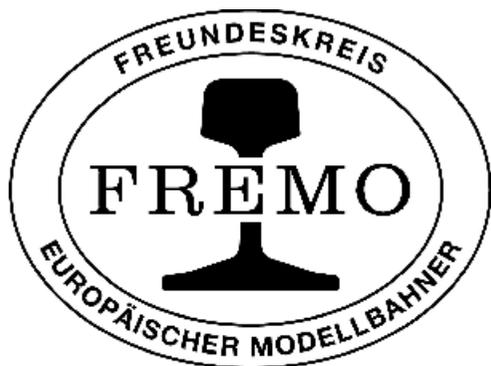


# FREMO EDE 2007



## FREMO EDE

### Timetable No. 1

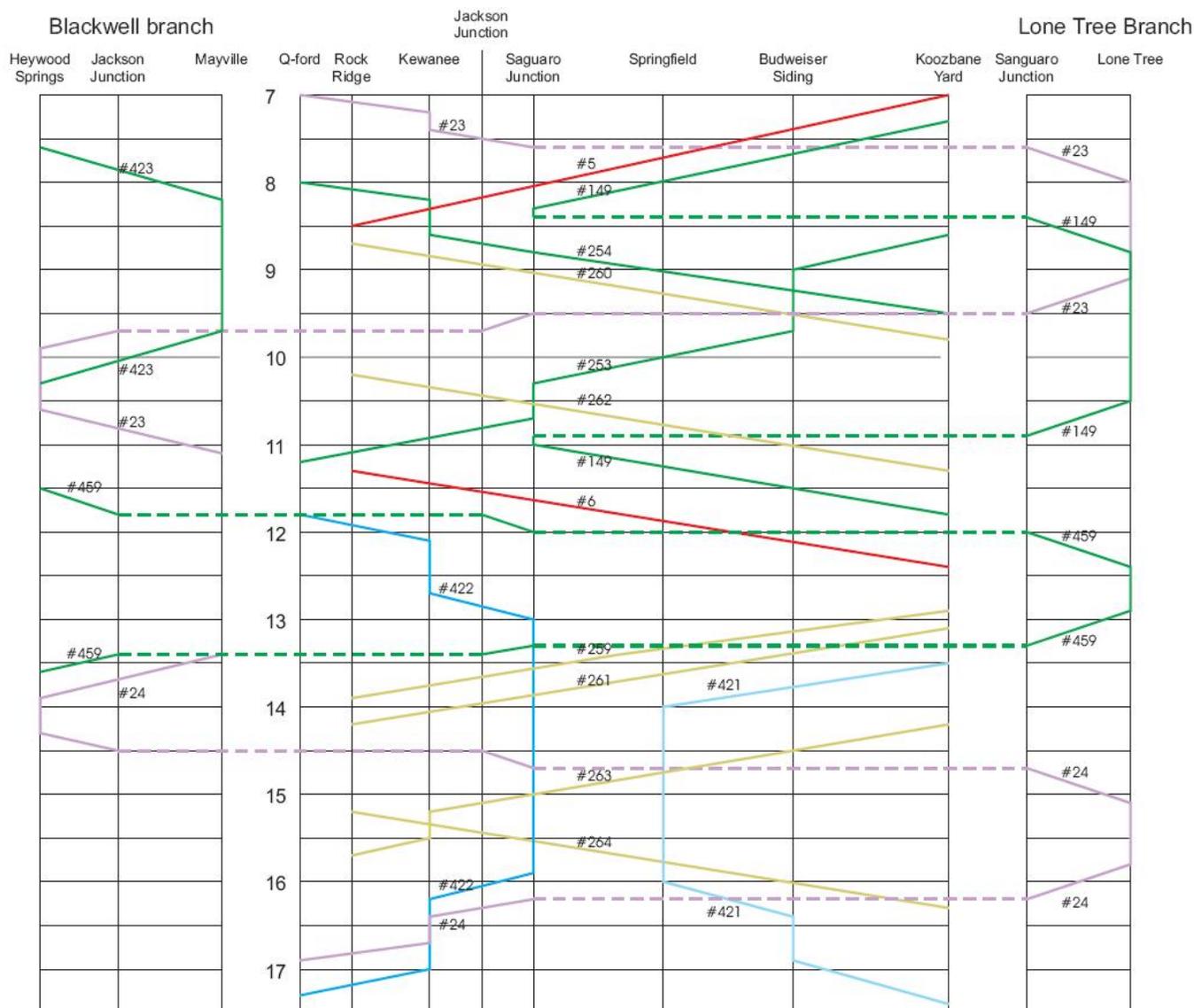
In Effect 9:00 AM, Saturday, November 3, 2007

## FOR THE ENJOYMENT OF EMPLOYEES ONLY

Includes a Quick Guide to Basic Operating Procedures

This pamphlet is intended to give you the basic information you need in order to run trains under the operation scheme in use on this FREMO meeting. It incorporates general procedures, as well as ones specific to this layout.

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- Within yard limits (indicated by yard limit signs and in the time-table), the main track may be used, under the provision that the track is cleared in time for first class trains.
- Make reverse movements on the main track at restricted speed and only within the given limits a train has authority for to occupy the track.

# Procedures

## Operating rules:

There are six types of trains running:

Type 1 & 2: Using the reporting mark of the car:

- 1a) Replace Odd with Even cars
- 1b) Replace Even with Odd cars

- 2a) Replace Higher with Lower cars
- 2b) Replace Lower with High cars

Type 3: Using the RR initials of the car:

- 3a) Replace Higher with Lower cars
- 3b) Replace Lower with High cars

Type A trains run from East to West / North to South  
Type B trains run from West to East / South to North

At every trailing point industrial siding there is an industry card posted nearby which tells you what type of cars may be set out at that industry and how many may be spotted on the siding.

## Rules:

- Only process trailing point sidings (leaving the facing point sidings for the opposite train).
- If the two numbers (or names) are identical, then the spotted car is pulled and leave that spot of the siding empty.
- If the siding is empty, look within your train to find the first car that matches this industry's car type(s) as indicated on the industry card, and then sets out the car on the siding.
- If the siding takes more than one car or car type, then continue setting out the first car in your train that meets the criteria until the siding is full or there are no more cars that match the industry's criteria.
- If there is a car(s) already on the siding, look within your train to find the first car that matches the spotted car's car type. Is a car available then apply the rules depending on your the designated train type (1a – 3b)

Interchanges are swapped out on a 1-to-1 basis of exchanging car types.

## Train and yard air brake tests

Type of operation	Initial terminal air test	Brake pipe leakage test
Set out one or more cars	-	5 sec per car
Pick up one or more cars	-	5 sec per car
Initial terminal test with yard air	5 sec per car	1 min per train
Initial terminal test with engine	5 sec per car	1 min per train
Change engine and/or caboose	1 min per train	1 min per train

## Running trains:

( only applicable when sound is available )

The bell must be used when:

- Arriving or leaving a yard
- Approaching a crossing or passenger terminal.

The horn/whistle must used when:

- Before moving a train
- Approaching a crossing or passenger terminal.
- Before entering an bridge or tunnel
- When approaching an other train.

Common key mapping:

F0 - Licht/sound, F1 - Bell, F2 - Horn/Whistle

## Yard Speed:

In yards and industrial area's the speed limit is 10 mph  
First class trains are exempt: Freight 35 mph / Person 50 mph

**Coupling:** Stop a half cars length before the car to couple. Creep up and connect at low speed.

**Decoupling:** Use the decoupler tools or the magnets.

## Do not touch the cars!

(when manual intervention is needed push/pull the car against it's couplers!)

Before leaving: Remember the do the air brake tests! (5 „real“ seconds for each car in your train) and remember that your train personnel don't have wings and need time to get to a switch and set it right!

## Train Orders:

### Passenger

#5	Passenger	7.00	Koozebane - Rock Ridge
#23	Rdc	7.00	Q-Ford - Mayville
#6	Passenger	11.15	Rock Ridge - Koozebane
#24	Rdc	13.25	Mayville - Q-Ford

### Troughs

#254	Through	8.00	Q-ford - Koozbane
#253	Through	8.35	Koozbane – Q-ford
#260	Through	8.40	Rock Ridge - Koozbane
#262	Through	10.10	Rock Ridge - Koozbane
#259	Through	12.55	Koozbane - Rock Ridge
#261	Through	13.10	Koozbane - Rock Ridge
#263	Through	14.10	Koozbane - Rock Ridge
#264	Through	15.10	Rock Ridge - Koozbane

### Turns

#149	Blackwell	7.15	Koozbane ↔ Saguario
#423	Mayville	8.35	Heywood ↔ Mayville
#422	Lone Tree	11.30	Heywood ↔ Lone Tree
#422	Saguaro Jct	11.50	Q-Ford ↔ Saguario
#421	Springfield	13.30	Koozbane ↔ Springfield

## Train types:

Train types (1a/b, 2a/b or 3a/b) are assigned by the dispatcher when the train is handed over to the engineer/conductor.

\_ END \_