

## **New Questions and Answers – the Supplemental Appendix L**

The ProTrak Basics Manual (PTBM) included Appendix L – Questions and Answers. This document included over 250 topics that addressed details and specific situations not covered in the PTBM main chapters. Some topics clarified how to perform specific ProTrak actions and some provided information about changes Jim Moir made to ProTrak after the last PTBM release. Since we have lost Jim Moir and we have lost contact with Doug Seymour further changes to ProTrak and the PTBM will not occur. The last ProTrak update was 360 and most users are running update 348 while the last PTBM update (v1.2) is based on ProTrak update 304.

We are creating this Supplemental Appendix L to bridge the gap between the PTBM and the later updates to ProTrak. It is in the same format as the original Appendix L and new topics will be assigned categories and numbers following the last category/numbers used in the original Appendix L. Topics for which the answers in the original have been updated will be shown here under the same category/numbers used in the original Appendix L. All topics here will show what ProTrak update they are based on, date of submission and who submitted them.

To make this document as effective as possible we need the help of all ProTrak users. If you have found a topic that would help others please consider posting it on the ProTrak.org Support Forum and include what ProTrak update you are using. If you see a topic in the original Appendix L that is no longer correct please post the specifics and if you have a better answer please include it. Please post to forums as follows:

- PTBM AppL Proposals Forum - New or updated Appendix L topics including full answers and applicable ProTrak Version.
- PTBM Requests Forum - New Topics without full answers or old topics identifying issues with the existing answer.

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## A - The ProTrak Interface

A.1. - What is meant by ProTrak being "customer oriented"?

See original Appendix L ver. 1.2.

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A.2. - What happens when installing a ProTrak update?

See original Appendix L ver. 1.2.

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A.3. - Is there a way to retrieve lost ProTrak data?

See original Appendix L ver. 1.2.

The following correction will make the answer correct for ProTrak update 348.

In step 3.a. you should click on "File/Find or Import home railroads...".

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A.4. - How should I back-up my ProTrak data?

See original Appendix L ver. 1.2.

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A.5. - How should I enter my data into ProTrak?

See original Appendix L ver. 1.2.

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A.6. - How do I create a test version of my railroad data?

See original Appendix L ver. 1.2.

The following correction will make the answer correct for ProTrak update 348.

In step 4 you should go to "Find or Import home railroads...".

~~~~~

A.7. - How do I make major revisions to my core railroad?

See original Appendix L ver. 1.2.

The following correction will make the answer correct for ProTrak update 348.

In the second sentence of the answer you should then click on "Find or Import home railroads...".

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A.8. - Why are long lists cutoff when I edit entries near the bottom?

See original Appendix L ver. 1.2.

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A.9. - Which RR is ProTrak currently using?

See original Appendix L ver. 1.2.

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A.10. - Can I install a ProTrak update in mid-session?

See original Appendix L ver. 1.2.

~~~~~

A.11. - Is there a fix when 2 similar movements work but a 3<sup>rd</sup> does not?

See original Appendix L ver. 1.2.

~~~~~

A.12. - What is the effect of "Resetting" the Railroad when ProTrak starts?

See original Appendix L ver. 1.2.

~~~~~

A.13. - What is the purpose of "Uncheck for Manual Data Entry"?

See original Appendix L ver. 1.2.

~~~~~

A.14. - How do you update ProTrak on a Windows computer?

From Jim M. forum responses, written Mar 2016 (Joe B),  
correct for ProTrak updates above 130 (John V).

**Question:** Is there a standard / recommended procedure for updating ProTrak for Windows operating systems?

**Answer:** The Windows registry is telling Windows to use "protrak.exe". If you rename the \_old\_ "protrak.exe" to something else, then slip the new "protrak.exe" into the same folder, the registry (gets fooled), it still points to "protrak.exe" (the new one).

A good procedure to use is:

1. Download the Update "protrak.exe" (it goes to my "Downloads" folder)
2. Re-name the existing "protrak.exe" in the ProTrak folder. Say, to something like "protrak\_20Nov13.exe" (where 20Nov13 is the date of existing version of the program.
3. Copy the download, the Update Build, into the ProTrak folder.

This new version, the Update, will now have (inherit) the existing settings.

~~~~~

A.15. - Can the After DS folder be used to reset the railroad?

See original Appendix L ver. 1.2. ?

~~~~~

A.16. - How is ProTrak installed under Windows 8.1?

See original Appendix L ver. 1.2.

~~~~~

## **B - Subdivisions, Stations, Zones & “Yd” Yards**

B.1. - What does "largest minimum radius" mean?

See original Appendix L ver. 1.2.

~~~~~

B.2. - How do I setup my default yard?

See original Appendix L ver. 1.2.

~~~~~

B.3. - Which Stations will be available on string diagrams?

See original Appendix L ver. 1.2.

~~~~~

B.4. - What is the conversion between milepost miles and inches?

See original Appendix L ver. 1.2.

~~~~~

B.5. - How are stations numbered in ProTrak?

See original Appendix L ver. 1.2.

~~~~~

B.6. - Can two branch lines originate from the same station?

See original Appendix L ver. 1.2.

~~~~~

B.7. - Can I have multiple trains assigned to a yard classification track?

See original Appendix L ver. 1.2.

~~~~~

B.8. - Can you have two Yards in the same Zone?

See original Appendix L ver. 1.2.

~~~~~

B.9. - How is "Passing siding length" measured in double track areas?

See original Appendix L ver. 1.2.

~~~~~

B.10. - How are yard owners and tenants used?

From Jim M. forum responses, written Mar 2016 (Joe B),  
correct for ProTrak update 348 (John V).

**Question:** What is the advantage of being a tenant at a yard?

**Answer:** This applies only to empty, free-running cars.

The basic (no tenants) ProTrak car routing, at a yard, is that only cars for Railroad #1 are routed to a Yd yard or stored at a Yd yard. Cars of all other ownership are routed from a Yd to their home region staging.

Now, if you have a tenant (a railroad) at a Yd yard, empty cars of that railroad's ownership will also be routed to that Yd yard, and perhaps stored there.

That's the total effect of the "yard tenant" option.

So, in the case of the CASO (Canada Southern) (without tenants) only CASO cars will be stored at that Yd yard. Similarly if a Yd yard has an ownership of C&O i.e. the first listing (and no 2nd, 3rd, 4th tenants) then only C&O cars will be routed, when empty, to that Yd yard.

This ownership/tenant option allows you to separate out which car ownerships get routed to which yard (when the car is empty).

The tenant option has no effect on train routing, or trains working at a Yd yard.

~~~~~

B.11. - How does ProTrak define a "Station" and the related distances?

From Jim M. forum responses, written Mar 2016 (Joe B),  
correct for ProTrak update 348 (John V).

**Question:** I'm having trouble clearly understanding the terms "station", "distance between stations" and "length of main line" Can somebody please help?

**Answer:** In railroading the word "station" has many meanings. The meaning depends who you are talking with:

In 1972, when I was teaching (railroad) surveying to first-year-engineering students, and you said "station" I would have first assumed you meant a survey point whose latitude, longitude and elevation were known, i.e. survey stations along the track.

In 1970, when speaking with a friend who was a conductor on CP, a station was "any named point". It might be a building, or it might be just a sign (no building in sight). Or it might be an entire geographic area ("Toronto"), within which there were many station-buildings ... and zones.

In 1974, when I was working on an automated dispatching system, things got a lot more complicated.

In ProTrak:

A) Traffic:

If you are modeling just the traffic on your railroad, all you need to do, for a station is enter

1. the name
2. a zone code for that station. The station is a "geographic area", with one zone code.

The zone code is needed if there are customers, staging tracks, junctions or interchanges at that station. The zone code is what "stitches" your railroad together.

B) If you are also modeling dispatching activities on your railroad you plainly need "distances". There are two "distances":

1. the length of a passing siding and the associated parallel main track
2. the distance between adjacent passing sidings. The total of all these "distances" is the length of your railroad.

What to call these two distances? And what to associate these distances with?

For an answer we can go to computer-based train performance calculators, traffic programs, or automated dispatching systems. There we find, that for ease of memory and association, the "main-track/passing siding" distance is associated with a "station" (irrespective of where the building is. Or sign.)

Now, for the distance between passing-sidings...

- a) the distance between main-track/passing-siding has >no< name by definition. Or it would be a station in its own right. No name. Therefore this distance is associated with some named location... which is the main-track/passing-siding-distance.

- b) there are two such distances, one to the east and one to the west. So we pick a definition, somewhat arbitrarily, noting that "1" is (and odd numbers are) for an "east to west" direction: the distance >to the east< between passing-sidings we associate with the main-track/passing-siding. We need a label for this distance (shorter than "the distance between main-track/passing-siding"). Let's call this distance the "interval".

Where is the separation point between "main-track/passing" and the "interval". Turning to the operating rules we see the concept of "clearing up" "at a switch". We pick the clearance point at the end of the "main-track/passing-siding" as the separation point.

So now we are at the situation as shown on the definition diagram on page 42 of the Recipe Book.

There is some additional utility for this method of schematizing the "main" (dispatcher-controlled) trackage defined this way. Double-track, or two main tracks (or three or four main tracks). If we set the "interval" to zero, then what we have is a series of "two parallel tracks" (or three or four...)

Note that this is only about "dispatcher-controlled" track.

~~~~~

## C - Customer Setup

C.1. - How are SPOT lengths setup for a siding with multiple SPOTs?

See original Appendix L ver. 1.2.

~~~~~

C.2. - Is the Operations SIG industry data available for ProTrak?

See original Appendix L ver. 1.2.

~~~~~

C.3. - How do I number industrial sidings?

See original Appendix L ver. 1.2.

~~~~~

C.4. - How do I set up an industrial area with multiple tracks?

See original Appendix L ver. 1.2.

~~~~~

C.5. - How is "Customer - Siding name/commodity" data field used?

See original Appendix L ver. 1.2.

~~~~~

C.6. - What are paired sidings?

See original Appendix L ver. 1.2.

~~~~~

C.7. - How do "facing point settings" affect operations?

See original Appendix L ver. 1.2.

~~~~~



C.8. - How are facing / trailing point customer restrictions implemented?

See original Appendix L ver. 1.2.

~~~~~

C.9. - How is customer capacity related to "fleet average car length"?

See original Appendix L ver. 1.2.

~~~~~

C.10. - How are Demurrage time and Loading / Unloading time related?

See original Appendix L ver. 1.2.

~~~~~

C.11. - What are prototypical loading and unloading times?

See original Appendix L ver. 1.2.

~~~~~

C.12. - What does the text "<\*\*\* problem correct data" indicate?

See original Appendix L ver. 1.2.

~~~~~

C.13. - How will reorganizing customers affect BOLs & Car Orders?

See original Appendix L ver. 1.2.

~~~~~

C.14. - How does the team track designation work?

See original Appendix L ver. 1.2.

~~~~~

C.15. - What does "\*\*>Embargoed" mean in the list of customers?

See original Appendix L ver. 1.2.

~~~~~

C.16. - How do special siding names Ready Track & Tie-Up Track differ?

From Jim M. forum responses, written Mar 2016 (Joe B),  
correct for ProTrak update 348 (John V).

**Question:** In my mind, a tie-up track is used in smaller facilities and is used for overnight stays. A Ready track is at a large facility to store loco's after they have been serviced and keep them ready to go out on the next train.

How does PT differentiate in the program?? What does it mean to choose one over the other??

**Answer:** ProTrak uses the same meanings as you describe:

- A tie up track is where the unit is temporarily "parked", with the reverser removed. No re-fueling/sanding is done.
- A ready track is where a locomotive is placed after re-fueling/sanding and is ready to be assigned.

In ProTrak, the difference is the fueling/sanding. At the moment, these functions are not applied, in the public version of the program.

~~~~~

**D - Special Tracks (RIP, Cleaning, Icing & Locomotive Service)**

D.1. - How does a cleaning track function?

See original Appendix L ver. 1.2.

~~~~~

D.2. - How often are cars bad ordered?

See original Appendix L ver. 1.2.

~~~~~

D.3. - How do I setup and operate an icing track?

See original Appendix L ver. 1.2.

~~~~~

D.4. - How are clean out tracks setup?

See original Appendix L ver. 1.2.

~~~~~

D.5. - How are RIP tracks used versus cleaning tracks?

See original Appendix L ver. 1.2.

~~~~~

D.6. - When is a car routed to the Clean Out Track?

See original Appendix L ver. 1.2.

~~~~~

D.7. - How are Switching Trains assigned for Clean Out Track service?

See original Appendix L ver. 1.2.

~~~~~

D.8. - How do you setup a locomotive service track?

From Jim M. forum responses, written Mar 2016 (Joe B),  
correct for ProTrak update 348 (John V).

**Question:** I have a coal tower on a service track. I cannot seem to figure out how to set up a service track. Your guidance would be appreciated.

**Answer:** "Traffic". "Locomotive service tracks". "Edit/new service track".

Select the radio button for "delivery track to coaling tower". Enter a name at "Industry name", select a city and enter a track number.

i.e. it is just another customer.

~~~~~

## **E - Interchange Tracks**

E.1. - When should I use each type of interchange track?

See original Appendix L ver. 1.2.

~~~~~

E.2. - How do I operate an "interchange track" customer?

See original Appendix L ver. 1.2.

~~~~~

E.3. - How Interchange tracks different from staging tracks?

See original Appendix L ver. 1.2.

~~~~~

## F - Train Jobs, Yarding & Timetables

F.1. - What is done to implement changes to train routing?

See original Appendix L ver. 1.2.

~~~~~

F.2. - How are train reporting location and "y" tracks related?

See original Appendix L ver. 1.2.

~~~~~

F.3. - Why does 'Line-up of Train for...' show a '?' for 'Direction'?

See original Appendix L ver. 1.2.

~~~~~

F.4. - How do I set train length limits?

See original Appendix L ver. 1.2.

~~~~~

F.5. - Why does the train length limit in feet change to the default value?

See original Appendix L ver. 1.2.

~~~~~

F.6. - When calculating train length, what all is counted?

See original Appendix L ver. 1.2.

~~~~~

F.7. - How can switching zones cause a car to not move?

See original Appendix L ver. 1.2.

~~~~~

F.8. - Is train blocking specific to each train or common to all?

See original Appendix L ver. 1.2.

~~~~~

F.9. - Where is blocking order shown for switching trains?

See original Appendix L ver. 1.2.

~~~~~

F.10. - How does adding train reporting locations affect operations?

See original Appendix L ver. 1.2.

~~~~~

F.11. - How do you setup a local switcher that stays in one town?

See original Appendix L ver. 1.2.

~~~~~

F.12. - Are time table schedules automatically updated?

See original Appendix L ver. 1.2.

~~~~~

F.13. - Does the time table schedule control any operations?

See original Appendix L ver. 1.2.

~~~~~

F.14. - How can a "light train" movement be setup?

See original Appendix L ver. 1.2.

~~~~~

F.15. - Why would a "?" appear in the Train List direction column?

See original Appendix L ver. 1.2.

~~~~~

F.16. - How is an Extra train setup & how are cars assigned to it?

See original Appendix L ver. 1.2.

~~~~~

F.17. - What causes a train to be "over length"?

See original Appendix L ver. 1.2.

~~~~~

F.18. - What is the significance of Train Class?

See original Appendix L ver. 1.2.

~~~~~

F.19. - What is a Usual second section, is it the same as a Job Extra?

See original Appendix L ver. 1.2.

~~~~~

F.20. - Can the same set of cars be run multiple times in a session?

See original Appendix L ver. 1.2.

~~~~~

F.21. - How do I delete a train?

See original Appendix L ver. 1.2.

~~~~~

F.22. - When are Alternate Train Symbols used?

See original Appendix L ver. 1.2.

~~~~~

F.23. - Why do train lists show E/W instead of N/S directions?

See original Appendix L ver. 1.2.

~~~~~

F.24. - How can I reposition an entire train as a unit?

See original Appendix L ver. 1.2.

~~~~~



F.25. - How can a train be restricted to a specific group of cars?

See original Appendix L ver. 1.2.

~~~~~

F.26. - How can the entire train lineup be cleared?

See original Appendix L ver. 1.2.

~~~~~

F.27. - How do I recover a train missing after entering operations?

See original Appendix L ver. 1.2.

~~~~~

F.28. - How are extra job trains named

See original Appendix L ver. 1.2.

~~~~~

F.29. - When is the train traffic setting Local Service Option used?

See original Appendix L ver. 1.2.

~~~~~

F.30. - What are the precautions when changing a train name?

See original Appendix L ver. 1.2.

~~~~~

F.31. - Removing Train Schedule

See original Appendix L ver. 1.2.

~~~~~

## G - Other RR, Gateways & Private Cars

G.1. - Should private reporting marks be on the private owner list?

See original Appendix L ver. 1.2.

~~~~~

G.2. - How do I make a reporting mark one of my "System Roads"?

John V, Nov 2020, correct for ProTrak update 348.

**Question:** With the intent of trying to keep all of the DRGW cars from going off layout into staging, I think I would like to make the DRGW one of the "system roads"

How is this done, I've not had much luck with this process? If you would, please refresh me on how to set up the DRGW as a second "system road".

**Answer:** To see what reporting marks are assigned as part of your home road:

- On the ProTrak Standard Toolbar click on "Edit"
- -Then on the drop down list click on "Find/Find system reporting marks"
- -Currently assigned system railroads are shown

The instructions to add additional system railroad/reporting marks shown are correct, however the following has more detail.

- -On the ProTrak Standard Toolbar click on "The Railroad"
- -Then on the drop down list click on "Gateways and Other Railroads" opening the "Official Guide & Railway..." window
- - Find and single click on the Reporting Mark you want to make a system railroad.
- -Click in the "Change Railroad" button (lower left) opening the "Changing railroad xxx of yyy" window
- -In the "Primary connection" field enter an asterik and the homeroad reporting mark (e.g. "\*GN")
- -Click "OK" to accept and close the window

~~~~~

G.3. - Can I stop "leased" foreign road cars from returning home?

See original Appendix L ver. 1.2.

~~~~~

G.4. - Why is there a railroad named "Unknown Railroad"?

See original Appendix L ver. 1.2.

~~~~~

G.5. - Private Owner and Era change

See original Appendix L ver. 1.2.

~~~~~

## H - Car Setup & Data Modification

H.1. - How do I import car data from another program?

See original Appendix L ver. 1.2.

~~~~~

H.2. - How do I enter car length and how is it measured?

See original Appendix L ver. 1.2.

~~~~~

H.3. - Can ProTrak automatically enter NMRA car weights?

See original Appendix L ver. 1.2.

~~~~~

H.4. - How does ProTrak handle car weight below NMRA standards?

See original Appendix L ver. 1.2.

~~~~~

H.5. - Why are all my cars listed as "\*\*\*not in service"?

See original Appendix L ver. 1.2.

~~~~~

H.6. - How do I update car locations after changing train symbols?

See original Appendix L ver. 1.2.

~~~~~

H.7. - What does "Un-restrict cars" do?

See original Appendix L ver. 1.2.

~~~~~

H.8. - What does the designation "999-Yd" mean?

See original Appendix L ver. 1.2.

~~~~~

H.9. - What does "Consignee is" data field = "rte/IC" mean?

See original Appendix L ver. 1.2.

~~~~~

H.10. - What is an Agents Pool and does it work?

See original Appendix L ver. 1.2.

~~~~~

H.11. - How do I empty a car at its present location?

See original Appendix L ver. 1.2.

~~~~~

H.12. - How is the car location/movement history displayed?

See original Appendix L ver. 1.2.

~~~~~

H.13. - What does WGH mean in the "Rolling Stock (Cars)" window hours column?

See original Appendix L ver. 1.2.

~~~~~

H.14. - What are the possible car locations in ProTrak

See original Appendix L ver. 1.2.

~~~~~

H.15. - What are AAR & UMLER Car Codes?

See original Appendix L ver. 1.2.

~~~~~

H.16. - What does Waybill number mean if a car shows "Empty for Load"?

See original Appendix L ver. 1.2.

~~~~~

H.17. - How does ProTrak handle cars with the same car number?

See original Appendix L ver. 1.2.

~~~~~

H.18. - How do I add a new car kind?

See original Appendix L ver. 1.2.

~~~~~

H.19. - How are Car Class and Car Kind related?

See original Appendix L ver. 1.2.

~~~~~

H.20. - How are Car Class & Car Kind used in BOLs?

See original Appendix L ver. 1.2.

~~~~~

H.21. - What does the location of the BOL in the column mean?

See original Appendix L ver. 1.2.

~~~~~

H.22. - When is "De-activate Car" used and what does it do?

See original Appendix L ver. 1.2.

~~~~~

H.23. - What are the car restrictions on use codes?

See original Appendix L ver. 1.2.

~~~~~

H.24. - What does the contents entry "mty Rule 1/r" mean?

See original Appendix L ver. 1.2.

~~~~~

## I - Special Car Issues

I.1. - How do you handle removable loads for open cars?

See original Appendix L ver. 1.2.

~~~~~

I.2. - How is car weight adjusted if a removable load is used?

See original Appendix L ver. 1.2.

~~~~~

I.3. - Can I run a loaded car with idler cars?

See original Appendix L ver. 1.2.

~~~~~

I.4. - How does ProTrak assign "Hot Box" status to a car?

See original Appendix L ver. 1.2.

~~~~~

I.5. - What is the "Car Service Directive" window for?

See original Appendix L ver. 1.2.

~~~~~

I.6. - How do you clear a car with a "bad bearing" status?

See original Appendix L ver. 1.2.

~~~~~

I.7. - How do "Bad Orders" and "Hotboxes" differ?

"See original Appendix L ver. 1.2.

~~~~~

I.8. - How can you bad order a car during operations?

See original Appendix L ver. 1.2.

~~~~~

I.9. - Can cars be activated/deactivated for Multiple Era Operations?

See original Appendix L ver. 1.2.

~~~~~

I.10. - How are "idler" & "reach" cars different?

See original Appendix L ver. 1.2.

~~~~~



## **J - Commodities & STCC Codes**

J.1. - When and how do you add STCC codes?

See original Appendix L ver. 1.2.

~~~~~

J.2. - Why does a single commodity have two different STCCs?

See original Appendix L ver. 1.2.

~~~~~

## **K - Waybills, Bills of Lading & Car-orders**

K.1. - Why are car-orders listed for some but not all consignees?

See original Appendix L ver. 1.2.

~~~~~

K.2. - How do multiple car-orders differ from a block of cars?

See original Appendix L ver. 1.2.

~~~~~

K.3. - How do I delete a car-order?

See original Appendix L ver. 1.2.

~~~~~

K.4. - How do I delete waybills and/or car-orders?

See original Appendix L ver. 1.2.

~~~~~

K.5. - Can load weight prevent a car being assigned to a waybill?

See original Appendix L ver. 1.2.

~~~~~

K.6. - When should H or HM/HT car kind be used for hopper cars?

See original Appendix L ver. 1.2.

~~~~~

K.7. - How can I differentiate between HT and HM cars for loads?

See original Appendix L ver. 1.2.

~~~~~

K.8. - How do "Continuing in transit" waybills work?

See original Appendix L ver. 1.2.

~~~~~

K.9. - How should I setup car-orders for daily deliveries?

See original Appendix L ver. 1.2.

~~~~~

K.10. - Why did my waybill car type change to LCL?

See original Appendix L ver. 1.2.

~~~~~

K.11. - What are the "Waybills/Car- orders not filled" reason codes?

See original Appendix L ver. 1.2.

~~~~~

K.12. - What percentage of cars for Monday car-orders is desirable?

See original Appendix L ver. 1.2.

~~~~~

K.13. - How should "Fill to Load" data field changes be made?

See original Appendix L ver. 1.2.

~~~~~

K.14. - Do waybill financial charges affect routing?

See original Appendix L ver. 1.2.

~~~~~

K.15. - How does waybill inside length relate to car length?

See original Appendix L ver. 1.2.

~~~~~

K.16. - Will adding continuing in transit to a BoL affect prior routed cars?

See original Appendix L ver. 1.2.

~~~~~

K.17. - Do undelivered car-orders build up?

See original Appendix L ver. 1.2.

~~~~~

K.18. - What are the Special Waybill Connection codes?

See original Appendix L ver. 1.2.

~~~~~

K.19. - Why is there a Green background on "inside length" data field?

See original Appendix L ver. 1.2.

~~~~~

K.20. - Does ProTrak use car length categories?

See original Appendix L ver. 1.2.

~~~~~

K.21. - How does "One Session in X" selection affect BOL usage?

See original Appendix L ver. 1.2.

~~~~~

K.22. - Is there a list of all possible waybills for a specific car?

See original Appendix L ver. 1.2.

~~~~~

K.23. - How is a Targeted Waybill used?

See original Appendix L ver. 1.2.

~~~~~

K.24. - Are there special weight issues for LCL waybills?

From Jim M. forum responses, written Mar 2016 (Joe B),  
correct for ProTrak update 348 (John V).

**Comment:** When you modify the waybilled "weight", when the commodity is "LCL", you get a question/message that asks:

"Is this an LCL package?"

Answer "No", because this is not a package.

**Explanation:** The program (ProTrak) uses either a carload of LCL, or a single package of LCL. A single LCL package has an upper weight limit of 500 lbs (dem's da rules). A car-load of LCL can weight anything up to 125 tons.

If you answer "Yes" (to the above) you are telling the program (ProTrak) that you want this to be a single package.

~~~~~

## L - Engine Issues

L.1. - Why did I get an "Engines needing maintenance" inquiry?

See original Appendix L ver. 1.2.

~~~~~

L.2. - What causes a "Deactivated" engine status?

See original Appendix L ver. 1.2.

~~~~~

L.3. - Why are my locomotives not available to assign to trains?

See original Appendix L ver. 1.2.

~~~~~

L.4. - When should consists be used for assigning power to trains?

See original Appendix L ver. 1.2.

~~~~~

## M - Staging Track Setup & Operations

M.1. - Can a train run to staging and back out in the same session?

See original Appendix L ver. 1.2.

~~~~~

M.2. - How does the "Intermediate Staging" function?

See original Appendix L ver. 1.2.

~~~~~

M.3. - Can I use one staging track for multiple trains?

See original Appendix L ver. 1.2.

~~~~~

M.4. - How do I tell ProTrak which staging track a train is on?

See original Appendix L ver. 1.2.

~~~~~

M.5. - How are cars unloaded/loaded in staging?

See original Appendix L ver. 1.2.

~~~~~

M.6. - How do I load cars immediately while the train waits?

See original Appendix L ver. 1.2.

~~~~~

M.7. - How do "Regions" relate to "Staging"?

See original Appendix L ver. 1.2.

~~~~~

M.8. - Can I store a train in staging that does not run every session?

See original Appendix L ver. 1.2.

~~~~~

M.9. - When are "Alternate Symbols" used vice connecting trains?

See original Appendix L ver. 1.2.

~~~~~

M.10. - How is overhead traffic setup?

See original Appendix L ver. 1.2.

~~~~~

M.11. - Why are too many cars assigned to overhead traffic?

See original Appendix L ver. 1.2.

~~~~~

M.12. - Why do cars ping-pong from and to staging?

See original Appendix L ver. 1.2.

~~~~~

M.13. - Why are cars in staging not getting loaded?

See original Appendix L ver. 1.2.

~~~~~

M.14. - How can a single staging yard serve as two staging yards?

See original Appendix L ver. 1.2.

~~~~~

M.15. - How is "Active Staging" used to create a fiddle yard?

See original Appendix L ver. 1.2.

~~~~~



## **N - General Operations**

N.1. - Do I need a dedicated ProTrak Operator?

See original Appendix L ver. 1.2.

~~~~~

N.2. - What trains must be run to complete a paper session?

See original Appendix L ver. 1.2.

~~~~~

N.3. - How do I make ProTrak operate only on Monday?

See original Appendix L ver. 1.2.

~~~~~

N.4. - When do I use "Yardmaster/Route cars at Yards and Customers"?

See original Appendix L ver. 1.2.

~~~~~

N.5. - What do all the various "mty" terms mean?

See original Appendix L ver. 1.2.

~~~~~

N.6. - How do I determine why a loaded car was not picked up?

See original Appendix L ver. 1.2.

~~~~~

N.7. - What does it mean to have "extra cars" in a train?

See original Appendix L ver. 1.2.

~~~~~

N.8. - When is a car an "extra car" and when will it become a pick-up?

See original Appendix L ver. 1.2.

~~~~~

N.9. - What does it mean when a train is "Closed"?

See original Appendix L ver. 1.2.

~~~~~

N.10. - How can I tell if all my cars are loaded?

See original Appendix L ver. 1.2.

~~~~~

N.11. - When and how do I annul a train?

See original Appendix L ver. 1.2.

~~~~~

N.12. - Can cars be routed to a siding already full of cars?

See original Appendix L ver. 1.2.

~~~~~

N.13. - What is a typical value for the "Loads/Empties" ratio?

See original Appendix L ver. 1.2.

~~~~~

N.14. - What is the Crew change point?

See original Appendix L ver. 1.2.

~~~~~

N.15. - Why would current YIS yard be reported as "invalid"?

See original Appendix L ver. 1.2.

~~~~~

N.16. - Why are so many cars not delivered with "Reason = Extra Car"?

See original Appendix L ver. 1.2.

~~~~~

N.17. - Are ProTrak PC Sessions repeatable?

See original Appendix L ver. 1.2.

~~~~~

N.18. - Why is an already delivered car showing up on the next train?

See original Appendix L ver. 1.2.

~~~~~

N.19. - How can yard congestion be reduced?

See original Appendix L ver. 1.2.

~~~~~

N.20. - How do pickups work when the train is over length?

See original Appendix L ver. 1.2.

~~~~~

N.21. - How do I unload a car during and operating session

See original Appendix L ver. 1.2.

~~~~~

N.22. - Why are cars not removed from a train using Show cars in trains?

See original Appendix L ver. 1.2.

~~~~~

N.23. - How do I setup Intra-plant moves?

See original Appendix L ver. 1.2.

~~~~~

N.24. - What is a TAG List and how is it used?

See original Appendix L ver. 1.2.

~~~~~

N.25. - How do I find a "Lost car" that is not in a train at a yard?

See original Appendix L ver. 1.2.

~~~~~

N.26. - How do you add extra cars to train (**Caution**)?

See original Appendix L ver. 1.2.

~~~~~

N.27. - What happens when a train is annulled?

See original Appendix L ver. 1.2.

See topic N-11 (When and how do I annul a train?) for more information.

~~~~~

## O - Switchlists, Workorders & Cutlists

O.1. - Are switchlists printed only when trains are at yards?

See original Appendix L ver. 1.2.

~~~~~

O.2. - Can I preview a workorder before printing?

See original Appendix L ver. 1.2.

~~~~~

O.3. - Should car moves be done in the order on the switchlist?

See original Appendix L ver. 1.2.

~~~~~

O.4. - Why do switchlists show a 10' reporting point as "NxtLoc"?

See original Appendix L ver. 1.2.

~~~~~

O.5. - What do the various cutlist messages mean?

See original Appendix L ver. 1.2.

~~~~~

O.6. - On a cutlist, how do "Push to" and "Classify to" differ?

See original Appendix L ver. 1.2.

~~~~~

O.7. - What causes "Error in Car Data" on the switchlist?

See original Appendix L ver. 1.2.

~~~~~

O.8. - Why does 'ris' appear in the switchlist SPOT Field?

See original Appendix L ver. 1.2.

~~~~~

O.9. - Why does a switchlist say "Setoff" on a Through Train?

See original Appendix L ver. 1.2.

~~~~~

O.10. - How can you reprint a Cutlist?

See original Appendix L ver. 1.2.

~~~~~

O.11. - What is the usual and default Train Standing Order?

See original Appendix L ver. 1.2.

~~~~~

O.12. - What does "X\*\*" in HDG Column on Switchlist indicate?

See original Appendix L ver. 1.2.

~~~~~

O.13. - Which train lists apply during the run of a train?

See original Appendix L ver. 1.2.

~~~~~

## **P - Reporting & Classifying Trains**

P.1. - How do I move cars between customers within one town?

See original Appendix L ver. 1.2.

~ ~ ~ ~ ~

P.2. - Why would you double report at the same location?

See original Appendix L ver. 1.2.

~ ~ ~ ~ ~

P.3. - Why did I get an "Are cars in train?" inquiry window?

See original Appendix L ver. 1.2.

~ ~ ~ ~ ~

P.4. - How do I classify a train that is in "Held" status?

See original Appendix L ver. 1.2.

~ ~ ~ ~ ~

P.5. - When should a train be reported at its originating yard?

See original Appendix L ver. 1.2.

~ ~ ~ ~ ~

P.6. - How do Pending & Cut-off Time affect classification at "Yd" yards?

See original Appendix L ver. 1.2.

~ ~ ~ ~ ~

## Q - Operations & Post Operation Session Reports

Q.1. - What do the "Car held/Waybill not filled" reason codes mean?

See original Appendix L ver. 1.2.

~

Q.2. - Can I print a list of where cars are spotted during operations?

See original Appendix L ver. 1.2.

~

Q.3. - On a cutlist what does the "Hold cars: ..." line mean?

See original Appendix L ver. 1.2.

~

Q.4. - Why would a cutlist have no cars listed?

See original Appendix L ver. 1.2.

~

Q.5. - What is the "Cars assigned to trains" window used for?

See original Appendix L ver. 1.2.

~

Q.6. - What messages flash by during the Daily Summary?

See original Appendix L ver. 1.2.

~

Q.7. - What does "Car Order not filled, Reason - Sub-Weight" mean?

See original Appendix L ver. 1.2.

~

Q.8. - What is the purpose of "Edit/Show/Cars needed to meet traffic"?

See original Appendix L ver. 1.2.

~



Q.9. - How does weigh scaling of cars function?

See original Appendix L ver. 1.2.

~~~~~

Q.10. - Why do undelivered car counts differ between alternate listings?

See original Appendix L ver. 1.2.

~~~~~

Q.11. - Why are on-screen displays and printouts different?

See original Appendix L ver. 1.2.

~~~~~

Q.12. - Is there a way to print the "Waybilled cars not delivered" list?

See original Appendix L ver. 1.2.

~~~~~

Q.13. - Where is a count of cars moved in a session displayed?

See original Appendix L ver. 1.2.

~~~~~

Q.14. - What is the function of "Fill tonnage for a train in staging"?

See original Appendix L ver. 1.2.

~~~~~

Q.15. - What is the function of "Initialize Foreign cars"?

See original Appendix L ver. 1.2.

~~~~~

Q.16. - What is the function of "Substitute for ordered cars"?

See original Appendix L ver. 1.2.

~~~~~

Q.17. - How can you clear HELD status for train not in a yard

See original Appendix L ver. 1.2.

## **R - “y” Track operations**

R.1. - How do I prevent exchange/setout of cars at a “y” track?

See original Appendix L ver. 1.2.

~~~~~

R.2. - Why are “y” tracks usually set to a 10’ length?

See original Appendix L ver. 1.2.

~~~~~

R.3. - How long should the “y” runaround track be for paired trains?

See original Appendix L ver. 1.2.

~~~~~

R.4. - How do I transfer cars between trains at a “y” track?

See original Appendix L ver. 1.2.

~~~~~

R.5. - How should “y” track options be set?

See original Appendix L ver. 1.2.

~~~~~

## S - Car Routing Topics

S.1. - How are cars assigned for loading?

See original Appendix L ver. 1.2.

~~~~~

S.2. - Will a car be delivered on the day its car-order is for?

See original Appendix L ver. 1.2.

~~~~~

S.3. - Why & how does ProTrak route a bad ordered car for a BoL?

See original Appendix L ver. 1.2.

~~~~~

S.4. - What should I do if cars are not getting to on-line customers?

See original Appendix L ver. 1.2.

~~~~~

S.5. - Why do cars assigned to trains change as a session progresses?

See original Appendix L ver. 1.2.

~~~~~

S.6. - Why do car positions in a yard change between sessions?

See original Appendix L ver. 1.2.

~~~~~

S.7. - How do Staging tracks, Regions and Trains affect car routing?

See original Appendix L ver. 1.2.

~~~~~

S.8. - How can a RSM car be loaded at only certain customers?

See original Appendix L ver. 1.2.

~~~~~

S.9. - How are empty cars routed including using storage yards?

See original Appendix L ver. 1.2.

~~~~~

S.10. - What causes cars to be returned to their default yard?

See original Appendix L ver. 1.2.

~~~~~

S.11. - How can you set up a track to store cars?

See original Appendix L ver. 1.2.

~~~~~

S.12. - Can the car-order processing order be displayed?

From Jim M. forum responses, written Mar 2016 (Joe B),  
correct for ProTrak update 348 (John V).

**Question:** Is there a way to see in what order ProTrak processes car orders?

**Answer:** There is a listing of the car-orders, in the order that they are "called" by ProTrak.

The car-orders/waybills at the bottom of the list, being the last to be called for car-loading, are the car-orders most likely to be >not< used.

To see the list select "Edit / Show / Show number of car-orders at customers"

Then click the button "Show Car-order list" - the purple (special-function) button.

The waybills/car-orders are listed as they will be called during the car-distribution (assignment) routines.

The ordering is based on the first car-order (Waybill #1). If there are waybills 2, 3, 4 or 5 in a car-order, their weight/volume is not considered in the "prioritization". Only Waybill #1. You could look at, in your car-orders, to see whether any "Waybill #'s" have a particularly small weight/volume.

Also, note the checkbox "Show waybill prioritizing options". Three options show: by station order, by inverse station order, and ignore the station order. This gives you some control over the priority of how the car-orders/waybills are called

~~~~~

## T - Time and Date

T.1. - How do I control the dates on reports and lists?

See original Appendix L ver. 1.2.

~~~~~

T.2. - What is the significance of customer pull times?

See original Appendix L ver. 1.2.

~~~~~

T.3. - How does time pass?

See original Appendix L ver. 1.2.

~~~~~

T.4. - How is the Fast Clock used in ProTrak?

See original Appendix L ver. 1.2.

~~~~~

## **U - Passenger Train Operations**

U.1. - Can Road Name be used to determine train assignment?

See original Appendix L ver. 1.2.

~~~~~

U.2. - Are there new load limits on "B" and "M" cars?

See original Appendix L ver. 1.2.

~~~~~

## V - Continuous Operations topics

V.1. - How is train data changed in Continuous Operations?

See original Appendix L ver. 1.2.

~~~~~

V.2. - When can customer, waybill and car-order data be changed?

See original Appendix L ver. 1.2.

~~~~~

## W - Turn Train Topics

W.1. - When is double reporting a turn train at turning point required?

See original Appendix L ver. 1.2.

~~~~~

W.2. - How are switchlists and worklists used for turns

See original Appendix L ver. 1.2.

~~~~~

W.3. - How are cars blocked for facing & trailing point customers?

See original Appendix L ver. 1.2.

~~~~~

W.4. - How is a turn with facing point customers run?

See original Appendix L ver. 1.2.

~~~~~

W.5. - How is Today's Conditions/Switching at customer spurs used?

See original Appendix L ver. 1.2.

~~~~~



## **X - Special Situations and Topics**

X.1. - How do ferry operations work?

See original Appendix L ver. 1.2.

~~~~~

X.2. - How do Passenger Operations compare to Freight Operations?

See original Appendix L ver. 1.2.

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