EMRA STANDARDS, PRACTICES, & CONCEPTS

Passenger Operations Concept
For reference purposes only

NOTE: *This is the original "Standards and Concept" (S-PA-02) that was rescinded on 2019/01/15. It is kept here as a concept for* <u>*reference purposes only*</u>*. It has been* ***superseded by P-PA-01*** *as the fourteen passenger trains and associated switching were deemed excessive for our small railroad. Also some of the listed models are no longer available and better models are available for others.*

Overview

The Monashee Pacific Railway, as modeled by the EMRA, is a regional line connecting Kamloops and the Okanagan Valley with Spokane, Washington. Since the time period modeled is the so-called "classic era", passenger service, along with related mail and express traffic, is still very strong. Seasonal tourist and express traffic exerts a strong influence on the services offered by the railway and, also, causes a wide variance in traffic levels. The era is also visibly influenced by the transition from steam power to diesel power and the transition in passenger equipment.

Train Summary

"Arrow Service"   <u>Train #'s1 & 2</u>

This service is the premiere, full-service, run between Kamloops and Spokane.   The northbound train is named "Kamloops Arrow" and the southbound is named "Spokane Arrow". The consists feature a combination of modern, lightweight steel cars and older, heavyweight, steel cars with upgraded interiors. Except for the bargain-fare tourist sleepers, all regularly assigned cars are air-conditioned during the summer season. During the winter season, there may be equipment assigned for local passengers that lacks air-conditioning. Unless equipment failure occurs, diesel locomotives are always assigned to this train. During the peak seasons (summer & Christmas), this train only stops at certain locations as specified by the timetable. Also, during these peak seasons, the mail traffic is handled by trains 7 & 8, the "Advance Arrow".

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Summer Consist (*Peak Season*):		
Baggage / Dormitory		Kamloops / Spokane
Tourist	13 section	"
Coach		"
Coach		"
Dining Car		"
Sleeper	6 sec./6 rmte./4 dbl bedroom	Kamloops / Echo Lake
Sleeper	12 section / drawing Room	"
Sleeper	6 sec./6 rmte./4 dbl bedroom	Echo Lake / Spokane
Sleeper	12 section / drawing Room	"
Sleeper	6 sec./6 rmte./4 dbl bedroom	Kamloops / Spokane
Sleeper	12 section / drawing Room	"
Buffet / Parlour / Observation		"
Winter Consist (*Off-peak seasons*):		
Storage Mail	72'	Vernon / Spokane
RPO Car	w/ 60' mail apt.	Kamloops / Spokane
Baggage / Express		"
Coach		"
Coach		"
Coach		Vernon / Castlegar
Dining Car		Kamloops / Vernon, Castlegar / Spokane
Sleeper	12 section / drawing Room	Vernon / Castlegar
Sleeper	12 section / drawing Room	Kelowna / Nelson
Sleeper	alternate lightweight	Kelowna / Spokane
Sleeper	6 sec./6 rmte./4 dbl bedroom	Kamloops / Echo Lake
Sleeper	6 sec./6 rmte./4 dbl bedroom	Echo Lake / Spokane
Sleeper	6 sec./6 rmte./4 dbl bedroom	Kamloops / Spokane
Buffet / Parlour / Observation		"

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"Advance Arrow"   Train #'s 7 & 8

During peak season, this train carries the Kelowna / Spokane cars as well as providing local service to stations not serviced by the "Arrows". It also carries mail and express traffic. It is scheduled to run ahead of the "Arrow" trains in both directions. This train also handles any overnight movements of business cars, deadheading equipment, etc. It is also the only overnight service available during peak seasons to employees traveling on passes.

Summer Consist (*Peak Season*):		
Express	40'	Kamloops / Vernon
Express	40'	Kamloops / Lumby
Express	72'	Vernon / Trail
Express	72'	Kelowna / Spokane
Express	72'	Vernon / Spokane
Mail Storage	72'	"
RPO Car	w/ 60' mail apt.	Kamloops / Spokane
Express	72'	"
Baggage	72'	"
Coach		"
Sleeper	12 section / drawing Room	Kelowna / Spokane
Sleeper	12 section / drawing Room	"
Sleeper	alternate lightweight	"
Winter Consist (*Off-peak seasons*):		
Express	40'	Kamloops / Vernon
Express	40'	Kamloops / Lumby
Express	72'	Vernon / Trail
Express	72'	Kelowna / Spokane
Express	72'	Vernon / Spokane
Express	72'	Kamloops / Spokane
Baggage	72'	"
Rider Car		Vernon / Spokane
Coach		Kamloops / Vernon

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"Monashee"   Train #'s 17 & 18

This train provides daytime local service between Kamloops and Spokane. In addition to providing service to almost all stations, mail and express traffic is handled in peak seasons.

Summer Consist (*Peak Season*):		
Mail / Express	w / 30' mail apt.	Vernon / Castlegar
Baggage / Express	72'	Kamloops / Spokane
Coach		"
Coach		"
Coach		Kamloops / Castlegar
Buffet / Parlour		Kamloops / Spokane
Winter Consist (*Off-peak seasons*):		
Leased RDC equipment		Vernon / Castlegar

"Kalamalka"   Train #'s 11 & 12

This train, along with the "Kelowna Local" provide a Vernon / Kelowna connection.

Summer Consist (*Peak Season*):		
Express	72'	Kelowna / Spokane
Coach		Kelowna / Vernon
Buffet / Parlour		"
Sleeper	12 section / drawing Room	Kelowna / Nelson
Sleeper	12 section / drawing Room	Kelowna / Spokane
Sleeper	alternate lightweight	Kelowna / Spokane
Winter Consist (*Off-peak seasons*):		
Express	72'	Kelowna / Spokane
Coach		Kelowna / Vernon
Buffet / Parlour		"
Sleeper	12 section / drawing Room	Kelowna / Nelson
Sleeper	alternate lightweight	Kelowna / Spokane

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"Kelowna Local"   Train #'s 25 & 26

Summer Consist (*Peak Season*):		
Express	72'	Kelowna / Spokane
Coach		Kelowna / Vernon
Buffet / Parlour		"
Sleeper	12 section / drawing Room	Kelowna / Vernon(deadhead)
Sleeper	12 section / drawing Room	"
Sleeper	alternate lightweight	"
Winter Consist (*Off-peak seasons*):		
Express	72'	Kelowna / Vernon
Coach		"
Buffet / Parlour		"
Sleeper	12 section / drawing Room	Kelowna / Vernon(deadhead)
Sleeper	alternate lightweight	"

"Trail Mixed"   Train #'s 41 & 42, 47 & 48

Express	72'	Vernon / Trail
Baggage / Smoker		Castlegar / Trail

Note:

All of the above trains may carry extra cars of various types to meet traffic requirements as per instructions from Passenger Superintendent.

Examples of "extra" movements that could be handled in these trains or in "passenger extras":

Seasonal Pullman cars from the United States
Extra express and mail cars as needed to accommodate seasonal rushes
Military movements are also regularly handled.
During Peak season, CN and CP RDC's serve as connecting trains at Vernon (CN) and Castlegar (CP).

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Equipment Summary

Monashee Pacific Cars

Many changes have occurred in equipment availability since the original standards were written so a new equipment list has been developed.. The roster was developed based on typical equipment types found on CN and CP in the fifties. As well, I took into account the influence the Monashee Pacific would have been exposed to from the Great Northern. Named car series are defined by either suffix, prefix or alphabetical names as per general railway practice of the time.

Car Type	Configuration	MonP series	Model	Notes
Sleeper	"Alternate" (lightweight)	"Mount"	tbd	below

-originally, these were going to be 4 double bedroom / 8 duplex roomette /
 4 section cars based on the Eastern Car Works kit. These kits, however, have
 proven to be very poor. We have two alternatives; replace these with Walthers
 10 roomette / 5 double bedroom cars (also a common type in Canada) or
 wait until a better 4/8/4 car become available.
-these cars named for online mountains

Car Type	Configuration	MonP series	Model	Notes
Sleeper	6 section / 6 roomette / 4 double bedroom (lightweight)	"Creek"	Walthers	below

-these cars bought in the early fifties to replace and /or augment the fleet
of heavyweight sleepers owned by the MonP.   The newer types of
accommodations such as roomettes and double bedrooms were becoming
popular at that time.
-named after online creeks.

Car Type	Configuration	MonP series	Model	Notes
Tourist	13 section heavyweight steel	"W"	Rivarossi	below

-as done by CP and various American roads, the MonP decommissioned some older
 12 section / drawing room sleepers to 13 section by converting the drawing room to
 an open section. No exterior changes are evident when this happens. These cars, due
 to their use as "bargain" accommodations, were not air-conditioned.
-named after online communities starting with "W".

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Car Type	Configuration	MonP series	Model	Notes
Sleeper	12 section / drawing room (heavyweight steel)	"V" and "L"	Rivarossi	below

-these cars are divided into two name groupings. The "V" cars are painted in the "modern" colours and , supposedly, have upgraded interior furnishings for service on the "Arrow" trains. The "L" cars have not been upgraded for "Arrow" service and would only be used in this premiere train if a "V" car was disabled or if traffic exceeded normal limits.
-both groups named for online communities.

Express Reefer	45' wood	100 to 109	Athearn	below

-ice reefers assigned to express service, most assigned to fruit service or general service. two assigned to fish service.

Express Reefer	40' steel	110 to 119	Athearn	below

- ice reefers assigned to express service, most assigned to fruit or general service 4 assigned to fish service

Express Boxcar	40' steel	120 to 129	various	below

- utilized for lcl express shipments

Baggage / Express	60' steel heavyweight	140 to 145	various	below

- assigned to sealed carload shipments of express and, when required, storage mail.

Baggage / Express	72' steel heavyweight	140-156,162-163	Athearn & Rivarossi	below

- assigned to baggage, express and mail storage service as required.
- some painted in "modern" two tone scheme for service on "Arrow" trains.

Baggage / Express	72' steel lightweight	157 to 161	ConCor & Rivarossi	below

- assigned to baggage, express and mail storage service as required.
- all painted in "modern" two tone scheme when delivered.

Vented Express	72' steel heavyweight	167 to 169	Athearn	below

- assigned to perishable lcl service, equipped with roof vents

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Car Type	Configuration	MonP series	Model	Notes
Baggage / Dormitory	80' steel heavyweight	170 to 172	Rivarossi	below

- during summer season, 2 cars assigned to "Arrow" for use as crew quarters
  at night and smoking space for passengers during day
- cars assigned to "Arrow" painted in "modern " two tone scheme
- in off season, cars used as "Rider" cars on express trains. Berths can be
  used for deadheading employees

Car Type	Configuration	MonP series	Model	Notes
Baggage / Smoker	80' wood	176	MDC	below

- assigned to "Trail Mixed" and other similar service as required.
- this car banned from trains 1 / 2 / 7 / 8 / 17 / 18 unless being deadheaded
  on back of 7/8 or 17/18

Car Type	Configuration	MonP series	Model	Notes
Baggage / Smoker	80' heavyweight steel	179	Eastern Car	below

- general service

Car Type	Configuration	MonP series	Model	Notes
Postal	60' heavyweight steel	180 to 181	MDC	below

- these cars relegated to "protection " service

Car Type	Configuration	MonP series	Model	Notes
Mail / Express	72' heavyweight steel	184 to 187	Rivarossi	below

- these cars have 30' mail apartments and are assigned to whatever run designated by the
  Post Office. Generally assigned to trains 17 & 18

Car Type	Configuration	MonP series	Model	Notes
Baggage / Mail	72' heavyweight steel	188 to 189	Rivarossi	below

- these cars have 60' mail apartments are assigned to whatever run designated by the
  Post Office. Generally assigned to trains 1 & 2

Car Type	Configuration	MonP series	Model	Notes
Mail Storage	72' heavyweight steel	190 to 193	Athearn	below

-these cars are rebuilt mail / express cars with mail apartment windows filled in
 and interiors gutted

Car Type	Configuration	MonP series	Model	Notes
Dining Car	80' heavyweight steel	"C"	Rivarossi	below

- named after online towns

Car Type	Configuration	MonP series	Model	Notes
Buffet / Parlour	80' heavyweight steel		Rivarossi	below

- named for towns and / or regions starting with "O".

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Car Type	Configuration	MonP series	Model	Notes
Buffet / observation	80' heavyweight steel -named for online lakes	"Lake"	Rivarossi	below
Coach	80' wood - restricted to mixed train service or local service on secondary trains if marshaled behind steel cars	290 to 292	MDC	below
Coach	72' heavyweight steel - restricted to secondary trains	300 to 305	Athearn	below
Coach	72' heavyweight steel - general service - normally not allowed on "Arrow" trains but can be used as "shorthaul" coach on "Arrow" in winter	306 to 309	Rivarossi	below
Coach	80' heavyweight steel - general service - air conditioning added for first class service	315 to 317	Eastern car	below
Coach	80' lightweight steel - assigned to "Arrow" trains - air conditioned	320 to 323	Rivarossi	below
Business Cars	various - named posthumously after EMRA alumni	1 to 20		below

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Foreign Road Cars

Following is a list of foreign cars typically seen on Monashee Pacific passenger trains;

Car Type	Configuration	Railway	Model	Notes
Sleeper	Various	Pullman	various	below

- an ongoing list of car types needed will be posted on the "donation request" page on the website. car types will be representative of U.S. Pullman cars that would be seen in Western Canada in the fifties.

Sleeper	12 section / drawing room	CPR	Rivarossi	below

-CPR "N" series cars in Nelson / Kelowna service
- 2 cars maximum

Sleeper	10 roomette / 5 double bedroom	CPR	Walthers	below

CPR "Dale" series car for Nelson / Kelowna service

Sleeper	12 section / drawing room	CNR	Rivarossi	below

-CNR non- air conditioned "Q" or "U" cars for tourist service

Coach	80' lightweight steel	GN	kit	below

-in pool service on "Advance Arrow", protects Mon P coaches on "Arrow"

Baggage & express boxcars	various configs.	various roads	various	below

-these cars assigned to "Cascade Express" pool

Express Reefers	various	various roads	various	below

-these cars assigned to following pools;
- Cascade Express
- Fruit Shippers Association
- Echo Lake fishery

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Traffic Summary

Traffic	Station	Notes
Passengers	Vernon	All trains stop here. It is a very important connecting point for passengers switching from mainline trains to Kelowna trains as well as connecting with CN and CP trains. The Monashee Pacific provides bus connections to the CN and CP stations when needed. There is also dedicated sleeping car service between Vernon and Spokane as well as through car service between Vernon and Nelson via the CP at Castlegar.
	Lavington	This station is served by Trains 17 / 18, the "Monashee"
	Lumby	All passenger trains stop at Lumby.
	Two Month Gap	While not an official station, trains 17 / 18 will make flag stops here.
	Blue Springs	This station is served by Trains 17 / 18, the "Monashee"
	Echo Lake	This is a stop for all passenger trains. Set-out cars to and from various destinations are switched in and out of consists here as required by operations. The bulk of the traffic is made up of tourists staying at the Echo Lake Lodge.
	Monashee Summit	This is a remote divisional point and most traffic is railway related. All trains stop here.
	Inonaoklin Creek	This is a remote siding and is a flag stop for trains 17 / 18 only.
	Fire Valley	This station is served by Trains 17 / 18, the "Monashee" If there are business travelers on mine-related business in first class accommodations on Trains 1 / 2 or 7 / 8, a special stop may be arranged by the dispatcher.

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Traffic	Station	Notes
	Edgewood	This station is served by Trains 17 / 18, the "Monashee"
	Renata	This station is served by Trains 17 / 18, the "Monashee" It is also a flag stop for trains 7 / 8.
	Castlegar	This station is served by all mainline trains. It is also a connecting point for Trail passengers and the CP connection. Through cars to / from CP are handled here.
	Trail	This branchline station is served by trains 41 / 42 / 47 / 48, the "Trail Mixed".
Mail	Vernon	The south end of the Vernon express shed is leased to the post office and sealed "storage mail" cars are handled there. RPO cars are loaded and unloaded during station stops.
	Lavington	A mail crane is located here for RPO service by trains that do not stop at this station.
	Lumby	RPO service provided by "Arrow" and "Monashee" trains.
	Two Month Gap	No mail service provided
	Blue Springs	A mail crane is located here for RPO service by trains that do not stop at this station.
	Echo Lake	RPO service provided by "Arrow" and "Monashee" trains.
	Monashee Summit	RPO service provided by "Arrow" and "Monashee" trains.
	Inonaoklin Creek	No mail service provided
	Fire Valley	A mail crane is located here for RPO service by trains that do not stop at this station.

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Traffic	Station	Notes
	Edgewood	A mail crane is located here for RPO service by trains that do not stop at this station
	Renata	A mail crane is located here for RPO service by trains that do not stop at this station
	Castlegar	In addition to RPO service by "Arrow" and "Monashee" trains, sealed cars are sometimes handled during peak season.
	Trail	Bagged mail only handled in mixed train combine
Express	Vernon	1) In addition to express loaded on cars during station stops by all trains, sealed cars are handled at Express shed north of station and at south station stub tracks. 2) Perishable loads are loaded into express reefers at Vernon Fruit Union and at south station stub tracks 3) Overflow cars from Cascade Express in Lavington can be handled at south station stub tracks
	Lavington	1) Local express handled on trains 17 / 18, the "Monashee" 2) Cascade Express handles sealed cars. 3) With prior authorization from operations, reefers for local producers can be spotted for loading on oil lead.
	Lumby	1) Local express handled on trains 17 / 18, the "Monashee" 2) Sealed car loads can be delivered to freight shed by either trains 17 / 18 or 7 / 8. 3) Express reefers for fruit loading are handled at the fruit packing shed and, for local producers, at the freight shed platform.
	Two Month Gap	no express service unless packages to be dropped off during flag stops.

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Traffic	Station	Notes
	Blue Springs	1) Local express handled on trains 17 / 18, the "Monashee" 2) Occasionally, during peak traffic periods, sealed cars handled at freight shed.
	Echo Lake	1) Local express handled on trains 17 / 18, the "Monashee" 2) Express reefers occasionally arrive for Echo Lake Lodge 3) Fish loaded on express reefers at freight shed 4) Occasionally, during peak traffic periods, sealed cars handled at freight shed
	Monashee Summit	1) Local express handled on trains 17 / 18, the "Monashee"
	Inonaoklin Creek	no express service
	Fire Valley	1) Local express handled on trains 17 / 18, the "Monashee" 2) Occasionally, during peak traffic periods, sealed cars handled at freight shed
	Edgewood	1) Local express handled on trains 17 / 18, the "Monashee"
	Renata	1) Local express handled on trains 17 / 18, the "Monashee" 2) Express Reefers loaded at Fruit Packers and Station spur 3) Occasionally, during peak traffic periods, sealed cars handled at freight shed
	Castlegar	1) In addition to express loaded on cars during station stops by all trains, sealed cars are handled at Express shed inside of wye 2) Perishable loads are loaded into express reefers and received both at the freight shed and at the team track.
	Trail	1) express handled in mixed train combine 2) sealed cars from mainline connections also handled.

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Operations

The passenger coordinator will provide detailed operating instructions to trains crews as well as maintaining the waybill system. All trains will be marshalled in the staging yards prior to each operating session.

Reefer Traffic
- since almost all reefers in passenger service are ice reefers, they have to be iced prior to being sent out and spotted for loading. Operational procedures are as follows;
  - Reefers for Renata loading are iced at Castlegar, forwarded to Renata on the day local and picked up by the appropriate "Advance Arrow". If they are missed by the day local yardmaster must arrange for the next freight train to handle these cars to Renata.
  - Reefers for loading at Lavington, Lumby, Blue Springs are iced at Vernon and forwarded to the loading points on the "Monashee" for pick-up later by the "Advance Arrow". If they are missed by the day local yardmaster must arrange for the next freight train to handle these cars to their destinations.
  - Reefers in Echo Lake fish service are iced at Echo Lake.

Switching
Passenger operations have their own unique switching needs as follows;

Vernon	There will be a regularly assigned switch job to handle switching duties in the station and coachyard areas. This crew will also handle the switching in the Vernon Industrial lead, the loco facilities as well as making two trips per day to Lavington to switch the piggyback ramp and Cascade Express. In winter, a steam generator – equipped diesel or a steam loco must be assigned to this job.
Echo Lake	In peak season, depending on traffic levels, a switcher may be assigned to handle the sleeper switching at Echo Lake. In addition to local switching at the station, this crew may be required to haul deadhead sleepers to either Vernon or Monashee Summit for cleaning and turning.
Castlegar	Due to limited switching required, normal yard job can handle this.
Other Stations	Cars are picked up by designated trains as per instructions on waybills and instruction sheets. If express cars to set out will cause delays to normal operations, the dispatcher can instruct the passenger crew making

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the set-out to leave the car(s) in an alternative location and the waybills in the "to be spotted" slot for a freight crew to finish spotting.

Fleet development

The passenger fleet will be developed in the following manner;
(standards are in bold, underlined text)

Phase 1   Acquisition of appropriate cars
-this phase is almost complete. The only remaining Monashee Pacific cars to be acquired are the "alternative" lightweight sleepers. There are still some "foreign" cars and a "wish" list   to be posted to solicit donations.

Phase 2   "Gross Detailing"
- installation of **metal wheel sets**, **Kadee couplers**.
-high profile modifications such as window changes, air conditioning roof ducts, etc.
- ensuring **weight compliance to NMRA standard**

Phase 3   Painting & Lettering
- an ongoing process

Phase 4   Fleet Segmentation
- culling Athearn cars, except for head-end cars
- using Athearn cars to create "week-end" train sets
- removal of cars destined for M o W service.

Phase 5   Final Detailing
- fine tuning of underbody details
- installation of interiors
- installation of lighting and diaphragms
- installation of trainline & steam hoses

A master list will be posted on an ongoing basis to track each car's progress through the phases listed above.

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Passenger Motive Power

The motive power fleet is a mix of steam and diesel as provided by the Motive Power Coordinator, in consultation with the Passenger coordinator.

Physical Plant

Track and structure needs are communicated to the appropriate coordinators.

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