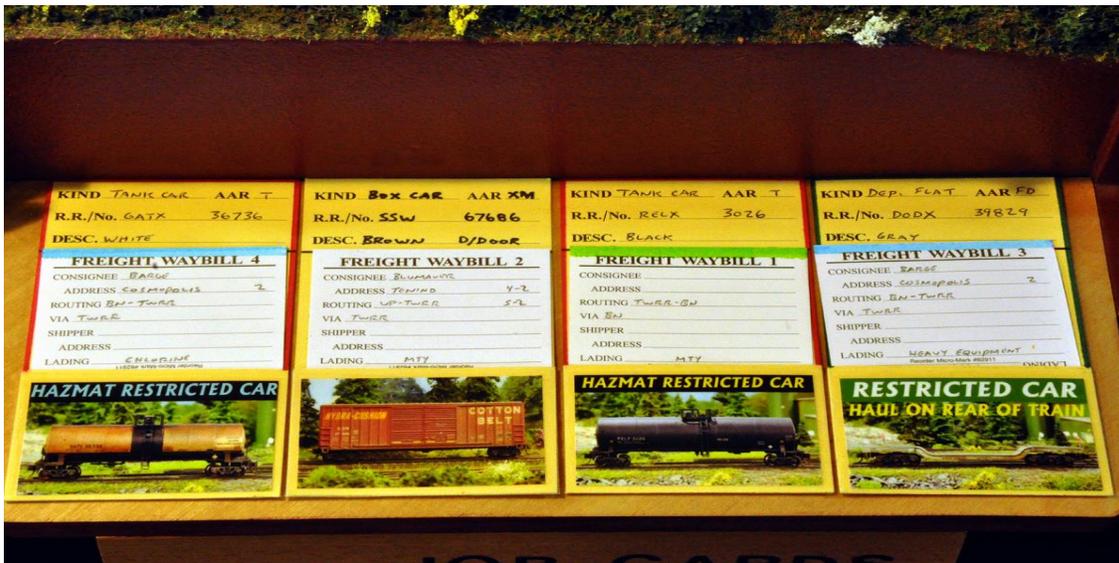




Welcome to the NMRA 4D 2016 Spring Meet!

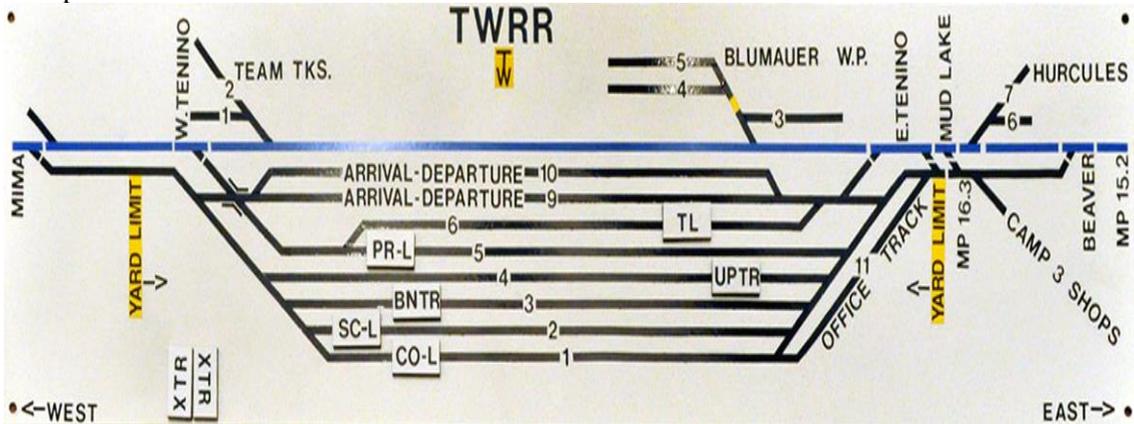
I hope you'll find the information below useful as an introduction to setting up operations for a model railroad.

Operating a model railroad adds another exciting aspect to the hobby. It provides a purpose, as well as a destination for all the equipment you have acquired over the years. Operations on the Tenino Western Railroad are fairly straightforward. The layout uses car cards and four-cycle waybills. Each car on the layout has a specific destination as indicated on line 2 of the waybill. If a car has multiple spotting locations or doors, it simply states the track number followed by a dash and another number. Example: 1-3 indicates track one door 3 and 1-3/8 states track one; doors 3 through 8 are acceptable. All spots are labeled closest from the switch, spot 1 and advance backwards.



As with real railroads, the TWRR moves a great deal of hazardous freight. These cars are labeled accordingly and are designated by a red border. There are four different classes of hazardous shipments: **red** for flammable, **yellow** corrosive or radio active, **blue** for poisonous/inhalation hazard, and **orange** for explosive. Hazardous shipments are not only limited to tank cars. Different classes of hazardous shipments require a buffer car between them, in addition to a buffer car between any locomotive and caboose. *The only exception is within yard limits.* Like kinds of hazardous shipments can be placed together. Also there are restricted cars with special handling instructions, which are designated by a green border and message.

Located at each town are car card boxes; a setout box **S/O**, a pick up box **P/U** and a **Hold** box. Cars that need to be picked up are located in the pickup box. When a car is set out, the car card goes in the setout box. If the car is being held for loading or unloading, the car card remains in the hold box. The car being held can be moved during switching, but must be re-spotted at the original location when switching is completed. If a red paper clip is attached to a car card, it states the facility was full and the car could not be spotted. It must be spotted when space becomes available. Also located above each town and yard is a schematic listing all track numbers and mile posts.



Each train on the railroad has a job card that accompanies it, stating any special instructions and the customers the train serves. In addition, to help expedite movements on the TWRR every car card and waybill is color-coded. For example: the job card for Cosmopolis is color coded blue as well as the waybills going to Cosmopolis.



Tenino Yard can be a very busy place and classifies a large amount of cars. Above the yard is a schematic listing the track numbers and industrial tracks. Provided along the layout for your convenience, are card shelves, throttle pockets, and fold down drink holders.



A few exceptions to operations on the TWRR:

* The Cosmopolis local delivers cars to the barge storage track, but does not spot the barge until six cars become available. The barge is then spotted with idler cars, *the locomotive is not allowed on the barge apron or the barge* and only a one-car difference at a time must be maintained for proper balance. Different classes of hazardous shipments can not be spotted next to each other; end-to-end or across from each other. A barge extra is responsible for unloading the barge.

* All trains run as extras: Passenger trains (1st class) are superior to transfer trains (2nd class), which are superior to locals (3rd class), and last extras (4th class).

For any questions/comments please e-mail me at: twrailroad@gmail.com or Facebook TeninoWesternRR.

Micro Mark supplies: www.micromark.com
82916 Car Routing System Starter Pack

83480 Dispatchers Panel Kit