

NCMRS Operations Overview

NCMRS is a free-lance late transition era California themed layout with a 350 foot single track main line designed for continuous running on public exhibition and point-to-point bridge line running for formal operating sessions.

For operation, there is a small staging yard at each end. The Yardmaster supervises pre-staging most 6-15 car trains and dynamically restages some arriving freights using the yard switcher. Reversing loops at both ends are used to “recycle” some through trains.

The Dispatcher verbally authorizes main line moves. Freights and passenger excursions are run as extras through “dark” territory. Westbound trains of same class are superior. Two man crews operate most trains. Engineers use tethered NCE throttles and fascia mounted Tortoise turnout controls. Conductors use consolidated Train Order/Switch lists to direct train moves in 1:1 time.

Freight service is provided using both through and “turn” routes. There are 6 distinct “towns” with major rail served industries including a refinery, 2 mines, intermodal yard, quarry, and a logging/lumber operation. Plus, several industrial spurs service multiple small industries. Most freights switch both facing and trailing point spurs.

Two branch lines and a standard gage logging line facilitate some leisurely switching unimpeded by main line traffic flow. In some sessions, local switchers are assigned.

Thru passenger service is declining and may be discontinued, but there are occasional excursion specials. Commuter service runs on week days only.

Most locomotives and cars are club owned. Club certified member owned equipment is welcome.

Feb 08