

Free-mo Layout Setup Information

Rochester, New York Run Session



ROCHESTER INSTITUTE OF TECHNOLOGY
model railroad club
127 Lomb Memorial Drive • Rochester, NY 14623-5608 • (585) 475-2227

Event Information

- **Date:** March 21-23, 2008
- **Location:** Student Alumni Union
127 Lomb Memorial Drive
Rochester, NY. 14623
- **Event Type:** Private Regional HO Scale Run Session
- **Lodging:** *TBD* (reasonably priced lodging is available close by in Rochester/Henrietta – more info to follow)
- **Site Host:**
 - Mike Walsh mrw5390@rit.edu Phone: 585-475-2227

Free-mo Layout Information

- **Layout Sponsor:** This Free-mo layout is organized by the RIT model Railroad Club.
 - <http://www.ritmrc.org/>
- **Run Chief:**
 - Mike Walsh (Run Chief) mrw5390@rit.edu Home: 585-475-2227
 - Tim Moran (Run Chief) e-mail Mike Walsh for contact information
 - James Koretsky (DCC Chief) e-mail Mike Walsh for contact information
- **Layout space:** *TBD*
- **Tentative schedule:** This schedule **must** be honored by all modules to ensure on-time layout completion
 - Pre-setup: Friday, March 21, 2008; from 5:00 p.m. till 12:00 a.m. (We can continue set-up until 3:00 a.m. but would like to go home sooner than this for obvious reasons).
 - Final Setup: Saturday, March 22, 2008; from 8:00 a.m. till 10:00 a.m. (or sooner)
 - Run trains: Saturday, March 22, 2008; from 10:00 a.m. till whenever.
Sunday, March 23, 2008; from 8:00 am until 4:00 PM
 - Tear down: 4:00 p.m. till 10:00 p.m.
- **Operation style:**
 - The layout will be available for open running during time periods not scheduled for an operating session. At least one operating session will be scheduled to run in the afternoon. If possible, a second session will be conducted in the early evening. This will not be restricted, but if some would like to establish a specific time to start a specific operating session, then we will honor that request, and take the time to prepare adequately for that session.

Participant Registration

- This is private run session open to Free-mo module owners and their guests. There is no registration fee.
- Module owners must register you and your module(s) attendance with the Run Chief on or before January 26, 2008. Registrations received after that day will be considered on a case-by-case basis as the layout and operations planning will be heavily underway.
- Your module registration must include the module data listed in the Free-mo Layout Planning section below.
- Lodging accommodations are your responsibility. We will provide lodging information to those that register.
- You must be present to set up your own module, and tear them down at the specified times. If you cannot be present to set up your own module, please arrange for another person to be present to set up your module. If you do this, please contact the run chief and inform him of this substitute so he may anticipate this.

Free-mo Layout Planning

- **Layout planning team:**
 - Mike Walsh, run chief mrw5390@rit.edu Home: 314-353-7127
 - Tim Moran, assistant run chief
 - James Koretsky, DCC Chief

- **Layout planning process:**
 - *** **Your module cannot be designed into the layout without this information!!** ***
 - For your module to participate, send **exact** module characteristics to the planning team or run chief:
 - Length and width
 - Angles of endplates
 - Locations of all tracks crossing endplates
 - Mainline or branchline track specification; single main or double main endplate trackage
 - Description of key track features (single main, double main, junctions, yards, loops, etc.)
 - A dimensioned (but not scaled) plan view drawing of your module showing the above data
 - The planners will convert your module data into a simple outline CAD drawing for layout planning.
- **Selection of modules:** if there are more modules than available space, preference will be given as follows:
 - Modules completed technically that have not been previously incorporated into a Free-mo layout.
 - Modules that have passed the Pre-Qualification (see below).

Free-mo Module Requirements

- **Pre-Qualification:** This is NOT a module shakedown session, but RATHER a run session. Many of the local and traveling modules that will be scheduled to appear should have been used within a Free-mo layout. Those modules should be pre-qualified by connection to and testing with a proven Free-mo module before inclusion in the layout. We understand and accept that we may have a couple of modules that will not have had this level of testing performed before arrival. It is necessary that the owner of these modules be in contact with the Run Chief on a regular basis, giving updates on completion and such. If the need arises for a module to be brought to the setup untested, then arrangements will be made by the Run Chief to be tested before inclusion in the layout. No Pre-Qualification testing will be performed on Saturday morning for modules intended to be included in the setup.
 - Modules must conform to Free-mo specifications
 - Mainline or Branchline
 - Single main or Double main
 - Standard size or Mini-mo
 - 50" rail height with +/- 1" adjustment minimum
 - Support legs for self-standing during setup/tear-down
 - Track work must conform to Free-mo specifications
 - Through tracks (mains, passing sidings, yards) of Mainline-standard modules must accommodate **all** equipment types (42" minimum radius, #6 minimum frog when through track passes through diverging portion of the turnout, code 83 rail)
 - Train movements on all module tracks **must be reliable**.
 - Electricals and electronics must conform to Free-mo specifications
 - **All** Free-mo specified buses installed, with specified connectors at each endplate
 - Track power (DCC)
 - Accessory power (DCC will be present on this bus)
 - LocoNet for throttles
 - Throttle jacks on all operator-accessible module sides
 - Turnouts operable from **both** sides of modules (manual or remote)
 - Scenery requirements
 - Modules do need to be, as a minimum, scenicked or ballasted. The module **must** have a layer of earth colored paint on the top surface to tone down and even out colors. Photos used for module development and building mockups are encouraged to be placed on the module. First-time modules must have photographic evidence of the condition of their modules submitted to the run chief when they submit their modules for inclusion in the track plan.
 - Fascias should be painted and clean.
 - **The Exception to this rule is** that if your module has never been in a set up in the past, you must contact the run chief, and provide specifics on what you will be bringing, how it will look at the time of set up, and provide any further information that may be requested of the module owner.

- **Each module must be accompanied by:**
 - Clamps for mating to adjacent modules
 - Fitter rails to bridge all tracks joining to adjacent modules
 - LocoNet jumper cables, 24" long minimum, to link throttle bus to adjacent modules
 - Any custom cables required to make the electrical connections Free-mo compliant
- **Skirting and walkway barriers:**
 - None required, however skirting it is recommended to provide a smoother appearance.
- **Modular Signal System Occupancy Bus**
 - A signaling system will not be used.

Control System Requirements

- Multiple boosters will be required to accommodate power districts. Notify the Run Chief if you can contribute a Digitrax booster with Free-mo compliant plug connections.
- The control system will be configured to use radio throttles. If you have radio receivers, please bring them so we can hopefully improve the reception of radio signals on the layout.
- DCC boosters and power supplies shall be properly grounded (third prong on 120Vac plug)
- Please Note: You may be asked to temporarily re-address a stationary decoder or locomotive equipped decoder to prevent address conflicts.
- More details will be made available in the weeks before the run session.

Operating Session Requirements

- An operations based pool of rolling stock will be required to support the planned operating session. Each module owner should bring appropriate types and quantities of rolling stock to support switching of any industries located on his module. This rolling stock will be placed into the operations pool.
- Each piece of rolling stock should be supplied with the appropriate car cards.
- Each industry on the module should be supplied with the appropriate way bills.
- Specific information on car cards and way bills will be provided to registered attendees.
- The Run Chief will supply appropriate operations paperwork such as schedules, timetables, track warrants, etc. as required to support the operating session.
- Additional details on the operating session will be announced as they are developed.

Train Equipment Requirements

Reliable locomotives and rolling stock, together with good track work, will minimize operation problems.

- This run session is not era or locale specific. Any North American prototype road name is acceptable.
- All equipment should be tested at home prior to the run session.
 - Metal wheels only – plastic wheels will not be allowed on the layout.
 - Wheels in gauge.
 - RP-25 wheel profile, 0.110" to 0.088" treads only.
 - Note that flanges deeper than RP-25 will not work on some Free-mo track work.
 - Note that Proto87 tread-width wheels may not be reliable on many Free-Mo modules.
 - Trucks freely rotate and accommodate minor track undulations (e.g. "three-point" mounting).
 - Metal Kadee couplers preferred – plastic couplers strongly discouraged.
 - Couplers at proper height, properly centered, and spring back to center.
 - Coupler trip lever at proper height or removed.
 - NMRA weighted except for unit trains.
 - Unit trains are made up of cars that are weighted either under or over the NMRA standard and that are operated only with themselves and not intermixed with any other equipment.
- Locomotive specifics:
 - DCC only – analog locos will not be allowed on the layout.
 - DCC programming should be completed at home prior to the run session, however a separate system may be available for programming of locomotives.
 - Sound equipped locomotives should have the sound set at a *low* volume level. The sound should be heard next to the locomotive but not across the room.

- Be aware that equipment causing operating problems may be removed from the layout, i.e. “bad ordered”. See the procedure in the next section.

Operator/Participant Requirements

- **You are considered an Operator if your module is included in the layout.**
 - During “free-run” sessions, you may run trains using the following guidelines:
 - Watch ahead for other trains.
 - Verbally coordinate with other Operators to handle meets with other trains.
 - Re-align turnouts to the mainline after your train has passed.
 - During dispatcher-controlled sessions, you may choose to:
 - Run through trains following the dispatcher’s instructions.
 - Run a local train switching online industries following the dispatcher’s instructions.
 - Work as a brakeman on a local.
 - Work as a yard master.
 - Or take a break and not run trains to allow other Operators the opportunity to operate.
 - Each Operator should plan to bring:
 - Their own Digitrax throttle(s) - learn how to use your throttles before the run session.
 - FRS type radio for dispatched operating sessions (not required but preferred).
 - Uncoupling tool to minimize handling and damage to rolling stock. As some of the rolling stock will have the trip pin removed from the coupler, the preferred uncoupling tool is a blade type that is inserted between the couplers and twisted to open the knuckles (Example: Accurail Switchman uncoupling tool).
- **General guidelines:**
 - Keep eyes and ears open for inappropriate guest behavior, and take action as needed to protect modules, trains, and other property.
 - Ask the equipment owner for permission before running his train equipment or using his throttle during run sessions.
 - When leaving the layout to take a break, clear your train from the mainline and passing sidings or remove it from the layout. Also, inform the Run Chief or his delegate when you plan to return.
 - Avoid having too much equipment on the layout at any one time to allow enough “train space” for all Operators. One train’s worth of equipment is typically OK while you are operating.
 - Clean the rails on your module regularly, at least once per day. If you do not want others cleaning your track, please let it be known to the other operators.
 - When a car or loco causes operating problems, follow this process:
 - First try to locate its owner; inform him of the problem and request the removal of the car or locomotive.
 - If the owner is not present or is unknown, carefully remove the car or locomotive and place it in the designated “bad order” area of the layout. Write a brief description of the problem on a “bad order” tag, and affix the tag to the coupler on the equipment.
- **If you do not have a module in the layout, you are considered a Guest Operator,** and must follow the process defined below – no exceptions. This process ensures module owners have first priority for operational access to the layout and that a guest has been properly introduced, trained and supervised.
 - A Guest Operator must be hosted by an Operator before placing or operating trains on the layout.
 - The Operator must introduce the Guest to the Run Chief or his delegate
 - The Run Chief (or delegate) must approve the Guest as an Operator, and all train equipment he plans to place on the layout. This decision considers several factors, such as whether the Guest has Digitrax experience, his train equipment meets the layout requirements, current layout activities can accommodate the equipment and additional operators, etc.
 - Once the Guest and equipment are approved to operate, the host Operator must accompany the Guest at all times while operating any train on the layout. The Operator is responsible to train the Guest Operator on the layout and throttle controls, assist with train meets, execute dispatched instructions, and so forth.
 - When the Guest Operator is finished running, he must remove his train equipment from the layout.

- The Guest Operator must repeat this process for subsequent run sessions so the Run Chief is aware the Guest Operator and his equipment have returned to the layout.