

Doc. No. OP001

MONASHEE PACIFIC PASSENGER OPERATIONS

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Monashee Pacific Passenger Operations.

Scenario.

The Monashee Pacific is a short rail line in the interior of B. C. The rail line serves many out of the way towns as well as large centers such as Vernon, Castlegar and, through trackage rights, Kamloops. It also connects the CPR at Castlegar with CNR and CPR connections at Vernon, Armstrong, and Kamloops.

Type of service.

Although some people visualize many different passenger trains a day, the most traffic the MPR could bear would be two trains each way a day. One common proposal is a Vancouver - Kamloops - Vernon - Castlegar - Spokane train. This is extremely unrealistic. If any possibility for such a through passenger train exists, it is on an Edmonton - Kamloops - Vernon - Castlegar - Spokane route and would simply be a through route for sleeping cars and head-end cars. These trains would be hauled on one of the CNR Edmonton to Vancouver trains and be switched out of the consist at Kamloops. From there, they would be hauled south on a Monashee Pacific train. A Kamloops to Spokane through train is more possible.

The second type of service is a local service which stops at every town on the line. This train would be a Vernon to Castlegar local run.

Schedule.

Train #	Kamloops Arrow Train #	Station	Spokane Arrow Train #	Train #
17	1		2	18
	1800	Spokane (GN stn.) -via Great Nthn.	0900	
	0215		0100	
0900	0315	Castlegar	2359	1650
0935	0350		2325	1615
0945	0355	Renata	2320	1605
1030	0440		2235	1520
1100	0450	Edgewood	2225	1500
1135				1430
1150	0525	Fire Valley	2155	1415
1240				1335
1315	0615	Monashee Summit	2115	1310
1335				1245
1355	0635	Inches	2050	1225
1415	0655		2025	1200
1445	0725	Echo Lake	1955	1130
1505				1110
1520	0745	Blue Springs	1935	1055
1540				1030
1550	0805	Lumby	1910	1015
1620	0835		1840	0945
+ 1740	0935	Vernon	1740	0915
	1000		1725	
via CNR 1815	1010	Armstrong	1715	0840
#193				via CNR #194
+ 2035	1210	Kamloops (CNR Stn.)	1515	0610
				+

Equipment.

Due to the small number of cars needed to cover these trains, it would be easy to have the "ENTIRE" passenger roster modelled!

Train #1, "Kamloops Arrow".

BAGGAGE CAR		Spokane - Kamloops
BAGGAGE/RPO		Castlegar - Vernon
COACH	(reserved)	Spokane - Kamloops
DINING CAR		Castlegar - Vernon
SLEEPING CAR	(12 section/1 dr. room)	Spokane - Vernon
SLEEPING CAR	(10 roomette/6 dbl. bdr.)	Spokane - Kamloops (via CNR to Edmonton)
SLEEPER/OBSERVATION	(1 comp./1 dr. room) buffet/lounge	Spokane - Kamloops

Train #2, "Spokane Arrow".

BAGGAGE CAR		Kamloops - Spokane
BAGGAGE/RPO		Vernon - Castlegar
COACH	(reserved)	Kamloops - Spokane
DINING CAR		Vernon - Castlegar
SLEEPING CAR	(12 section/1 dr. room)	Vernon - Spokane
SLEEPING CAR	(10 roomette/6 dbl. bdr.)	Kamloops - Spokane (via CNR from Edmonton)
SLEEPER/OBSERVATION	(1 comp./1 dr. room) buffet/lounge	Kamloops - Spokane

Please note - Monashee Pacific #1 and #2 will only carry privately owned cars equipped for mid-train operation.

Train #17.

EXPRESS REEFER	(frozen fish)	Echo Lake - Vernon
EXPRESS REEFER	(frozen fish)	Edgewood - Kamloops (via CNR to Winnipeg)
EXPRESS REEFER	(general perishables)	Castlegar - Vernon
EXPRESS BOX CAR	(misc. express)	Castlegar - Vernon
BAGGAGE CAR		Castlegar - Vernon
COACH	(local)	Castlegar - Vernon
COACH	(reserved)	Castlegar - Vernon
DOME/COFFEE SHOP CAR		Castlegar - Vernon
SLEEPING CAR	(12 section/1 dr. room)	Echo Lake - Kamloops (via CNR to Edmonton)

Train #18.

EXPRESS REEFER	(empty)	Kamloops (via CNR) - Edgewood
EXPRESS REEFER	(general perishables)	Vernon - Castlegar
EXPRESS BOX CAR	(misc. express)	Vernon - Castlegar
BAGGAGE CAR		Vernon - Castlegar
COACH	(local)	Vernon - Castlegar
COACH	(reserved)	Vernon - Castlegar
DOME/COFFEE SHOP CAR		Vernon - Castlegar
SLEEPING CAR	(12 section/1 dr. room)	Kamloops (via CNR from Edm.) - Echo Lake
EXPRESS REEFER	(perishable foods)	Vernon - Echo Lake

Please note - cars to and from Edmonton and to
and from Winnipeg via CNR are
carried between Vernon and Kamloops
on CNR trains 193 and 194.

General notes - Monashee-Pacific #17 and #18 will
carry privately owned cars with
open observation platforms.

Equipment Requirements.

TYPE OF CAR	FOR TRAIN #	KIT MAKER CODE	NUMBER OF CARS NEEDED
72' baggage, 6-axle	1,2	1a	2
72' baggage/RPO, 6-axle	1,2	2b	1 (1 car covers both RPO runs on #1 and #2)
80' coach, streamlined	1,2	2b,3c	2
80' dining car, heavyweight	1,2	2b	1 (1 car covers both #1 and #2)
80' sleeper, 12/1, heavyweight	1,2	2b	2
80' sleeper, 10/6, streamlined	1,2	2b,3c	3 (needed to cover a longer equipment cycle: Edm/Kam/Spok)
80' sleeper/observation, hvywt.	1,2	2b	2
50' express reefer	17,18	1a,4d	8 (allows for reefers going off-line on Winnipeg run)
40' express box car	17,18	1a	2
60' baggage car	17,18	4d	2
60' coach, heavyweight	17,18	4d	2
80' coach, streamlined	17,18	2b,3c	2
80' dome/coffee shop, strmlnd	17,18	2b,3c	2
80' sleeper, 12/1, heavyweight	17,18	2b	3 (allows for cars going to Edmonton via CNR)
72' baggage car	spare	1a	1
72' baggage/RPO	spare	2b	1
72' coach, heavyweight	spare	2b	1
80' dining car, heavyweight	spare	2b	1
80' sleeper, 12/1, heavyweight	spare	2b	1
80' sleeper, 10/6, streamlined	spare	2b,3c	1
40' express box car	spare	1a	2
Total:			42

Kit manufacturer codes:

- 1a - Athearn
- 2b - AHM/ Rivarossi
- 3c - Con-Cor
- 4d - MDC/ Roundhouse

Total Requirements:

Athearn baggage car, 72', heavyweight	—3 cars.
Athearn box car, 40'	—4 cars.
Athearn express reefer MDC car).	—8 cars. (could substitute
Rivarossi baggage/RPO, 72', hvywt.	—2 cars.
Rivarossi dining car, 80', hvywt.	—2 cars.
Rivarossi sleeper, 12/1, 80', hvywt.	—6 cars.
Rivarossi sleeper/observation	—2 cars.
Rivarossi coach, 72', heavyweight	
MDC/Roundhouse baggage, 60', arch roof	—2 cars.
MDC/Roundhouse coach, 60', arch roof	—2 cars.
Rivarossi or Con-Cor 80' streamlined coach	—4 cars.
Rivarossi or Con-Cor 80' streamlined dome	—2 cars.
Rivarossi or Con-Cor 80' streamlined sleeper (10/6)	—4 cars.

Total - 42 cars.

Add two business cars - 44 cars.

Operations.

The passenger operations on the Monashee Pacific should be the responsibility of a designated person. This person maintains the cars and supervises operations of passenger trains. He also instructs all passenger engineers in proper operating techniques.

To make a realistic equipment turn-around, the hidden yards at each end of the layout will be used as "fiddle" yards. For example; when train #1 leaves Vernon for Kamloops and disappears from sight into the hidden yard, the passenger "superintendent" will reverse the consist by hand in the fiddle yard and remove the Edmonton-bound 10/6 sleeper and replace it with another 10/6 sleeper off a storage shelf so the train looks as if it has been turned and switched when it reappears at Vernon as train #2. When train #2 disappears from the layout at Castlegar, it is manually reversed in the fiddle yard so that it can reappear as train #1. All other switching occurs on the layout.

Where trains #17 and #18 are concerned, all switching and turning occurs on the layout except for the sleeper to and from Edmonton and the reefer to and from Winnipeg. For example, when train #17 arrives in Vernon the reefer and sleeper are taken away by either a Scnr train or by a switching engine (supposedly to the CNR station). On arrival in the hidden yard, they are placed on a storage shelf and replaced by two other cars from this shelf. These new cars are brought into Vernon in time to be added to train #18.

Motive Power.

The motive power used on these trains should be as follows:

a) Steam era-

- Trains 1 & 2: 4-8-4 or 4-6-4
- Trains 17 & 18: 4-6-2

b) Diesel Era-

- Trains 1 & 2: 2 x (FP7 or F7 or F7b)
- Trains 17 & 18: 2 x F-unit or GP9
with steam generator

No matter what era, we will need four sets of power. "E"-type units are not practical for any mountain railroad so our existing ones will have to be explained as having been bought as an experiment.

Passenger Equipment Roster.

CAR TYPE	CONFIGURATION	CONSTR- UCTION	CAR #	CAR NAME	LENGTH/ # AXLES	NOTES
Business car	2 comp./lounge	steel	2	Calvert	72'	6 Athearn
Business car	6 sect./lounge	wood	9	Jenkins COLEY	86'	6 MDC
Sleeping car	10 rmte./6 dbl. bedroom	steel	31	Pine Creek	80'	4
			32	Fir Creek		
			33	Spruce Creek		
			34	Poplar Creek		
Sleeping car	12 section/ 1 drawing rm.	steel	44	Lumby	80'	6
			45	Inches		
			46	Renata		
			47	Edgewood		
			48	Thornton		
Sleeper/Lounge Observation	1 comp./1 dr. room/buffet/ lounge	steel	70	Arrow Lake	80'	6
			71	Echo Lake		
Express Reefer	ice bunker	wood	100	nil	50'	4
			101			
			102			
			103			
			104			
			105			
			106			
			107			
Express Boxcar		steel	121	nil	40'	4
			124			
			125			
			128			
Baggage Car		steel	140	nil	60'	4
			141			
Baggage Car		steel	155	nil	72'	6
			156			
			158			
Baggage/Coach (combine)		wood	171	nil	86'	6 MDC
Baggage/RPO	40' baggage, 30' RPO	steel	188	nil	72'	6
			189			

Passenger Equipment Roster (cont.).

CAR TYPE	CONFIGURATION	CONSTR- UCTION	CAR #	CAR NAME	LENGTH/ # AXLES
Dining Car	40 seat	steel	200 202	Kettle River Granby River	80' 6
Dome/Coffee Shop/Coach	60 seat	steel	222 223	Blue Springs Sulphur Springs	80' 4
Coach	50 seat	steel	306	nil	72' 6
Coach	42 seat	steel	311 315	nil	60' 4
Coach	52 seat	steel	320 321 326 327	nil	80' 6

Structures and special trackage.

Passenger operations require certain structures and trackwork. Following are the requirements for realistic operation on our layout;

- Castlegar
 - fully equipped coachyard
 - make-up tracks, boiler house, linen supply & dining car commissary, tool shed, spare wheels & derrick.
 - station.
 - freight station (express) and ice-house.
 - wye or turntable for turning cars.
- Renata
 - station.
- Edgewood
 - station.
 - track for spotting express reefers (100' long).
- Fire Valley
 - station.
- Monashee Summit
 - station.
- Inches
 - station.
- Echo Lake
 - station.
 - double-ended station track for spotting sleeping cars and reefers (should be 300' long).
 - boiler house.
- Blue Springs
 - station.
- Lumby
 - station.
- Vernon
 - station and express shed.
 - boiler house
 - ice house.
 - two station tracks for equipment layover and storage.
(these tracks should be double ended and have a combined capacity of nine cars.)
 - one stub ended business car track (two car lengths).
 - wye or turntable.
- Armstrong
 - station.