

Roseville Roundhouse Model Railroad Club Standards for Locomotives, Rolling Stock and Track

This is a set of standards for “Club owned” equipment only.

For Locos :-

Mechanical and Electrical Criteria

- Locos must obey NMRA RP25 wheel criteria and must meet the NMRA gauge criteria.
- Locos must be able to creep through number 5 (Peco) turnouts at a speed of 5mph or less (1 inch per sec) without stopping or hesitating. The short line new switch area is to be used to test the locos.
- Locos must have Kadee classic metal couplers that are of correct height, trip pin height and self center correctly. In addition the coupler should not droop (more than ½ coupler height).
- Locos must negotiate 24 inch radius curves.
- Any predesigned (or intended to be run together) locos must be speed matched.
- Locos must be fitted with sound, have the correct sound for that loco and have a correct audible level appropriate for club operation.
- Locos must have working headlights front and back. Any other lighting that is installed should work.
- Locos must be rated by club for pulling power – as judged by pulling a minimum of 4 properly weighted cars from a standing start on the Dutch Flat grade to the top of the grade.

Cosmetic Criteria (Only locos that meet the cosmetic criteria should be on the layout at shows)

- Locos must be complete of handrails, windows, number boards
- Locos should have high quality paintwork with crisp lines and no paint chips.
- All locos must either be weathered or look pristine (no 3 yr old dust residue!)

For Rolling stock:-

Mechanical/Electrical Criteria

- All cars must meet NMRA RP20.1 weight criteria, RP25 wheel criteria and meet the NMRA gauge criteria.
- All cars must have metal wheels (InterMountain preferred) and should not be fitted with sprung trucks.
- All passenger cars and cabooses must have windows.
- All passenger cars must be of the correct scale length.
- All couplers must be of correct height inc trip pins, be self centering, not droop (1/2 coupler height) and with working springs. Trip pins should deflect correctly as judged by testing on the switching layout magnets.

- All stock must be able to traverse number 5 switches without derailling. (Short line new switch area to be the test)
- All stock should be free rolling. Should roll down Dutch Flat grade from top to bottom without assistance. Trucks with pickups for lights excepted, but those wheels should not lock up.

Cosmetic Criteria (only rolling stock that meets cosmetic stds should be on the layout at shows)

- All stock must be painted - no unpainted plastic.
- All stock must either be weathered or look pristine (no 3 yr old dust residue!)
- Any stock that is weathered must look prototypical.
- Passenger cars must have seat/appropriate interiors and lights
- Passenger cars fitted with lights must not flicker and must look realistic
- Caboosees should be fitted with lights
- Cars with broken parts should be fixed before placing on layout.

For Track:-

- Track should meet NMRA recommended practices specifically RP7 (John to dig out relevant section) and should meet NMRA gauge criteria.
- Turnouts should conform to NMRA switch blade and frog distance criteria.
- All turnouts must be electrofrog in configuration.
- All turnouts must have powered frogs, either via powered switched frogs or from the switch blades (no frog juicers).
- All new turnout installs should be plumbed for powered frogs either via ground throws or switch motors.
- Turnouts to sidings must be a minimum of a number 8.
- Turnouts leading to a yard must be a minimum of a number 6.
- Turnouts in a yard ladder must be a minimum of a number 5/6.
- Turnouts in a small industry siding must be of a minimum of a number 4.
- Club default turnout should be of Peco manufacture.
- Nothing should stick up above rail level between the rails.
- No track should be unpowered
- Any switch that causes a short via the floating switchblade should be fixed (insulated) or replaced.
- All flangeways should be unobstructed.
- All track is to be code 83.