



# Roseville Roundhouse Model Railroad Club

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## HO Division Layout Operation Standards

### Fun Run

A Fun Run is an assembled RRMRC layout whose purpose is for all members of the RRMRC, and their invited guests, to run their rolling stock and other equipment on the layout in a "fun and informal" manner. Such runs may or may not incorporate "work in progress" modules, "trouble shooting" sessions, testing of new or different control activities, let individuals test and/or run new or special equipment, incorporate building projects, include special interest activities, etc. In general, a Fun Run is a RRMRC activity to encourage member participation and Model Railroading activities in an informal setting.

### Show Run

A Show Run is an assembled RRMRC layout whose purpose is to present the modules and equipment of the RRMRC members in a formal setting. Show Runs are designed for general public viewing of the layout. RRMRC often asks for and receives a fee for setting up a Show Run. A Show Run incorporates only finished and tested modules in the layout. Active Members are encouraged to run the layout. Inactive Members and/or guests and/or the general public are not asked to participate in a Show Run. Only Active Members are encouraged to display and/or run their rolling stock and other equipment that has been checked-in, documented, and approved to the RRMRC standards. The rolling stock and/or other equipment of Inactive Members, guests, or the general public is not invited to be displayed or run during a Show Run.

### RRMRC Member Participation

Setting up the RRMRC modules for a run of any sort is one of the major activities of the RRMRC. The setting up, operation, and disassembly of the layout is basic to a successful Run and requires the teamwork of all who participate. Every participant should, to the best of their ability, help with the set-up and/or disassembly of the layout of he/she expects to participate in the operation of the layout. It is expected that every participant will operate and respect the layout, all rolling stock, and all equipment as if it were their own.

### Operation, Direction, and Control of a RRMRC Run

All design, coordination, setup, operation, theme, schedule, equipment, assignment, and take-down decisions are made by the Run Coordinator. The Run Coordinator is an Active Member of the RRMRC. The Run Coordinator is encouraged to have at least one or more Assistant Coordinators to help in these tasks. In the event that there is a disagreement in any aspect of an RRMRC Run by any participant of the Run, the appropriate course of action is to first approach the Run Coordinator with the problem. The decision of the Run Coordinator will prevail the majority of the time. If the Run Coordinator so chooses, one or more other Active Members may be asked for advice. If the resulting outcome is still in dispute, then an Active Member (and only an Active Member) may present a written grievance the HO scale Vice President. The HO scale Vice President will bring the issue to floor of the next regularly scheduled business meeting for discussion and if needed, a vote. Remember that we are here to have fun and there is not a single issue that can not be resolved before it is escalated to the HO scale Vice President.



# Roseville Roundhouse Model Railroad Club

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## RRMRC ROLLING STOCK STANDARDS

### I. General Rules

- A. All equipment shall have clean wheels.
- B. Wheel back-to-back spacing, check gauge, flange depth, and tire width must conform to NMRA RP-2 when checked against a current NMRA Standards gauge.
- C. Trucks must pivot freely, must be able to negotiate a #4 switch (#6 if the car is over 55') without binding or derailment, and must have a slight lateral rock.
- D. Equipment must be able to negotiate a 24" radius curve. If the car is over 75', the minimum radius is 36".
- E. Couplers:
  1. Shall be compatible with the Kadee MKD type coupler.
  2. Shall be 25/64" from the center of the knuckle to the railhead, plus or minus .010". (NMRA Standard S1)
  3. Shall have freely working centering springs.
  4. Shall be free of flash.
  5. Shall be insulated from the rails if made of metal.
  6. Working front couplers are optional on steam road locomotives, or on locomotives where the couplers were hidden. However, when installed, working front couplers on steam road locomotives shall conform to all standards regarding couplers.
  7. Steam switch engines (those lacking a front truck) shall have working front couplers.
- F. No more than two washers of more than .015" thickness may be used on each truck mounting point to get couplers to the correct height. (The club offers clinics and work sessions to assist members in correcting car height or coupler height problems.)
- G. Finishing/Markings
  1. All equipment run at public shows must be realistically lettered, numbered and painted, or must represent unlettered or unnumbered prototypes.
  2. The owner's name shall be marked or placed on the frame or undercarriage of all rolling stock.
- H. 'Bad-Order' Rolling Stock
  1. Rolling stock may be 'bad-ordered' during a club operating session or run by any member in good standing.
  2. Rolling stock is 'bad-ordered' with the following steps:
    - a. Notifying the owner of the rolling stock of the issue



# Roseville Roundhouse Model Railroad Club

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- b. If the owner of the rolling stock is not in the immediate area, notify the Run Coordinator.
  - c. Details of the issue or problem with the rolling stock must be provided to the owner.
3. Any car that is 'bad-ordered' must be removed from any operating train. The car may remain on the layout but it must not interfere with other operating trains. If the owner of the rolling stock is not in the immediate area the Run Coordinator will remove the 'bad-ordered' piece of rolling stock and notify the owner.



# Roseville Roundhouse Model Railroad Club

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## II. Rolling Stock - Unpowered

- A. All general rules apply to unpowered rolling stock.
- B. Unpowered rolling stock shall be weighted as per NMRA Recommended Practice #20.1:

Length	Weight	Length	Weight	Length	Weight	Length	Weight
20'	2.4 OZ	25'	2.7 OZ	30'	3.1 OZ	35'	3.4 OZ
40'	3.8 OZ	45'	4.1 OZ	50'	4.5 OZ	55'	4.8 OZ
60'	5.2 OZ	65'	5.5 OZ	70'	5.8 OZ	75'	6.2 OZ
80'	6.5 OZ	85'	6.8 OZ	90'	7.2 OZ		

Rolling stock weights must be within +/- 1/2 oz. of spec.

- 1. Weights shall be firmly secured to the rolling stock, or in the load, if the load is removable. Removable loads must stay in place on or in their cars during operation. Cars which will operate unloaded shall meet the weight standards by themselves, and the removable load shall be lightweight. The center of gravity of the car shall be kept as low as possible.
  - 2. Articulated cars shall be weighted as follows: End units must meet club spec weight for their length. Intermediate units may weigh between 50% and 100% of the club specification for their length. OR, intermediate units may be weighted in an alternating scheme, where light units alternate with units weighted to the standard. Weight may be carried as part of the car, or as part of the lading.
  - 3. Overweight dummy locomotives or overweight steam locomotive tenders are acceptable.
- C. Unpowered rolling stock (except for steam locomotive tenders) must be able to roll unassisted down a 3% grade.

## III. Rolling Stock - Powered

- A. All preceding rules apply, except that overweight powered rolling stock is acceptable, and that resistive wheelsets are not required.
- B. Powered rolling stock shall meet the NMRA Electrical Standards.
- C. Drawbars may be used to connect diesel locomotive sets instead of couplers.

## V. Rolling Stock Check-In Procedure

- A. Any active member in good standing may check-in rolling stock. No member may check-in their own rolling stock.
- B. Each piece of rolling stock will be checked for conformity with the rolling stock standards. Rolling stock that meet the standards will be allowed to run. **Rolling stock that has not been checked-in will not be allowed to run at club functions.**



# Roseville Roundhouse Model Railroad Club

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- C. Before each club Run a check-in clinic will be held. The purpose of this clinic is to help members prepare and check-in their rolling stock.
  - D. Each checked-in piece of rolling stock will receive a small sticker to be placed on the underside of the car. This sticker notes the date the car was checked-in and the member who checked-in the car.
  - E. There is no requirement to re-check rolling stock unless the car has been bad-ordered during a club operating session or function. However, members are encouraged to routinely check their equipment for proper function and conformity with the operating standards of the club.
- VI. Miscellaneous Recommendations
- 1. Metal wheels are highly preferred over plastic wheels. Metal wheels roll much smother than plastic, wear less than plastic, and sound great.
- VII. Variances
- A. Requests for variances from any item of this standard are to be submitted to the HO Vice President. Variances are to be granted when it would be unreasonable to expect that a piece of rolling stock could be made to conform to a particular provision of the standard. A variance only pertains to a particular item in the standard: all other provisions of the standard must still be met by that piece of rolling stock.