Chapter 8, the first thing we'll do is choose the "Ordered car kind". It will be obvious why once we have chosen the car kind. Click on the "Ordered car kind" data field then double-click on the "Passenger cars" entry in the right hand panel. Figure 13-30 shows what the "Uniform Bill of Lading..." now looks like. As you can see the window is much simpler than that shown in Figure 13-29. Not only are there less data fields but the title of the window has also changed and now reads "Passenger Service waybill…".

Figure 13-30

5. Back to the "Ordered car kind" data field. We're dealing with adding a buffet car so we need to select "DB, Buffet as the ordered car kind. You may do this in either of two ways. One is to click on the dropdown arrow beside the "Ordered car kind" data field and select "DB, Buffet" from the list. The second is to click on the "Show Specific" radio button at the bottom of the right hand panel, then select "DB, Buffet" from the list that appears. Which method you use is up to you.

6. Now we need to set up the shipper. You remember earlier setting up the "Diner Service" track in Actonvale - that will be our shipper. Click in the "Shipper company" data field and double click on the entry for ACT-41 in the right hand panel. As in the past, the city and siding number data fields will be filled in automatically.

7. In the past when we've created a waybill, we've used a company that was found in the list of customers – either a ProTrak supplied offline customer or a customer which we had created. In reality, we don't actually need a defined customer; all we really need is the siding number of the track that the train is

to go to. [13] Click in the "Consignee siding number" data-field and from the list in the right hand panel, double click on STL03s.

8. Here's what your "Passenger Service waybill" window should now look like.

Figure 13-31

9. For the moment, that is all that we can do. Click on the "Save" button to add the waybill then click on the "Test for possible..." radio button. You should see PRO 2018 listed – the only Buffet Car that we have.

10. Make a note of the waybill number (found in the blue bar at the top of the window – 47 in my case), then click on "Save and Close" to exit the "Passenger Service waybill" window.

11. We've now got the waybill for the Actonvale-St. Louis leg of train 100/101 done but we need a second waybill for the St. Louis-Actonvale leg. Repeat what you did in steps 2 through 7 except reversing the Shipper & Consignee fields. The Shipper siding number will be STL03s (you may have to erase

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[13] Here's a paraphrase of Jim Moir's comment on the subject of off-line customers: "As with freight traffic you can leave the waybill 'Company' and 'City' data fields blank. All you need is the 'siding number'. Again as with freight traffic you can enter a station name and/or city directly, neither of which has to exist anywhere else except on that one waybill.

data in the "Shipper city" data field) and the "Consignee company" will be the Diner Service at ACT-41.

12. Here's what the "Passenger Service waybill" for the St. Louis-Actonvale leg should look like:

Figure 13-32

13. If you look back at Figure 13-32 you will see a data field labeled "Continuing in transit" (near the bottom of the left hand panel). We will use that data field to link the two waybills we've just created (47 for the Actonvale-St. Louis leg and 48 for the St. Louis-Actonvale leg). ProTrak knows that if there is a number (other than zero) in the "Continuing in transit data field, once the diner reaches the location shown as the "Consignee siding number" it must change the waybill and use the waybill that is shown in the "Continuing in transit data field.

14. To start the linking process, click in the "Continuing in transit" and in the right hand panel you should see the waybill that you created for the ACT-STL03s leg of train 100/101 (47 in my case). Double-click on that waybill and the "Continuing in transit" data field will be updated. Click on "Save and Close".

15. In the "Bill 0f Lading/Waybills…" window, double-click on the first waybill we created (waybill 47 in my case). We need to set up the "Continuing in transit data field in this waybill as well. Repeat step 14 above inserting the number of the second waybill (WB# 48 in my case). Click on "Save and Close".

13-35

16. Figure 13-33 shows what the "Bill of Lading/Waybills…" window now looks like (a larger copy is in Appendix C). You will note that waybill 47 has the notation "CIT: 48" in the column labeled "Nxt" while waybill 48 has the notation "CIT: 47". Once the car that has waybill 47 assigned to it arrives in STL03s it is 'unloaded' and waybill 48 is assigned to it. Similarly when the car that has waybill 48 assigned to it arrives in Actonvale it is 'unloaded' and waybill 48 is assigned to it. This allows the two waybills to be used in a closed loop – WB 47 on the way to staging; WB 48 on the way back.

Bill of Lading/Waybills, showing: 48 available, of: 48 total

#	Nxt	Kind	Commodity	Wgt	Traffic	Freq'y	Shipper/City	Shpr Siding	Consignee/City	Csgn Siding
28		FBC	engineered lumber	35	out	always	North Star Eng./Berwick	BER-10	Ryan Homes Co/Thurmond, MD	CHI02s
29		LU	engineered lumber	35	out	always	North Star Eng./Berwick	BER-10	Donohue Inc./Comtois, PQ	CHI02s
30		GB	scrap iron	67	out	always	Wilson & Sons S/Berwick	BER-11	LTV Steel/Henepin, IL	CHI02s
31		GB	scrap iron	67	out	always	Wilson & Sons S/Berwick	BER-11	Nucor Steel/Crawsfordvil	CHI02s
32		LO	portland cement	50	in	always	Dixon Marquette/Dixon, IL	CHI02s	Ideal Cement/Castle Rock	CAS-10
33		LO	portland cement	50	in	always	Lehigh Portland/Union Bridge	NYC01s	Ideal Cement/Castle Rock	CAS-10
34		FBC	dimensional lumber	63	out	always	Wilkins Forest/Castle Rock	CAS-11	Forbush Lumber/Gowanda, NY	NYC01s
35		FBC	plywood	63	local	always	Wilkins Forest/Castle Rock	CAS-11	Parker & Stearn/Johnson, VT	CAS12a
36		XM	adhesives	50	in	always	Delta Chemicals/Searsport, M	NYC01s	Wilkins Forest/Castle Rock	CAS-11
37		LO	fertilizer	63	in	always	Sherritt, Inc/Milwaukee, W	CHI02s	Pioneer Ag Serv/Castle Rock	CAS12a
38		LO	fertilizer	63	in	always	Saferco-Cargill/Belle Plaine	CHI02s	Pioneer Ag Serv/Castle Rock	CAS12a
39		T109A	anhydrous ammonia	50	in	always	Agrium, Inc./Borger, TX	STL03s	Pioneer Ag Serv/Castle Rock	CAS12a
40		XM	farm equipmentnec	33	in	always	United Grain Gr/Vancouver, B	SEA01s	Pioneer Ag Serv/Castle Rock	CAS12a
41		LO	wheat	70	out	always	Pioneer Ag Serv/Castle Rock	CAS12b	United Grain Gr/Vancouver, B	SEA01s
42		LO	oats	60	out	always	Pioneer Ag Serv/Castle Rock	CAS12b	United Grain Gr/Vancouver, B	SEA01s
43		LO	canola	80	out	always	Pioneer Ag Serv/Castle Rock	CAS12b	United Grain Gr/Vancouver, B	SEA01s
44		T109A	LPG	50	in	always	Amoco/Sarnia, ON	CHI02s	Comfort Fuels/Castle Rock	CAS-13
45		T103	heating fuel	61	in	always	Amoco Refinery/Mandan, ND	STL03s	Comfort Fuels/Castle Rock	CAS-13
46		HT	coal, heating	50	in	always	Old Ben Coal Co/Enosville, I	CHI02s	Comfort Fuels/Castle Rock	CAS-13
47	CIT: 48	DB	PAX	1	out	always	Diner Service/Actonvale	ACT-41	/	STL03s
48	CIT: 47	DB	PAX	1	in	always	/	STL03s	Diner Service/Actonvale	ACT-41

Figure 13-33

17. Close the "Bill of Lading/Waybills…" window.

Adjusting Train 100/101's Yard Blocking

As noted earlier, we need to adjust the yard blocking for Train 100/101 to make specific reference to the need to stop at Actonvale to pickup the diner. Here's what we need to do.

1. On the ProTrak Standard Toolbar, click on "Scheduling" then select "Establish Train jobs and yarding" from the dropdown list. Double click on the line for Train 100/101. Figure 13-34 shows the "Changing train…" window for Train 100/101.

Figure 13-34

2. Click in the "Yard blocking 2)" data field then select "ACT-01" from the list in the center panel. Also make the following changes:
   a. Yard blocking 3) – change to STL03s
   b. Yard blocking 4) – insert ACT-01
   c. Yard blocking 5) – insert CAS-01

Once all the changes have been made, the "Changing train…" window should look like Figure 13-35.

13-37

Figure 13-35

You may have noticed that, as you started to make the changes, the radio button beside the "Yard blocking 2)" data field disappeared, but that it reappeared once all 5 of the yard blocking entries had been selected. That is normal.

Click on "OK" to accept the changes and close the "Changing train…" window. Also close the "Listing of train jobs" window.

Passenger Ops Switchlists

1. We've already run a couple of sessions with the coaches only but we haven't really talked about switchlists for passenger operations. Before we go ahead and run some sessions picking up the diner we need to talk about switchlists for a moment as there are some differences between switchlists for freight operations and switchlists for passenger operations..

2. Start "Operations" as you did for a freight train then from the ProTrak Operations Toolbar select "Switchlist" and choose "Print a Switchlist" from the dropdown list. Single click on train 100 then click on the "Switchlist" button at the bottom of the window; alternately, you may double-click on train 100. Either of these will cause the switchlist for train 100 to be printed. At present, there is no "Switchlist Preview" for passenger train operations. As a result you cannot view the switchlist on-screen but rather ProTrak will send the switchlist directly to the default printer. A copy of the

13-38

"Conductors Passenger Service Report" (the passenger ops version of a switchlist) is included in Appendix G as Figure G-30.

3. As you can see from looking at Figure G-30, the "Conductors Passenger Service Report" looks quite different than the ones we're used to seeing for passenger trains.

    a. The first difference is the name of the report. Rather than being called a "Switchlist" the passenger version of the report is called the "Conductors Passenger Service Report".
    b. The five lines of text below the report title are the same as they are in freight operations
    c. Below the details of the train and crew, you see that the train's schedule is printed (in freight operations we would expect to see the details of the cars on the train, cars for pickup and/or cars to be set off). In addition to the passenger train's schedule there is also some information about passenger loadings (PAX on, PAX off and PAX On-board)
    d. Below the train's schedule area is a list of the cars on the train as well as those to be picked up and/or set off enroute.

4. Let's look at Figure G-30 to see if everything that we expect to be on the "Conductors Passenger Service Report" is there. For the most part, everything is as expected however the one noticeable omission is that there is no indication that the diner is to be picked up in Actonvale. Let's exit operations and see how we can fix this:
    a. The first thing we need to do is to check to make sure that the car is at ACT-41 (the diner service track). Open the passenger car record for PRO 2018 (*Traffic/Passenger cars[Rolling stock (Cars)]*). Double-click on car PRO 2018 which will open the "Changing active car…" window. About 2/3 of the way down in the left hand panel is a field labeled "Location of car"   If this does not show "ACT-41", click in the "Location of car" field then from the list in the right hand panel, double-click on "ACT-41"

    b. Next we need to check to make sure waybill 47 is assigned to the diner. Just above the "Location of car" data field is another data field labeled "Waybill". The "Waybill" data field currently shows "0" (zero) meaning there is no waybill assigned to the car. To assign waybill 47 to the diner, click in the "Waybill" data field and a list of possible waybills will appear in the right hand panel – both waybill 47 and 48 show up. We want to assign waybill 47 to the train so double click on the entry for waybill 47 in the right hand panel. At this point the "Waybill" data field should show the number "47" on a white background. If you see the number "47" but the background is a tan color, the likely cause is that the "Location of car" data field

13-39

does not show "ACT-41" (see step 4a above). Figure 13-36 shows what the "Changing active car" window should look like once the "Location of car" and "Waybill" data fields are correct.

Figure 13-36

c. Click on "OK to accept the changes and return to the "Rolling stock (Cars)" window.

d. In the "Rolling stock (Cars)" window, look at the entry for car "PRO 2018" (the last entry"). You can see that the column headed "BoL" shows "47" for PRO 2018 and the "Spot" column shows "ACT-41". Close the "Rolling stock (Cars)" window.

e. Next we need to make sure ProTrak has the diner ready to be picked up in Actonvale. Start operations (*Transportation/ "Operations", Run an Operating Session*) and once the Pre-Processor has completed, clicked on "Continue".

f. We need to make sure that changes that have been made are being picked up properly by ProTrak. To do this click on "Yardmaster" on the ProTrak Operations Toolbar, then select "Route cars at Yards & Customers" from the dropdown list.

13-40

g. Once the car routing process completes, a window like the one in Figure 13-37 will appear

Figure 13-37

h. Look at the line for Train 100 (line 4). As you can see, this shows 3 cars on the train (the column headed "Cars") and 1 car for pickup (the column headed "Pick"). This means that we will now be directed to pickup the diner at Actonvale. We can double check that the diner is being included on train 100/101. **Single click** on line 4 then click on the "Switchlist" button at the bottom. The revised switchlist will now print. A copy of this can be found In Appendix G as Figure G-32. The last line in the listing of cars clearly shows that car PRO 2018 is to be added to the train once Train 100 reaches Actonvale.

5. Let's run a couple of sessions to check the movement of the diner.

Passenger Car Car-Orders

After a couple of months of running the diner on train 100/101, the 'bean-counters' have reported to management that, while the diner is turning a profit during the week; however due to much lighter passenger loads the diner is running at a loss during the weekends. Management has decided that the diner will now only be available during the week and has notified the passengers of this. Now we need to make some adjustments so that the diner is not picked up on Saturday or Sunday [14]. To do this we will use a car-order to order the diner for train 100/101.

Why are we using a car order when the diner is not added to train 100 every day? The answer lies in the "Continuing in transit" feature of the two

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[14] Here's the reason why we have allowed the day of the week to move forward at the end of each session.

waybills that were linked together and used to control the movement of the diner. If you remember, we had waybill 47 set so that once the diner reached STLM3s, it automatically used waybill 48 for the return trip. Once the diner reached Actonvale and was set out, waybill 47 was re-activated to allow the diner to be picked up the next day. Since we are not going to have the diner on train 100/101 on Saturday and Sunday, we need to use a different approach to getting the diner on the train.

Here's what we need to do.

1. The first thing we need to do is to create the Car-Order. The subject of Car-Orders was also discussed at length in Chapter 8 so we won't go into detail on that subject.

2. On the ProTrak Standard toolbar click on "Traffic" then select "Car-Orders to/from online customers" from the dropdown list.

3. Click on the entry for the "Diner Service" customer shown in the "Car-Orders: Customers and Loading Points" window (line 19) then click on the "Make Car-Orders" button which can be found at the bottom left corner of the window. A window like Figure 13-38 will appear [15]. This window will allow us to order the diner for just Monday thru Friday.

Figure 13-38

4. As you can see ProTrak has provided a bunch of information for us. The "Customer" data field (and associated data-fields) is correct so we don't

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[15] The values shown in the column headed "Monday" may be different.

need to do anything with those We, however, need to clean up the waybill section – the lower half of the window,

5. As you can see, ProTrak has some car-orders for Monday but these are likely incorrect. With the "Order cars on which day?" window displaying "Monday", click on the "Order cars" button. A window like Figure 13-39 will appear.

Figure 13-39

6. You can see in Figure 13-39 that ProTrak currently shows two cars for waybill 48 and one car for waybill 31. If you remember when we were creating the waybills for the diner, there are only two waybills – 47 and 48. Since waybill 31 is for some other type of car, it is incorrect so let's get rid of it. Click on the "2) Load/waybill" data field and either erase or enter zero (0) in both the waybill number (31) and the carloads (1) data fields

7. We need to change the waybill number and quantity in "1) Load/waybill". Waybill 47 is the waybill that will cover the 'shipping' of the diner from "ACT-41" to "STLM3s". Click in the "1) Load/waybill" data field and from the list in the right hand panel, double-click on waybill 47.

8. Tab to (or click in) the "carloads" data field following the "1) Load/waybill" data field. Since we only have one diner car, change the value to "1".

9. It would now seem reasonable to have waybill 48 added so that the car would be delivered back to the Diner Service customer by train 101. In fact we do not need to include waybill 48 since it is looked after by the "Continuing in Transit" feature that we dealt with a few pages back.

13-43

10. We've now got the car-order for Monday set up so click on "OK" to accept the changes and to return to the "Rule 15 Record of Car-Orders" window.

11. Since we need the diner to be added on Tuesday, Wednesday, Thursday and Friday we need to set up car orders for those days as well. Change the "Order cars on which day" data field as appropriate and order one car using waybill 47 for each of the remaining 4 weekdays. Once you have the diner order for all five days, the "Rule 15 Record of Car-Orders" window should look like Figure 13-40.

Figure 13-40

12. There are two more thing to do so close the "Rule 15…" window as well as the "Car-orders: Customers…" window.

    For a moment, think back to when we set up the waybills for the diner – we set up waybill 47 so that it automatically used waybill 48 for the trip back, and set up waybill 48 to use waybill 47 when train 100 ran the next day. We need to revisit waybill 48 for a moment and make one change. If we leave waybill 48 to automatically set things up so that train 100 will use waybill 47 the next day, when Train 101 comes back from staging on Friday, ProTrak will automatically set up waybill 47 for train 100 on Saturday and that is not what we want.

13. First; from the ProTrak Standard toolbar, click on "Traffic" then select "Bills of Lading and Waybills" from the drop down list. Double click on waybill 48; go to the bottom of the left hand panel and erase the '47' from the "Continuing in Transit" data field and finally click on "Save and Close".
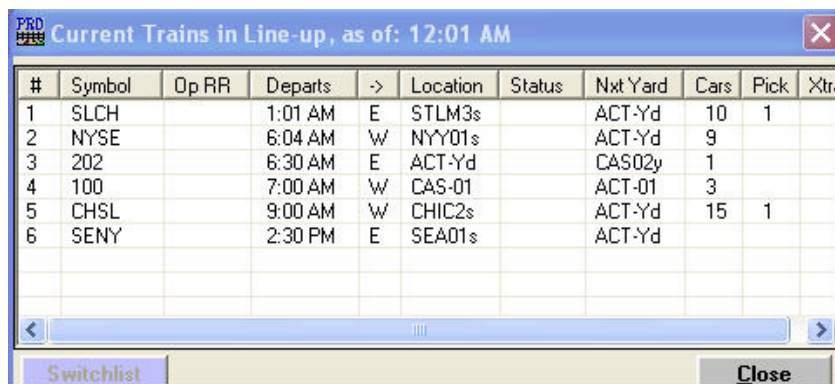
13-44

14. If you examine the "Bill of Lading/Waybill…." window you will notice that waybill 47 still show "CIT:48" in the "Nxt" column while waybill 48 now has nothing in that column. The car-orders that we just set up will use waybill 47 to assign a diner to train 100 when it reaches Actonvale, the Continuing in Transit feature on waybill 47 will use waybill 48 for the diner on train 101 on the return trip. Close the "Bill of Lading/Waybills…" window.

We've now done everything we need to get the diner assigned to trains 100/101 on the weekdays only. Try running at least eight sessions, allowing the next day to move forward so that you can examine what happens when trains 100/101 run on Saturday and Sunday and then again on Monday.

Work Notes

One of the items we've not discussed previously is Work Notes. Work Notes are simply a free form text area where specific notes can be added that will be available to the train crew. Notes are location specific (ex. BER or CAS) and may contain anything that the crew needs to be aware of. Things that might be included are statements such as "Clear main track by 1:30 pm for the arrival of train xxx" or "Locomotives are not permitted on the customer siding track at ABC-xx" or "Do not leave ABC until train xxx arrives from DEF". The first could be used to alert the crew that a passenger train is due to arrive, the second to indicate that the crew has to have a few cars between the locomotive(s) and the car to be set out and the final one is self explanatory. While Work notes do not currently print on the "Conductors Passenger Service Report", we can add then to a freight train's switchlist. Here's how we can use them to our advantage with Trains 100/101.

1. Start an operations session then preview a switchlist (*Operations/ Switchlist/Preview a Switchlist [Current Trains in Line-up…]*). A window like Figure 13-41 will appear.

#	Symbol	Op RR	Departs	->	Location	Status	Nxt Yard	Cars	Pick	Xtr.
1	SLCH		1:01 AM	E	STLM3s		ACT-Yd	10	1	
2	NYSE		6:04 AM	W	NYY01s		ACT-Yd	9		
3	202		6:30 AM	E	ACT-Yd		CAS02y	1		
4	100		7:00 AM	W	CAS-01		ACT-01	3		
5	CHSL		9:00 AM	W	CHIC2s		ACT-Yd	15	1	
6	SENY		2:30 PM	E	SEA01s		ACT-Yd			

Figure 13-41

2. As noted in the preamble to this section, Work Notes currently do not print on a passenger train's "switchlist"; but since both Train 100/101 and Train 202 will be in Castle Rock at the same time, we can add a Work Note to Train 202's switchlist. Double click on train 202 and a window like Figure 13-42 will appear.

#		Car	Number	E	LG	KND	B#	Consignee	SPOT	NxtLoc	Tons	Contents	Hdg
1		PTLX	31984	E	60	LO	13	PioneerAgServices	-->>	CAS12b	28	mty	
2		SSAM	38710	E	80	FBC	11	WilkinsForestIndus	-->>	CAS-11	28	mty	
3		TTZX	85677	E	80	FBC	11	WilkinsForestIndus	-->>	CAS-11	28	mty	
4		WC	55161	E	57	GB	7	Wilson&SonsScrap	-->>	BER-11	28	mty	
5		TTAX	20115	E	55	LU	8	NorthStarEng.Lmbr	-->>	BER-10	28	mty	
6	+	MRL	30004	E	55	XM	8	PROagent	BER-10	ACT-Yd	28	mty dunnage	
7	+	UP	170509	L	55	XM	11	WilkinsForestIndus	CAS-11	BER-10	82	plywood	

Train: 202, Monday, February 22, 1988 — at ACT
Call Time: 7:00 AM — Throttle: 0 — Next Yard: Castle Rock
Clearance #: 22-002 — Origin: Actonvale
Conductor: na — Destination: Castle Rock
Engine: — Cabin:

CARS: Loads 0, Empties 5 — Total Cars 5, Pickups 2
TRAIN: Total train weight 141 tons, Total train length 332 feet
DYNAMICS: Units rated tractive effort (TE): 0 lbs — Maximum required drawbar pull 15,597 lbs

Buttons: Update conductor, power or caboose assignments; Change Power Consist; Add car; Re-block train; Flip block in train; Flip train consist; Work Notes; Print; Close

Figure 13-42

3. About 3/4 of the way down the right hand side of the window you will see a button marked "Work Notes". Click on the "Work Notes" button and a window like Figure 13-43 will appear.

13-46

Figure 13-43

4. We're going to assign work notes to CAS02y. Click in the "Assign notes" check box to the right of CAS02y (Yard blocking 2). A new data area is opened up below the yard blocking fields (Figure 13-44).

Figure 13-44

13-47

5. Insert the text "Ensure Main track is clear prior to 7:00 am for the departure of Train 100" in the "Notes: Train…" data field then click on the "Save Notes" button at the bottom right of the "Work Notes for…" window (see Figure 13-44).

6. The note we entered has now been saved and will be printed on the switchlist for Train 202 at Castle Rock. As you can see though, another area has opened below the note we just entered. This allows us, if required, to add a second (or third, fourth, etc) note. We might need to add another note if, for instance, we had to restrict where the locomotives could go (similar to what we described in the preamble). We won't add any more notes at this time.

7. Click on the "Close" button at the bottom left of the window. You are returned to the "Switchlist Preview" window.

8. That's all there is to work notes.

Synopsis

Here's a synopsis of the steps to setup a passenger train:
- Make sure there are '01' customers (stations) for all on-layout locations where passengers will be picked up and/or dropped off.
- Make sure there is a location, at the station where the passenger train will originate, where the passenger cars will be 'stored' between train runs. Typically this would be a coach yard.
- Make sure the default location for passenger cars is defined, if you haven't already done so.
- Add the passenger cars if this has not already done.
- Set up the passenger train remembering about the xxx/yyy train symbol if applicable.
- Schedule the train
- If the train is to have a fixed consist as is the case in most of the commuter type train operations, assign the cars to the train.
- Make sure there is a waybill for the applicable car type(s) if the train is to have cars added and/or dropped (variable cars), Remember about the 'Continuing in Transit' (CIT) feature.
- Make sure car orders are created to make the pickups and setouts occur when required, specifically if adding and/or dropping the variable cars will not occur each time the train runs, Also remember to revisit the CIT feature in this case.

Summary

In this chapter you have learned:
- How to add passenger cars and the differences between passenger cars and freight cars;
- How to add a passenger traffic related 'customer';
- How to use the 'special' siding name feature;
- How to set up a passenger train that operates as two trains and have the second train run on the same day as the first;
- How to set up passenger traffic waybills and car-orders;
- How to use the 'Continuing in transit' feature on waybills;
- How freight and passenger train switchlists differ;
- How to use work notes.

You have done the following:
- Added additional passenger stations at Berwick and Castle Rock
- Created a coach yard at Castle Rock and set it as the default location for passenger cars.
- Added 3 coaches to start with then later added a diner
- Added the passenger train with the symbol 100/101. This will allow the train to make both the outbound and return legs of the train's trip on the same day.
- Scheduled the passenger train in the ProTrak scheduler.
- Assigned passenger cars to a train for a fixed consist.
- Printed out the passenger train's schedule in time table mode as well as printed out the string diagram with all the trains on it.
- Created a Diner Service Track in Actonvale
- Added a diner, initially as a full time addition and later as week-days only.
- Set up a waybill for the diner then later a car-order.
- Set up work notes on Train 202 to warn of the departure of the passenger train.
- Run a series of sessions to test the movement of the train as well as adding and dropping the diner.