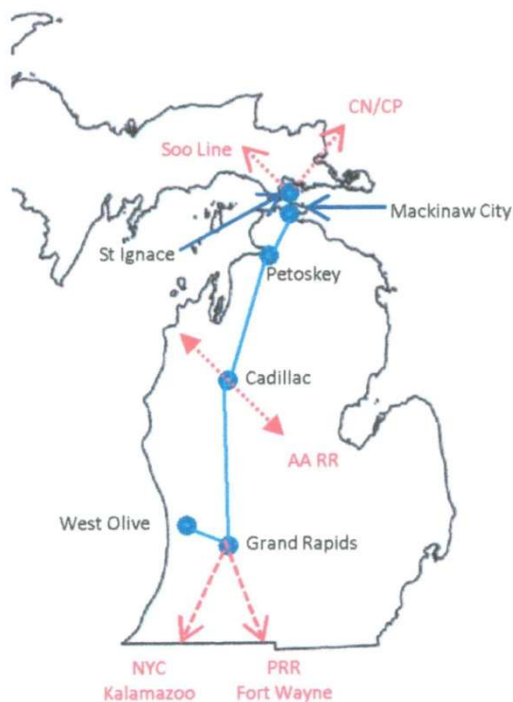




## Time Table Notes

# 4

April 15, 1967



## Brief Orientation to the Chicago & Mackinac Railroad

### Background:

The Chicago & Mackinac Railroad (C&M) is a north-south railroad, set in 1967 in Michigan. It is modeled from Grand Rapids on the south end to Mackinaw City on the north end. It utilizes the ex-Grand Rapids & Indiana (GR&I)/ex-Pennsylvania Railroad (PRR) tracks which originated in Cincinnati and ran north to Mackinaw City.

It is a joint venture between the C&M RR Corporation, the Pennsylvania Railroad, the SOO Line and the Canadian National Railroad. They all contributed surplus equipment and capital in exchange for priority treatment on a very convenient and economical route to lucrative markets.

### Connections:

At Grand Rapids, the C&M interchanges with the PRR which runs to Fort Wayne, Indiana & with the NYC which runs to Kalamazoo, MI where they in turn connect with the rest of the railroad world. At the north end, in Mackinaw City, the C&M utilizes the railroad car ferry, the Chief Wawatam, affectionately referred to as “The Chief”, to interchange with the Soo Line in St. Ignace, Michigan on the north side of the Straits of Mackinac in Michigan’s Upper Peninsula.

The Soo Line then connects with many railroads in the US and Canada, including our joint venture partner, the Canadian National. There is also an interchange with the Ann Arbor RR in Cadillac.

### History:

The C&M has experienced very rapid growth by executing a “flag-out” in the mid 1960’s. A flag-out is where an intra-state railroad, like the C&M, elects not to increase its freight rates when the ICC (controlling only inter-state railroads) executes a general freight tariff increase.

This procedure was actually executed in real life by the Michigan Northern RR (MN) in 1978 resulting in tremendous revenue increases for that railroad. (Note: From 1976 through 1986, the MN actually operated on the same trackage which C&M is currently modeled). The C&M is way ahead of its time. We are closely following the Michigan Northern RR operations, only 12 years sooner.

## Chicago & Mackinac Railroad

Superintendent – Bob Osborn

Main Office – Rio Vista, California

Headquarters Building – Grand Rapids, Michigan

## Operator Instructions – The Local Turn:

1. Pick up your train in Grand Rapids Yard
2. Obtain clearance from DS and proceed to your town
  - a. When you arrive in town, go to the Agent's Box. Last night the RR Agent contacted all local customers and (1) He received information for cars ready to be picked up and (2) He placed all those waybills behind the "Pick Up" tab in his Box
3. While in town, your 2 major jobs are to:
  - a. Pickup the cars behind the "Pick Up" tab in the Agent's Box and take those cars back to the GR Yard for distribution to final destination
  - b. Deliver cars in your train to the appropriate industries
4. After you complete both tasks but before you leave town, you have paperwork to do.
  - a. "Work" the waybills of the cars in your GR bound train. Remove the 3x5 waybill from each carcard & follow the direction at the bottom of that card
    - i. Either remove card (*place in the completed waybill tab in Agent's Box*)
    - ii. **OR** - Turn the card over & reinsert it back into the carcard
  - b. Move the Agent's Box CC/WB:
    - i. Move CC/WBs behind the "Hold (or Loading/Unloading)" tab to behind the "Pick Up" tab
    - ii. Move CC/WBs behind the "Setout" tab to behind the "Hold (or Loading/Unloading)" Tab
    - iii. Place the CC/WBs that you just set out, behind the "Set Out" tab
  - c. Now the Agent's Box is ready for the next train.  
**SO YOU THINK YOU ARE FINISHED?  
BUT WAIT – There's more:**
5. Last night the Agent may also have found that some industries have requested an empty car to be delivered to them.
  - a. Check for Empty Car Request (ECR) cards in the front of the Agent's Box
  - b. If there are ECRs & you can fill them from the cars in your train
    - i. Insert the ECR in the appropriate carcard and spot that car at the industry requesting the MT car.

NOTE: To keep things simple, requests are made for a basic car type (ie: Boxcar, Reefer, etc.) only. Any MT car of the type requested can fill the ECR for that type of car. Ignore length & capacity of the car.
6. Finally you are ready to return to GR Yard. Get clearance from DS and have a safe trip. OS your arrival in GR Yard.

## Time Table Notes

### General Notes:

1. The Chicago & Mackinac Railroad is operated under a modified "Yard Limits" system.
  - a. When operating any Train/Engine, proceed at restricted speed, prepared to stop half the distance from any obstacle ahead of you that would restrict your progress.
  - b. All trains need Clearance from the Dispatcher (DS) to use the mainline (except in GR Yard).
  - c. DS may only give clearance to specified points on the railroad, where the train will need to call the DS for further clearance.
2. O/S (to the dispatcher) your time of departure and your time of arrival at your clearance point.
3. There is a horizontal string diagram on the fascia at each station indicating where you are on the railroad.
4. North is always to the right when facing the layout.
5. There are uncoupling picks and drink holders installed in many areas.
6. Waybills with a black dot are generally for express/passenger train movements only.
7. Waybills and CarCards are color coded:  

Orange = Boxcar	White = Hopper
Blue = Reefer	Green = Tank
Brown = Flatcar	Yellow = Gondola
Red = Covered Hopper	

### Grand Rapids Industrial District (GRI or GRIND):

1. Upon arrival, check the Agent's Box for any off spots, waybills for which should be located in front of the box before the "Spotted" tab.
2. The Agent box only has two tabs: Spotted and Pickup.
3. Return to Grand Rapids Yard with engine on the head end and caboose on the rear.

### Cities of Cadillac & Petoskey:

1. For passenger and other scheduled through trains, if requested, work with that road crew to facilitate their required moves. This is especially true for through train facing point operations. This will speed the scheduled train on its way and leave you more time to complete your work.
2. In Cadillac, the north & south end mainline curved turnouts are powered, controlled by the panel to the left & right of town. All other track turnouts are manually controlled (finger-flickers).

## Time Table Notes (Continued)

### Cites of Cadillac & Petoskey: (continued)

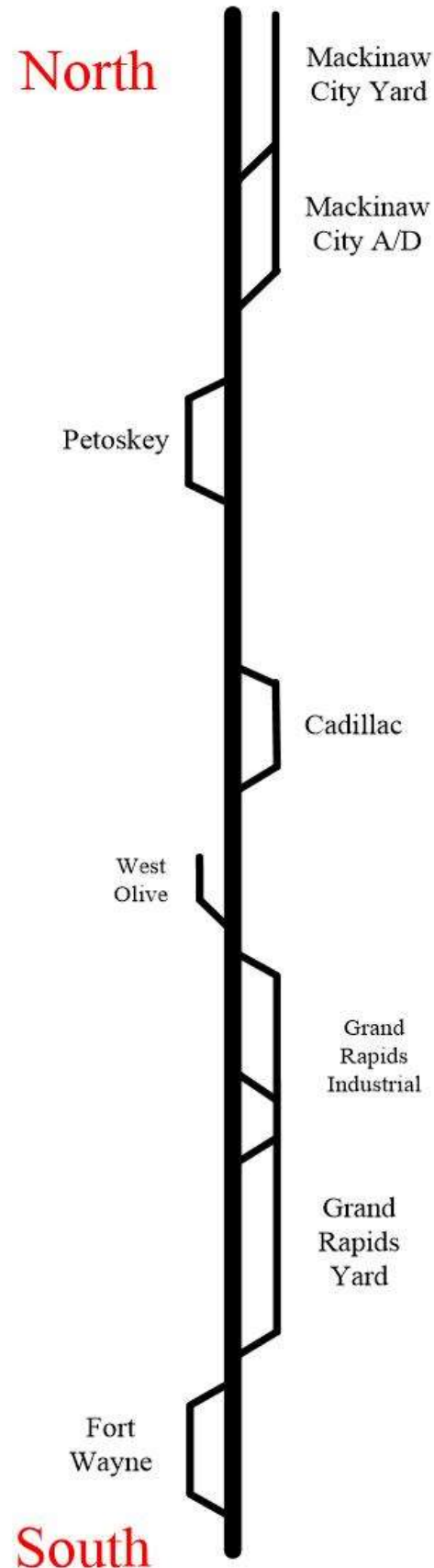
3. The train crew working the town is responsible for keeping the mainline and siding track switches in the proper position for passing trains.
4. To facilitate mainline through traffic, be prepared to vacate the mainline or siding when requested to do so by the Dispatcher.
5. The Agent's Box has 3 tabs: Spotted, Hold (or Loading/Unloading) and Pickup.
6. Check for off-spot cars at the front of the Agent's box.
7. After your switching has been completed, return south to the Grand Rapids Yard (to the left) with engine on the front and the caboose on the rear.

### Mackinaw City Yard:

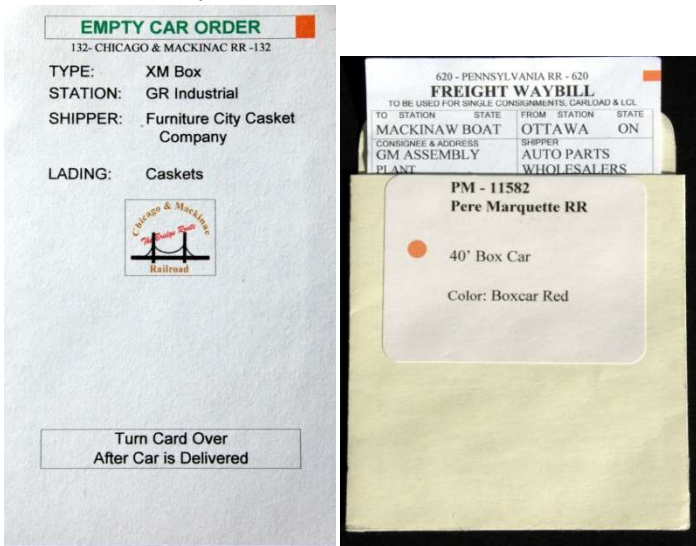
1. The Mackinaw City Yard and Arrival/Departure (A/D) Yard are not staffed by a full time yardmaster.
2. All track switches in the Yard are operated manually (finger flickers) and all switches in the A/D Yard are controlled via the panel on the backdrop over the yard.
3. When switching the Boat, use the D&M engine provided near the boat dock. Mainline engines are not allowed on the boat loading platform.
4. Use the three "Idler" flatcars to switch the boat and never run an engine onto the boat apron (*it is not powered!*).
5. Coordinate with other operators working in the yard (if any) to facilitate the efficient and timely completion of both jobs.
6. First unload the "Chief", then load it up with the cars that you brought up in your Mackinaw City Boat Train. If you cannot fit all of your arriving cars on the boat, leave remaining cars in the yard for loading on the next boat.
7. Build southbound (to the left) train for trip back to Grand Rapids Yard. Road engine on the head-end and caboose on the rear.
8. Operator can fill out their southbound train with any cars located in the yard that are billed for southbound destinations.
9. Take entire train back to GR Yard. Do not spot any cars along the way to GR, unless instructed to do so by special instructions.

## Chicago & Mackinac Railroad #4

### Line Drawing



## Carcard and Waybill Review:



Above: Waybill Samples – Color dot at top right indicates the type of car appropriate for this lading.

Note the “To” and maybe the “Consignee” boxes on the waybill are the only important pieces of information on the waybill. The remaining information is interesting but not critical to the operator.

Car card – (library card pocket)

Return Routing when car is empty

Car identification information

Color and additional information about car

Color dot indicating the type of car and the lading that is appropriate for the car

Car card with sample waybill inserted. Only top box on the left is needed to correctly deliver this car.