

5. PREFERRED TYPES OF TRAFFIC:

-----	MAINLINE FREIGHT	-----	MAINLINE PASSENGER
-----	LOCAL FREIGHT	-----	LOCAL PASSENGER
-----	BRANCHLINE FREIGHT	-----	BRANCHLINE PASSENGER
-----	SWITCHING/YARD(S)	-----	OTHER

6. SPECIFIC TYPES OF TRAFFIC:

-----	PIGGYBACK/CONTAINERS	-----	GRAIN
-----	DOUBLESTACK	-----	CHEMICALS
-----	STEEL/IRON ORE	-----	AUTOS/AUTO PARTS
-----	MERCHANDISE/FAST FREIGHT	-----	PASSENGER
-----	LUMBER/WOODCHIPS	-----	FOOD/PERISHABLES
-----	LOGGING	-----	CEMENT/SAND
-----	PETROLEUM/OIL	-----	LIVESTOCK
-----	SUGAR BEETS	-----	AIRCRAFT PARTS
-----	SCRAP METAL	-----	BEVERAGES
-----	OTHER	-----	

7. TYPES OF OPERATION: (CIRCLE AND CHECK ALL THAT APPLY)

----- BRIDGE LINE (THROUGH TRAFFIC TO/FROM OTHER ROADS)

----- TERMINAL (YARD/INDUSTRIAL/STATION)

----- ENGINE TERMINAL

----- CLASS 1, 2 OR 3 (MAINLINE, SHORTLINE, INDUSTRIAL)

----- INTERCHANGE/CONNECTING LINE (CONNECTION W/OTHER ROAD)

----- INTERCHANGE YARD (W/ OTHER ROAD)

----- MOUNTAIN/HELPER DISTRICT (MOUNTAINOUS GRADE)

----- DIVISION POINT (CREW, POWER CHANGE OR BOTH - CIRCLE)

----- BRANCHLINE/SECONDARY MAINLINE (CIRCLE)

----- LIGHT INDUSTRIAL

----- HEAVY INDUSTRIAL

----- TERMINATING TRAFFIC (TO INDUSTRY ON LAYOUT)

----- ORIGINATING TRAFFIC (FROM INDUSTRIES ON LAYOUT - TRY TO INCLUDE TYPES OF INDUSTRIES AND CAR TYPES USED AS WELL AS NUMBER OF CARS EACH INDUSTRY CAN HANDLE AT ONCE AND HOW MANY TIMES IT WILL BE SWITCHED PER OPERATING SESSION)

----- OTHER

8. GENERAL OPERATING ERA:

----- EARLY STEAM (1900-1935)

----- LATE STEAM (1935-1955)

----- TRANSITION PERIOD (LATE STEAM/EARLY DIESEL, 1950-1960)

----- POST TRANSITION (1ST/2ND GENERATION DIESELS, 1960-1980)

----- MODERN (1980 TO PRESENT)

----- SPECIFIC TIME