

ALAMEDA COUNTY CENTRAL RAILROAD ACCRS

GENERAL RULES OF OPERATION:

- 1. All ACCRS members are expected to work a minimum of six (6) four (4) hour shifts during the Alameda County Fair.**
- 2. When participating during any public show, ACCRS members are expected to:**
 - Dress cleanly and appropriately and not wear attire which would reflect poorly on the ACCRS.**
 - Be courteous to visitors.**
 - Completely refrain from the use of bad language within ear shot of visitors.**
 - Completely refrain from consumption of alcoholic beverages in public view during public shows and not be under the influence of alcohol while participating.**
 - Represent the ACCRS in a positive manner to the public.**
- 3. Any behavior by a member at ACCRS events which reflects poorly on the ACCRS or which may potentially produce a negative image of ACCRS members will not be allowed. Any member of the Board of Directors has the right to request the member to cease such activities. Refusal to do so or repeated activity of this type will be grounds for termination of ACCRS membership.**
- 4. All ACCRS members, operating the layouts, are required to comply with respective scale "Rules of Operation".**
- 5. ACCRS members will not operate layout equipment they are unfamiliar with.**

Rules for use of the ACCRS Freight and Passenger cars. Rules for use of the ACCRS analog locomotives.

The ACCRS has many freight and passenger cars and analog locomotives. These may be stored in yards, spurs, industry siding, etc. Many locations of these cars and locomotives are what would be called “Staged”. An example would be the refinery in Oildale where a number of tank cars are “spotted” at the loading facility.

Hidden Yard: A large number of cars are stored in Hidden Yard. Tracks 1 through 4 are the assigned tracks for club freight cars. There is a 5-drawer metal tool cabinet beneath the Hidden Yard that is for additional storage of club cars. Typically on freight cars are stored in this cabinet.

Leyman Yard: Leyman yard also is a storage location and cars are typically stored or “spotted” in this location. Example: Auto Parts cars, auto racks, reefers and TOFC cars can be found staged in this area.

Grainger and Charmin: Grainger and Charmin are another place that cars are typically stored or staged. Example: Container cars in the port, grain cars at the grain elevator.

Passenger Yard: Passenger cars are typically stored or “spotted” in the passenger yard.

All ACCRS freight and passenger cars as well as all analog locomotives are there to be used by members. This equipment should be treated with respect and handled like you would handle your own equipment. If you consistently break or damage ACCRS club equipment, you will be limited to using your own equipment. These cars may be used by ACCRS members to create a train for use on the layout. ACCRS members may use their own power, supplement their power or exclusively use the ACCRS analog units.

Any car that sustains damage, ie, truck becomes detached, coupler cover falls off, some part breaks off, doesn't stay on the track, etc., should be removed from service, the car and any available parts from the damage, and placed in the “To Be Repaired box”, located upstairs. A note should be also provided, if the damage isn't immediately identifiable.

If you use cars from what might be called a “staged” or “spotted” site, these cars should be returned to that site when you finish using the cars. This prevents clogging up the yards, damage to the cars, and prepares the “scene” for the next set of visitors. If you definitely know the car was found in an incorrect location, but you are now using it, it should be returned to the proper location.

Rules for making up trains:

Many times, Hidden Yard and/or other locations may have a complete set of cars that will make an adequate train for your use. Should this be the case, couple the locomotive set you have decided to use, ask the dispatcher if it is ok to come out of hidden, and if you receive an affirmative reply, proceed to move the locomotives and string of cars out of the location. When finished, return the string of cars back to where you found them.

Should you wish a different combination of cars, you may select cars from the storage tracks and build a train on an empty track (this is particularly the case in Hidden Yard).

When removing cars from one track and placing them on another, please be sure that any cars adjacent to the car removed, from the set of cars, are still on the track and not derailed. This will allow for the remaining cars to easily be moved and consolidated on the primary storage tracks (again, this is particularly important in Hidden Yard.).

Only a certain amount of cars can and should be stored on Hidden Yard tracks. Should you build a train, using cars from the metal storage cabinet, these cars should be returned to the storage cabinet and/or an equal number of cars, located on the Hidden Yard tracks, should be placed in the storage cabinet. When you finish using the stored cars, they can then be stored on the visible storage tracks when you are finished using them if you placed other cars in the storage cabinet.

Delicately detailed models, that are becoming increasingly available, should not necessarily be stored in the storage cabinet. If they are to be stored in the cabinet, make sure that they have sufficient space around them to be removed without damage. This also insures that placing them in the storage cabinet doesn't damage them.

Again, **“TAKE CARE OF THE EQUIPMENT. TREAT IT LIKE YOUR OWN. CAREFUL PLANNED MOVEMENTS, OF THE CARS, IS CRITICAL TO PREVENT DAMAGE!!!”**

Rules for use of the ACCRS DCC owned units.

The ACCRS freight units were donated for use by ACCRS members. They need to be maintained and kept in good condition. In order to do that, the following rules apply to all ACCRS freight DCC locomotives.

- The units must be checked out from the Trainmaster, the Assistant Trainmaster or person or persons designated by the Trainmaster. During shows and the Fair, someone should be on hand, at all times to facilitate the distribution of the ACCRS freight DCC locomotives.**
- The units should be primarily used for shows and the Fair. They are not to be used indiscriminately on DCC run nights.**
- The freight locomotives consist of sets as follows:
C424/slug B-unit/C424 (Atlas/Stewart/Atlas – all Kato drives)
GP40/GP38/GP40 (Atlas/Atlas/Atlas)
SD38/SD38. (Kato/Kato)
U23B (Atlas) MofW lettering
SD60 (Proto 2000) EMD demo colors
SD60 (Proto 2000) EMD lease colors
GP60 / GP60 (Athearn Blue Box) EMD lease colors**
- Of the above units, there are two groups of units that are less fragile and could be used for training new members on DCC run nights. These two groups are as follows.
C424/slug B-unit/C424 (Atlas/Stewart/Atlas – all Kato drives)
GP60 / GP60 (Athearn Blue Box) EMD lease colors**
- When any DCC unit is checked out, the condition will be noted and any non-repaired prior damage listed. When the unit(s) is/are returned, the condition will be noted. Any new damage will be assessed and the member may have to repair or replace the unit depending on the damage.**
- Persons that consistently show that they can not handle ACCRS equipment, without damaging ACCRS equipment, will not be allowed to use the DCC locomotives.**
- Members may use the locos as a set or supplement their equipment with one or more of the ACCRS DCC locomotives. ACCRS members should try to use their equipment first and not always depend on using ACCRS units for shows, the Fair and particularly during run nights when their equipment should be operated, maintained and problems discovered fixed before the next show or Fair.**

Alameda County Central Railroad Society HO CLUB STANDARDS

The following standards are required for "ACCRS" operation.

Car weight - 1 ounce plus 1/2 ounce per inch of car length.

example: a 40' car will weigh about 4 ounces.
a 50' car will weigh about 4 1/2 ounces.

Couplers - Kadee couplers to be installed at the correct height. All couplers will be body mounted whenever possible. Exceptions would be for some passenger cars and 80' trailer flats/auto racks.

note: trip pins must be correct height to clear track and switch points. Remove if preferred.

Wheel sets - Freight/passenger cars: InterMountain wheel sets give enhanced performance in most truck assemblies. Kadee, NWSL, ExactRail or JayBee are also good. All wheel sets must be correctly gauged. Replace any wheel set that is out of round and causes the car to rock.

- Athearn "Blue Box" Diesels: All will have NWSL wheel sets installed. This simple change will enhance the performance of the unit and will minimize the dreaded "dirty wheel" problems.
- All diesels and locomotives will have correctly gauged wheel sets. Correctly gauged wheel sets minimize or eliminate derailments on all rolling stock.

Trucks - All trucks must be "free" rolling and must allow an unaided car to roll down the club's test grade without assistance. Kato trucks are outstanding. Properly mount trucks to car body. The assembly should be free to rotate on the center pin and should be attached with a minimum of play so that the car rides level and does not rock from side to side. Attachment with screws is the preferred method of attaching trucks. Pins may fall out, but provided they are attached securely, are acceptable.

The following is how to build the club test grade to check the rolling ability of a car to be used on the layout. Use a three foot section of flex track supported by a solid support like a yard stick or other piece of wood.

3' track section |
 | 1" riser.
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Excerpts from ACCRS's Guidelines and Standards

1. **Equipment (ie, rolling stock, engines, cabooses, etc) to be placed on the railroad for club use during operation nights or during club shows MUST be submitted to a Car Clerk for inspection and certification prior to being placed on the layout.**
2. **The Car Clerk will check each piece of equipment against the clubs standards and certify it by placing a sticker on the underside of the equipment. ONLY the Car Clerk will place equipment on the layout.**
3. **Equipment shall not be removed from the layout unless the Car Clerk is notified. Inoperative equipment will be placed on a designated "bad order" track or section of the layout. Please include a note as to defect observed with each piece of equipment set out at the "bad order" section. The Car Clerk will return inoperative equipment to the owner for repair or retirement.**

For the last couple of years, we have not been following this rule as specified. Gary Lewis is our current Car Clerk. This rule is particularly important for "new and prospective" members. They are the persons most likely to have improperly set up equipment.

Regarding prospective new members. The excerpts continue as follows.

1. **Prospective members should be encouraged to fill out an application for membership to be turned in at the business meeting on the first Friday of each month. ACCRS has a 3 month probation period for prospective new members before their acceptance into the club can be voted on by the membership.**
2. **This period is to allow the applicants ample opportunity to demonstrate their willingness to be involved, and to give the membership time to acquaint themselves with the applicant. It also allows the applicants to acquaint themselves with the members and evaluate the club operation before making a financial commitment.**

Again, here is an area that we have not been following and we should observe these guidelines to make sure that the new members will be able to contribute to the club and it's operation.

One other area of ACCRS standards that needs to be observed is in the area of equipment. Here, the club specifies "Kadee" couplers on all equipment. Engines are to have couplers on both ends. Coupler height must be to NMRA standards. I believe that we have covered this area before with the standard sheet "Club Standards for ACCRS Operation". It makes no sense to set up equipment to any other standard but "ACCRS Operation Standard".

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**ALAMEDA COUNTY CENTRAL RAILROAD SOCIETY
RULES of OPERATION
HO SCALE COMMITTEE MEMBERS**

Obligations of Membership

(a) All HO Scale members will conduct themselves in accordance with the ACCRS Constitution and by-laws and in compliance with the rules set forth in these HO Scale Rules of Operation.

(b) All members that are active participants are urged to work a equitable number of shifts during the fair. **With the present number of active members this work out to be 5 shifts of four hours each per member. Other shows and public activities also require an equitable sharing of the time.** Active membership means you attend club meetings at least occasionally throughout the year. For the purpose of the HO Scale rules only, a non active member is one on the roster who is unable to participate at any time. Non active members due to the nature of their work, infirmity, or place of residence who are in good standing are of course welcome to participate at the fair or any other HO activity as their personal lives dictate.

(c) As a member of ACCRS and a HO Scale member, will, at a public events conduct themselves to present a positive club image to the public. We have few rules regarding conduct but the ones we do have must be adhered to without fail. These are as follows.

(d) No member shall participate in any physical or verbal altercation with a member of the public. Retreat from any offence against a person of the public and seek assistance from Fairgrounds security or Police. Any provocation of a member of the public by a ACCRS member renders that HO Scale membership null and void at that instant.

(e) Public drunkenness will prompt a review of HO membership privileges and after consultation of the HO officers and ACCRS may result in termination of membership.

(f) Please wear clothing that is neat in appearance and clean.

(g) Do not be a party to any activity that endangers the visiting public in any way.

Operating Rules

Operating Rule 1.0:

Running during business meetings.

During business meetings, no running on the layout or construction is allowed.

Operating Rule 2.0:

Leaving trains on the layout

The general rule for parking a train on the layout is to put said train on a open track in the Hidden, freight or passenger yard as appropriate. Leaving trains on the main is not acceptable. Exception, If during the fair a train can be seen from the dispatch panel, it can be left on a siding for the morning dispatcher to run. It is better practice to park trains in a yard. Cleaning trains and work train are to be returned to their sidings in the yards when through running them.

Operating Rule 3.0

Main line switches:

All main line switches are to be set to the main at the end of every operating session. This is to avoid collisions with parked trains. If trains are left in a siding for the next fair dispatcher or in yards, set a route past them through these areas for the same reason. Turn off the electrical blocks under all parked trains.

Operating Rule 4.0

Dispatcher:

When the layout is being operated by dispatch, the dispatcher controls the main panel and all movement on the railroad. The dispatcher's decisions are the final word if conflict arises. The dispatching duties may be shared between Cab 1 and Cab 2 operators if agreeable to both parties involved. No other member will operate the panel in any way unless the dispatcher agrees. Any special arrangement with the dispatcher expires at the end of that shift.

Operating Rule 5.0

Junior Members:

Junior Members shall operate the layout only after receiving authorization from the trainmaster. The basis for authorization requires that, (a.) The junior member's sponsor be participating and supervising them, (b.) that the junior members motive power and rolling stock has been examined by the current HO Equipment Inspector and

found to be operationally sound, (c.) that they and their sponsor have received instruction on how to operate the layout and control panels, and (d.) They must participate in clinics and seminars as may be conducted by the HO scale group. (e.) Non compliance with rule 5.0 will prompt a suspension of layout privileges for the period of one month; further non compliance may cause termination of HO membership.

Operating Rule 6.0

Reverse Loops and Wyes:

Reverse loops are a means to reverse the direction of a train. The operational problem is that the track in the loop and the main line can be of opposite electrical polarities. The panels that have reverse loop control have indication as how to align a Cab's power toggles to enter and exit a loop or wye. While on the main, set the loop toggle as indicated to align the two polarities. When all powered engines are in the loop throw the main toggle in its opposite direction. This will align the polarity for the trains to re- enter the main.

Equipment on the Layout

Placing Equipment on the layout:

Equipment (rolling stock, engines and/or cabooses) to be placed on the railroad, for club use during operation nights or/ during club shows, **MUST** be submitted to a car clerk for inspection and certification prior to being placed on the layout.

The car clerk will check each piece of equipment against the clubs standards and certify it by placing a sticker on the underside of the equipment.

ONLY the car clerk will place equipment on the layout

Removing Equipment from the layout:

Equipment shall not be removed from the layout unless the car clerk is notified.

Inoperative equipment will be placed on a designated "Bad Order" track or section of the layout. (Please include a note as to defect observed with each piece of equipment set out at "Bad Order" section)

The car clerk will return inoperative equipment to the owner for repair or retirement.

Alameda County Central Railroad Society

HO CLUB STANDARDS The following standards are required for operation.

Condition - All equipment will be in good working order and will be in presentable condition. Equipment should be painted (no undecorated equipment such as locomotives or cars) and not be missing handrails, or other obvious parts that will detract from the look of the equipment. **All equipment that derails or is unable to complete an entire mainline cycle should be removed and checked for "standard" discrepancies.**

Era mix - Any given train should be matched to the era it represents. Modern container cars should not be run in a train of 1940's box cars. 1890's style equipment should not be pulled by a modern diesel. The layout is presenting an image to the Fair patron. The equipment mix should be reasonably correct and represent the era modeled.

Operation - Trains should be run at realistic speeds and an attempt should be made to operate in a prototypical manner. The Fair patron is generally not interested in seeing something like "Thomas the Tank Engine" chase the speeding container train. Trains that cannot operate in a prototypical manner should be pulled from the layout and replaced with a train that can be operated in a prototypical manner. **All trains will be operated utilizing the right hand running rule.**

Operational Efficiency Priority: Operational Priority should be established based on the level of involvement during the prior 12 months. Any mediation of this standard will be done by the Trainmaster, Asst. Trainmaster or Society Officer. At no time should a non member be allowed to operate without the supervision of a member. The operational priority standard prevails.

Usage Many members will provide a train that may remain on the layout for the duration of the Fair. It is expected that this equipment will be used when the member is not present. However, this equipment should not be scattered across the layout and should be returned to the appropriate storage location after use. This will allow a member the ability to quickly find his equipment when they come for an operating session during the Fair.

Generally, members should not leave equipment available for use if they do not want it used. It should be placed in their locker or taken home. If you must leave it on the layout, you should place a note on it explaining that it is not to be used. Some equipment is part of a display and should be left in the display. Display only equipment may not meet the operational requirements outlined above.

Be careful handling other member's equipment. Treat it respectfully and gently. Even in the best of situations, equipment fails and accidents will occur. Bad-order equipment should be removed to the bad-order track and a note made regarding the problem or how it was damaged. This will allow the member to quickly assess whether to take the equipment home or make running repairs and return it to service on the layout. **DO NOT ATTEMPT REPAIRS THAT REQUIRE REMOVAL OF SHELLS TO FIX MOTORS OR OTHER INTERNAL PROBLEMS.** Leave these repairs to the member. Replacement of coupler springs or other common repairs may be undertaken.