

May 4th, 2002

Includes ammendment of January 22, 2004

ENGINE & ROLLING STOCK REQUIREMENTS

FOR OPERATING SESSIONS

1. General. All engines and rolling stock used in operating sessions (or when the Mississippi Eastern is being operated during “open house” events) must pass an inspection by the club’s car inspector(s) and will conform to the requirements specified by this document to facilitate smooth, trouble-free operation. “Fixing” non-conforming cars/engines is the responsibility of the owner. These rules may be changed or updated to improve operation or increase the enjoyment of operating trains as necessary. These rules may be amended by vote during club business meetings.

2. Engines/Rolling Stock.

a. Couplers. Kadee or Kadee compatible couplers will be used on all engines and rolling stock. The couplers must be mounted at the proper height and must be complete with trip pin and knuckle spring. The coupler must be mounted so that it can move from side to side and the “centering spring” centers it. Trip pins must be adjusted to the correct height. Coupler requirements for engines are as follows:

1. Diesels. Couplers must be mounted on both ends of the engine.

2. Steam engines. All switch engines must have couplers mounted on both ends. All road locomotives must have couplers mounted on their tenders.

b. Detail parts. In general, any details that were on the rolling stock or engine when new must be in place when it is operated. Super-detailing is encouraged. Any detailing parts that hang down from the body such as MU cables and air hoses must also be mounted at the proper height. They cannot interfere with the operation of the coupler or trucks.

c. Wheels. All wheels will have the RP-25 contour.

d. Owner identification. All engines and rolling stock will have the owner’s club number on the under side so that the owner can easily be identified.

e. Clearances. All engines/rolling stock must not exceed tunnel height and width clearances in accordance with the NMRA HO scale standards gauge.

3. Additional rules for Engines.

a. Operation. All engines must operate “smoothly”, i.e., there should not be any jerking or stalling.

b. Multiple units. Powered units hooked in tandem must operate as smoothly as single units.

4. Rolling Stock/Engine inspection procedures.

a. Couplers. Kadee #205 coupler height gages will be used to inspect coupler height.

b. Wheels. An NMRA HO scale standards gage will be used to check spacing of the wheel gauge and the tire width on all wheel sets. It is strongly recommended that all wheel sets have brass or non-magnetic axles.

c. Weight. The clubs postal scale will be used to inspect car weights. Rolling stock weight will be in accordance with (IAW) with NMRA practice 20.1 as shown below:

ROLLING STOCK WEIGHT REQUIREMENTS

IAW NMRA RECOMMENDED PRACTICE 20.1

Rolling stock will have an initial weight of one ounce plus ½ additional ounce for every inch of car body length. The following table shows weights for car lengths in inches:

<u>Car length (inches)</u>	<u>Weight (ounces)</u>
3	2.5
4	3
5	3.5
6	4
7	4.5
8	5
9	5.5
10	6
11	6.5
12	7
13	7.5