



# FREMO Railroad Company Unna Division



The Route from Module to Module

## Timetable No. 12

In Effect 12:01 AM, Friday, Jan 23., 1959

**FOR THE  
GOVERNMENT OF  
EMPLOYEES ONLY  
not for the public**

Quick Guide to Basic Operating  
Procedures

This pamphlet is intended to give you the basic information you need in order to run trains under the Time Table & Train Order Control scheme in use on the FREMO meeting. It incorporates general TT&TO procedures, as well as ones specific to this layout.

## Passenger # 1

**morning**

**TRAIN:** Passenger

**CLASS:** 1

**ORIGIN:** Silver Bow, 7.00am

**TERM:** Burkieway

- (C)** train starts in Silver Bow 7.00am
- (OS)** Joevalley, departure 7.15
- (OS)** Diamond Valley, departure 7.38
- (OS)**, No stop in Harrisville.
- Burkie Siding 8.15, in the siding waits passenger # 2!
- Wilikers, departure 8.25
- (OS)** Burkiewye arrival 8.35

Turn the train after departure of the local at the wye. Your train departs as p #6 11.30am to Silver Bow.

## Quick Test

**Am Startbahnhof**

All paperwork? Clearance (with Train Order) and Car Cards

Operator looks north.,  
**East is right, West to the left.**

### Throwing the turnouts

Give you crew time to walk to the turnout, they can't fly!

At the prototype the train approach the first turnout, a crew man walks.

Similar at the end of the train. The rear crew man dismount. Give him a chance to throw the turnout into **normal position**.

The **bell** must work

- Arrival or departure at yard
- At street crossings or passenger platforms

**Whistle / horn** must used

- In advance the start moving,
- Approaching a street crossing or station, bridge or tunnel
- Approaching another train..

The throttle card shows the buttons. Usually F0 – light/ sound, F1- bell, F2 - Horn/Whistle

## Speed

In yard and industrial districts 10 mph, except first class trains:  
Freight 35 mph  
Passenger 50 mph

**Coupling:** Stopp half car length in front of the car, coupling with less than 4 mph.

**Uncoupling:** Use uncoupler or magnet.

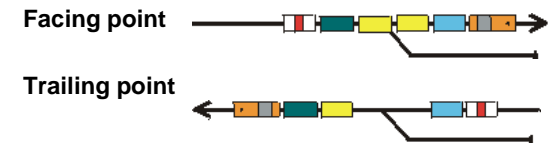
**Don't touch the car. Less than ever the roof!** (At the most push / hold the coupler!)

**Before departue:** Fill the air. This takes about 5 "real" sec per car

### Throwing the turnouts

Grant the worker time to walk to the turnout, they can't fly!

**Set the turnout back to main!**



## FREMO Railroad Company

Unna Division

WESTWARD			Unna Division Timetable No. 4			EASTWARD		
FIRST CLASS			Effective Jan. 23, 1959			FIRST CLASS		
7	5	1	TRAIN NUMBER			2	6	8
DAILY	DAILY	DAILY	SMILES	STATION	REMARKS	DAILY	DAILY	DAILY
L 2.45pm	L 10.45	L 7.00am	0.0	<b>Silver Bow</b>	P T N	A 9.35am	A 1.15pm	A 5.20pm
3.00	10.55	7.15	1.54	<b>Joevalley</b>	P	9.20	1.05	5.08
3.25	11.20	7.38	5.06	<b>Diamond Valley</b>	D P Z	8.55	12.35	4.40
2.45	11.45	8.00	7.58	Harrisville	D P X	8.35	12.15pm	4.20
4.00 # 8	11.55 # 6	8.15 # 2	9.93	Burkie Siding		8.17 # 1	11.57 # 5	4.02 # 7
4.10	12.10	8.25	11.41	<b>Wilikers</b>	D P Z	7.55	11.40	3.45
A 4.20pm	A 12.20am	A 8.35am	12.64	<b>Burkiewye</b>	P T N	L 7.45am	L 11.30am	L 3.35pm

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS