



Magic Valley Model Railroaders

Train Operation Policy

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Introduction

Scope and Purpose

The purpose of this document is to establish a policy for operation of trains on the layouts of the Magic Valley Model Railroaders hereafter referred to as "MVMR". This policy is meant to keep all scale operators on the same page, prevent disputes and give everyone the best operating experience possible during and between events. Many of these are common sense rules and guidelines that we follow anyways, but this document lays it out so there are no misunderstandings. This policy is a live document and will be changed as needed to ensure the goals of this document are met.

The MVMR has a G, HO, O and N Scale layouts which are standard gauge layouts. The club has locomotives and rolling stock available for use of its members.

All Club equipment is periodically maintained to meet the club standards and to be in good operating condition.

Operating Situations:

There are three distinct operating situations on MVMR layouts as defined below:

- Open House - These are typically considered as moderate visitor traffic. At least one scale must be in operation with at least one representative from the scale present. Normal days/hours are the second Saturday of the month from Noon until 3 p.m.
- Twin Falls County Fair – This is typically considered as high visitor traffic. All scales are to be up and running with sufficient personnel to cover the hours their scale is open to the public.
- Work Days – These are catch as you can days when club members are working on scale layouts and would entertain visitors as they work. The decision to run a layout is up to the member/s present for the work day.
- Outside regular events when two or more members present:
 - Operations should be on a first come, first served basis; not to prohibit another member to join the layout. This does not mean you can kick somebody off the track just because you want on, share and wait your turn.
 - Pay attention to your train.

Authorized Individuals:

- No member will operate on the layout without approval by the scale coordinator or designee.
- After initial approval has been attained, members will be able to run on the layout at any time without supervision.

- Non-members may operate on the layout only with a club member present and will adhere to operating guidelines provided here-in. Non-members are encouraged to consider a small donation to the club to support the operation.

Track Operations:

- At all times, be courteous and polite to members and non-members.
- Members SHALL NOT:
 - Operate other members equipment without their permission.
 - Remove other members equipment from the layout unless it has been left violating a rule and the member has left the immediate area.
- All locomotives and rolling stock not of club stock should be evaluated as to proper operation on the layouts by designated scale member.
- Club member will take priority over non-club members in running of trains.
- All trains of non-club members must be inspected and tested by a MVMR member of the scale desired to be ran on to ensure no damage or problems while running on the MVMR layouts.

Damage to Track and/or Club Locomotives and Rolling Stock

- MVMR develops and maintains their layouts to be of the highest operating condition possible.
- MVMR will not be held liable or responsible for any damage to personal locomotives or rolling stock due to track failure or other issues while running on any of the layouts. Basically, you are running your personal trains at your own risk.
- In the event of club locomotive, club rolling stock or track damage on any scale, only authorized club personnel so identified will make the repair to the club equipment or track.
- Said damage will be reported to the scale coordinator.

G Scale

Equipment Requirements

G Scale locomotives will be DC only unless running battery powered DCC locomotives.

Operating Procedures

Since G Scale has only mainline, only one train at a time may be operated on the G Scale layout.

Prior to operation of any scale, an appointed individual from the scale shall provide necessary training on operating control equipment. Only after the training will a person be authorized to operate trains be it theirs or the clubs. Individuals without the training are barred from operation. Any individual failing to follow specific scale operations may be banned from operating on the G Scale.

All trains being setup shall do so on a setup track/siding when available, not the mainline. Trains will not be stored on a track designated as setup track or on the mainline unless approved by the scale coordinator.

Where available, all turnouts will be operated by the scale's preference. No motorized turnout shall be operated manually unless designated by the scale. All personnel will train as to operation of the turnouts prior to operation on the scale.

It is suggested, when possible, the first train out should include a track cleaning car.

You must get permission to move or operate other member's personal equipment.

HO Scale

Equipment Requirements

HO locomotives should be DCC equipped. Use of address 00 will only be used in very special situations to avoid damage to DC equipment and adverse effects to the DCC system.

Operating Procedures

HO Scale maintains two main line tracks. Only one train at a time may be operated on each of the main lines.

Prior to operation of any scale, an appointed individual from the scale shall provide necessary training on operating control equipment. Only after the training will a person be authorized to operate trains be it theirs or the clubs. Individuals without the training are barred from operation. Any individual failing to follow specific scale operations may be banned from operating on the HO Scale.

All trains being setup shall do so on a setup track/siding when available, not the mainline. Trains will not be stored on a track designated as setup track or on the mainline unless approved by the scale coordinator.

Where available, all turnouts will be operated by the scale's preference. No motorized turnout shall be operated manually unless designated by the scale. All personnel will train as to operation of the turnouts prior to operation on the scale.

It is requested that all trains run a club supplied track cleaning car.

You must get permission to move or operate other member's personal equipment.

To allow for problem free operations:

It is preferred that all cars and engines have metal wheels.

All club cars and engines will be equipped with operating knuckle couplers, preferably Kadee. Proper height shall set using the Kadee height gauge available in the shop. Experience has shown the Kadee metal coupler to be more reliable than the available alternatives. Visiting trains may run on Horn Hook couplers.

All cars should be weighted per NMRA recommendations. Car weight as defined by NMRA insures consistent level of operational reliability.

N Scale

Layout:

We operate utilizing DCC with one command station and 3 boosters with the ability to plug in throttles throughout the layout or utilize WIFI. Use of address 00 will only be used in very special situations to avoid damage to DC equipment and adverse effects to the DCC system.

Our Layout is divided into 6 operating districts across with the ability to loop in 3 of those districts can be operated as loops or a single loop through the entire layout.

These districts are named with regard to their operations: Main Yard (Upper East). City and Park (Lower East and Peninsula), Helix East, Helix West, Industrial (Peninsula West), Countryside (Upper/Lower West and Elephant).

Operations:

- N Scale maintains two mainlines. Due to the length of each, multiple trains may be run simultaneously on each main line. Engineers must be cognizant of the other locomotives at all times to avoid collisions.
- Prior to operation of any scale, an appointed individual from the scale shall provide necessary training on operating control equipment. Only after the training will a person be authorized to operate trains be it theirs or the clubs. Individuals without the training are barred from operation. Any individual failing to follow specific scale operations may be banned from operating on the N Scale.
- All trains being setup shall do so on a setup track/siding when available, not the mainline. Trains will not be stored on a track designated as setup track or on the mainline unless approved by the scale coordinator.
- Where available, all turnouts will be operated by the scale's preference. No motorized turnout shall be operated manually unless designated by the scale coordinator. All personnel will train as to operation of the turnouts prior to operation on the scale.
- It is suggested, when possible, the first train out should include a track cleaning car.
- You must get permission to move or operate other member's personal equipment.
- Members SHALL NOT:
 - Park trains on the mainline or over switches.
 - Leave DC only engines on powered parts of the layout.
- Testing is allowed only when it does not interfere with a member who is running on a track. If there is testing that needs to happen in excess of 5 minutes on the mainline, the member should give way to the next train or do the testing on a siding.

To allow for problem free operations:

- It is preferred that all cars and engines have metal wheels.
- All club cars and engines will be equipped with operating knuckle couplers, preferably Kadee. Proper height shall set using the Kadee height gauge available in the shop. Experience has shown the Kadee metal coupler to be more reliable than the available alternatives. Visiting trains may run using Rapido couplers.
- All cars should be weighted per NMRA recommendations. Car weight as defined by NMRA insures consistent level of operational reliability.

Helix Operations:

- Trains longer than fifteen (15) cars shall have more than one engine.
- Multiple engine trains shall be speed matched to prevent derailling.

O scale

Equipment Requirements

O Scale locomotives will be either Trainmaster Command (TMCC) or AC.

Operating Procedures

The O Scale maintains two mainlines for normal operations. Only one train at a time may be operated on each of the mainlines.

Prior to operation of any scale, an appointed individual from the scale shall provide necessary training on operating control equipment. Only after the training will a person be authorized to operate trains be it theirs or the clubs. Individuals without the training are barred from operation. Any individual failing to follow specific scale operations may be banned from operating on the O Scale.

All trains being setup shall do so on a setup track/siding when available, not the mainline. Trains will not be stored on a track designated as setup track or on the mainline unless approved by the scale coordinator.

Where available, all turnouts will be operated by the scale's preference. No motorized turnout shall be operated manually unless designated by the scale. All personnel will train as to operation of the turnouts prior to operation on the scale.

It is suggested, when possible, the first train out should include a track cleaning car.

You must get permission to move or operate other member's personal equipment.