

## **PRACTICES – PASSENGER DEPARTMENT OPERATIONS**

### **Overview**

This document is to be used as a record of the recommended practices of the Edmonton Model Railway Association (EMRAs) Passenger Department.

#### **1 STAGING:**

All trains will be marshaled in the staging yards prior to each operating session, or in accordance to the current time table.

#### **2 TRAFFIC TYPES:**

##### **2.1 PERISHABLE TRAFFIC**

Due to mechanical reefers being fairly new technology and not yet considered reliable by the railway all reefers in service are ice cooled reefers. As such they have to be iced prior to being spotted for loading, operational procedures are as follows.

**2.1.1** Reefers that are to be loaded at Renata are to be cleaned and iced at Castlegar. Once the car(s) are ready they are forwarded to Renata by the next northward wayfreight. Loaded cars that are billed for destinations offline are picked up by the appropriate express train (No. 7 or 8); cars that are billed for online destinations are picked up by the local (No. 17 or 18)

**2.1.2** Reefers that are to be loaded at Lavington, Lumby, or Blue Springs are to be cleaned and iced at Vernon. Loaded cars that are billed for destinations offline are picked up by the appropriate express train (No. 7 or 8); cars that are billed for online destinations are picked up by the local (No. 17 or 18)

##### **2.2 EXPRESS TRAFFIC**

**2.2.1** Express traffic that is Less than Car Load (LCL) is handled by baggage cars, with Car Load (CL) handled by box cars that have been equipped for passenger service.

**2.2.2** LCL traffic is handled by all trains, with No. 17 & 18 handling the majority of the traffic to town along the line.

**2.2.3** CL traffic is handled by trains No. 7 and 8.

##### **2.3 MAIL TRAFFIC**

**2.3.1** Mail traffic is handled by Railway Post Office (RPO) cars or in sealed baggage or express box cars. The RPO would handle non fragile mail that is destined to town along the line. Fragile mail would be loaded in to express cars. Sealed mail cars carry mail that does not need to be sorted on route.

**2.3.2** Mail traffic is handled by trains No. 7 & 8.

##### **2.4 PASSENGER TRAFFIC**

There are two major types of cars that passengers can book passage on, the first is Coach the other is Sleeper. There are many sub types of each car, these types are chosen based on what Canadian Pacific Railway (CPR), Canadian National Railway

(CNR), and Great Northern Rail Road (GNRR) used in the mid to late 1950's in the British Columbia (BC) and Washington (WA).

#### **2.4.1.1 Coaches:**

Coaches are used for short distance trips or for those who can not afford sleeper accommodations.

##### 80' Wood

- Removed from service due to it's poor crash worthlessness.

##### 80' Heavyweight

- General service
- Air conditioning added after acquisition

##### 80' Lightweight

- Purchased in 1954 from Canadian Car and Foundry (CC&F), was added to CNR's order.

#### **2.4.1.2 Sleepers:**

Sleeper car are used for overnight trips.

##### 12-1 (heavyweight)

- Purchased from
- These cars consist of 12 sections and one drawing room.

##### 14 (heavyweight)

- Purchased from
- These cars are used by a group of tourists going to a tourist destination. The accommodations consist of 14 sections. These cars are the cheapest sleeping accommodations.

##### 6-6-4 (Lightweight)

- Purchased in 1954 from Pullman, was added to CNR's order.
- The accommodations for this car consist of six (6) sections, six (6) roomettes., and four (4) double bedrooms.

##### 4-8-4 (Lightweight)

- Purchased in 1954 from Pullman, was added to CNR's order.
- The accommodations for this car consist of four (4) sections, eight (8) Duplex roomettes, and four (4) Double bedrooms.

##### 10-5 (Lightweight)

- Purchased in 1954 from Pullman, was added to CNR's order.
- The accommodations for this car consist of ten (10) Roomettes, five (5) Double bedroom.

## **Switching**

Passenger operations have their own unique switching needs, they are as follows:

### **1 Vernon**

The train crew will set off/pickup any cars billed here, cars are to be spotted by the yard crew.

### **2 Lavington**

The train crew will set off/pickup any cars billed here, cars are to be spotted by the Lavington turn.

### **3 Lumby**

The train crew will set off/pickup any cars billed here, cars are to be spotted by the Lumby Turn.

### **4 Blue Springs**

The train crew will set off/pickup any cars billed here, cars are to be spotted by the Summit turn.

### **5 Echo Lake**

The train crew will set off/pickup any cars billed here. Cars that require turning will be hauled to Summit by the Summit Turn. Cars that require re-spotting will be moved by the Summit Turn.

### **6 Monashee Summit**

The train crew will set off/pickup any cars billed here, cars are to be spotted by the Summit turn.

### **7 Fire Valley**

The train crew will set off/pickup any cars billed here, cars are to be spotted by the Fire Valley turn.

### **8 Edgewood**

The train crew will set off/pickup any cars billed here, cars are to be spotted by the Fire Valley turn.

### **9 Renata**

The train crew will set off/pickup any cars billed here, cars are to be spotted by the Fire Valley turn.

### **10 Castlegar**

The train crew will set off/pickup any cars billed here, cars are to be spotted by the yard crew.

**Consists**

**1 Train No. 1 & 2**

Baggage	Kamloops / Spokane
Sleeper – Tourist	Kamloops / Echo Lake
Sleeper - Tourist	Echo Lake / Spokane
Coach	Kamloops / Spokane
Meal service car	Kamloops / Spokane
Sleeper – 6/6/4	Kamloops / Spokane
Sleeper – 6/6/4	Kamloops / Spokane
Sleeper – 10/5	Kamloops / Spokane
Observation car	Kamloops / Spokane

**2 Train No. 7 & 8**

Express – Box	Kamloops/Vernon
Express – Box	Kamloops/Castlegar
Express – Box	Kamloops/Spokane
Express – 72'	Vernon/Spokane
Express – 72'	Vernon/Castlgar
Mail Storage – 72'	Kamloops/Spokane
RPO -	Kamloops/Spokane
Baggage/Express – 72'	Kamloops/Spokane
Coach - HW	Kamloops/Spokane
Sleeper – 12/1	Kamloops/Spokane
Parlour Observation	Kamloops/Spokane

**3 Train No. 17 & 18**

Express – Reefer	
Express - Reefer	
Baggage/Express	Kamloops/Castlgar
Coach	Kamloops/Castlgar
Coach	Kamloops/Castlgar
Parlour Observation	Kamloops/Castlgar

## ***Equipment***

### **Motive power**

EMD FP7 A (Intermountain P/N: 49993)

EMD F7 B (Intermountain P/N: 44596)

EMD GP 7 (Atlas P/N: 150-10002026)

EMD GP 9 P-I (Walthers Proto P/N: 920-47882)

### **Head end**

Express Reefer 40' eight hatch (True Line Trains P/N:TLT 300513)

Express Reefer 45' wood (Walthers P/N: 932-5485)

Express Box (True Line Trains P/N: TLT 300081)

Baggage Express 72' heavy weight (Walthers P/N: 932-10527)

Baggage Express 72' light weight (Rapido P/N: 106091)

RPO 70' c/w 30' mail apartment (Walthers P/N: 920-17400)

### **Passenger**

#### **Heavy Weight**

Coach (Walthers P/N: 932-10100)

Sleeper 12-1 (Walthers P/N: 932-10000)

14 section (Walther P/N: 932-10200)

Parlour Observation (Rivarossi)

Solarium (Walthers P/N: 932-10450)

#### **Light Weight**

Coach (Rapido P/N: 100088)

Buffet Parlour (Rapido P/N: 111046)

Sleeper 10-5 (Rapido P/N: 104084)

Sleeper 6-4-6 (Rapido P/N: 113065)

Sleeper 4-8-4 (Rapido P/N: 101084)