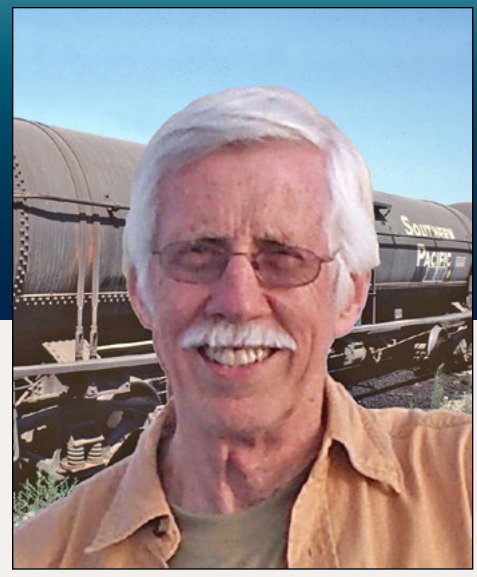


HO SCALE TRUCKS AND WHEELSETS



Creating a realistic model timetable

Modeling real railroads and what they do



Getting Real column by Tony Thompson

Timetables, a part of realistic operation ...

Almost since the first model railroad layouts, modelers have created timetables as part of the visual, as well as the operational, environment of the layout. Why do I say “visual?” Al Kalmbach, writing a column as “Boomer Pete” in 1940, called some parts of his timetable “typographic scenery,” and that is one aspect I want to touch on here. But of course there is much more to it than that.

I should begin by identifying the elements I believe may be usefully included in a model timetable. First, of course, are train schedules, that is, train arrival and departure times at stations, along with the class and direction of these trains. This becomes essential if operation is to follow “timetable and train order” (TT&TO) procedures, but can also be useful for other operating modes – anything from simple lineups to complete CTC or Track Warrant dispatching.

I won't spend more time on TT&TO or other operating aspects, partly because they have been covered so well elsewhere, notably in the recent book from the Operations SIG of NMRA,

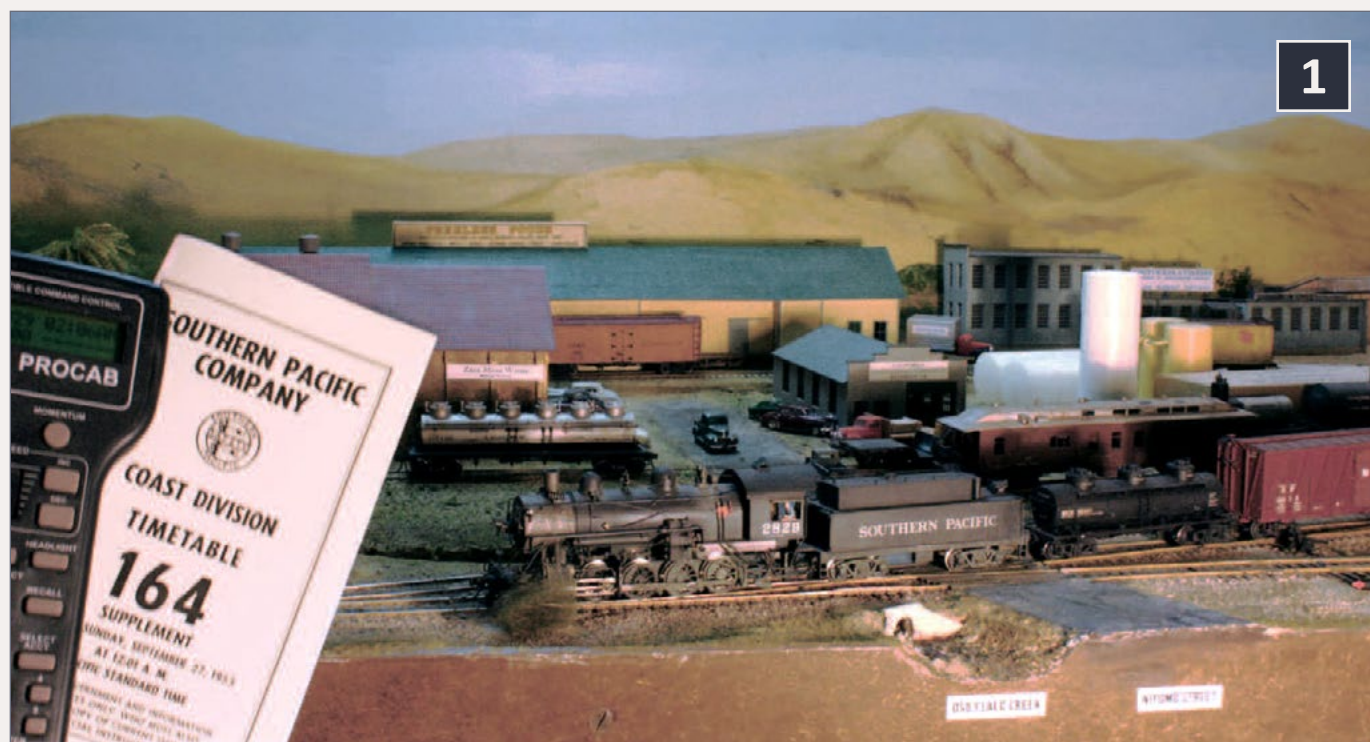


entitled 19 East, Copy Three. It is sold out at the OpSig website, but copies may be found by searching at abebooks.com.

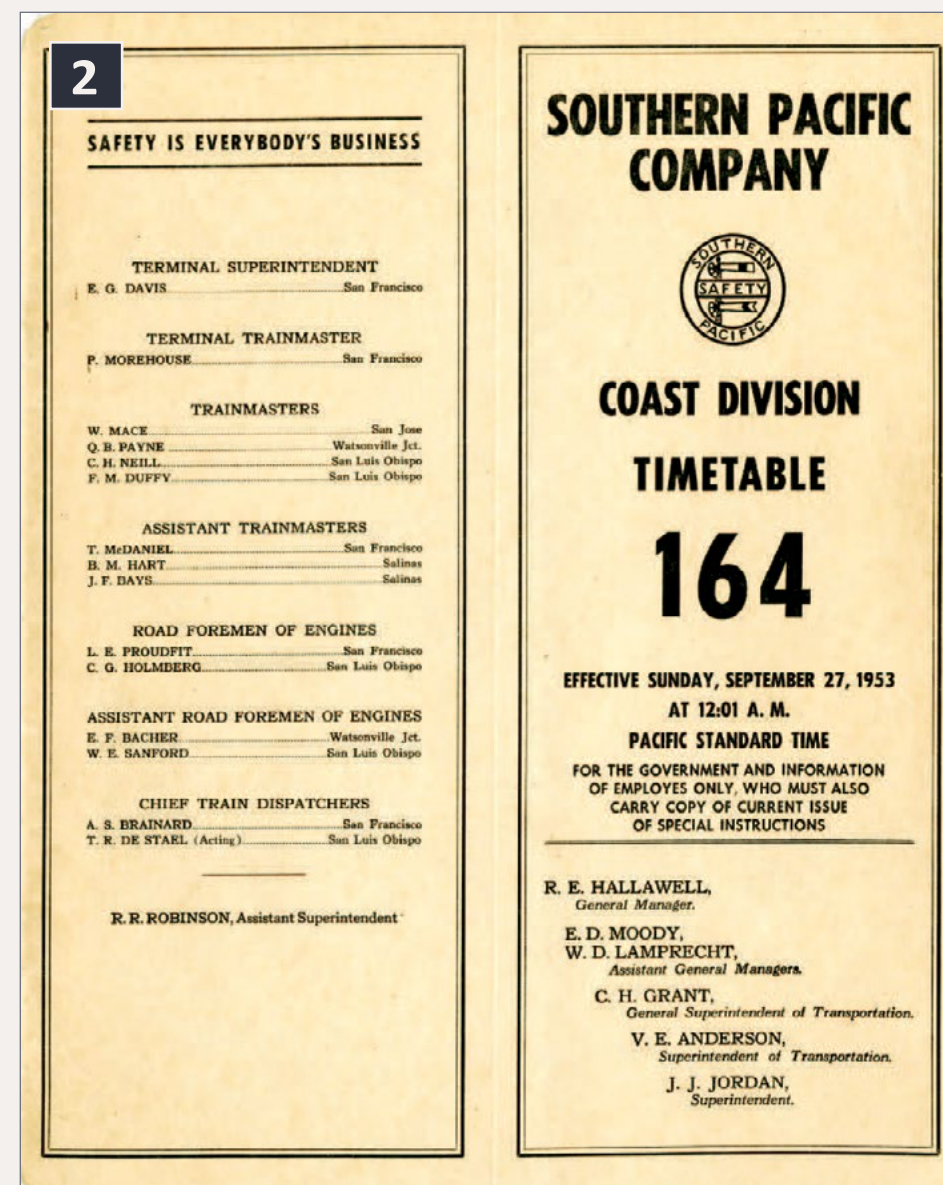
Second, ancillary rules and special instructions may be included, in addition to schedules. These added features are often present in prototype employee timetables, and are an opportunity to acquaint operators with various special conditions on the layout.

Third, other information may be present, at least in model timetables, such as switching diagrams for yards or towns, as an aid to operators.

And fourth, it may be desirable to make the timetable look like a document from the prototype railroad on which the layout is based.



1. SP Consolidation 2829 has finished its day's work on the Santa Rosalia Branch and as the sun sinks in the west, is headed back through Ballard to the junction with the SP main line at Shumala. The timetable and throttle are among the tools the operator needs to manage the train.



2. Front cover, SP employee timetable No. 164, 1953.

There are at least two places to look: one is the Kalmbach special issue of *Model Railroader* magazine, "How to Operate Your Model Railroad," Summer 2012 (Tony's piece is on pages 51 to 53), and second, Tony's book, "Realistic Model Railroad Operation, 2nd Edition, Kalmbach, 2013." As of this writing, both are available for purchase at Kalmbach's website: kalmbach.com.

Another reason I won't be discussing the details of constructing time schedules is that they are not very important on my own layout. That stems from two things. One is that I, like most layout owners, often operate by myself. Many more owners operate with

The ways to construct a model timetable to provide working train times are hardly mysterious, and some rather sophisticated aspects of this topic have been explored in print over the years. I won't address them, but for those who wish to learn more, I suggest perusing one of Tony Koester's clear and concise descriptions of the process.

only one or two additional people, so mine is not an unusual situation. And two, my layout mostly models an SP branch line, so I only have one station on my main line. Obviously, precision timing of trains at that single station is not exactly vital.

Instead, I discuss realistic timetable appearance, and I will emphasize the various kinds of material that one might wish to include, other than times themselves. I begin with prototype sources.

A starting point

I recommend starting with a real employee timetable of the railroad and era you are modeling or, if you are free-lancing, a similar

3. The back cover of the SP Coast Division Timetable 164 contains this detailed division map, though it has substantially more detail than you may need. I only used part of this map.



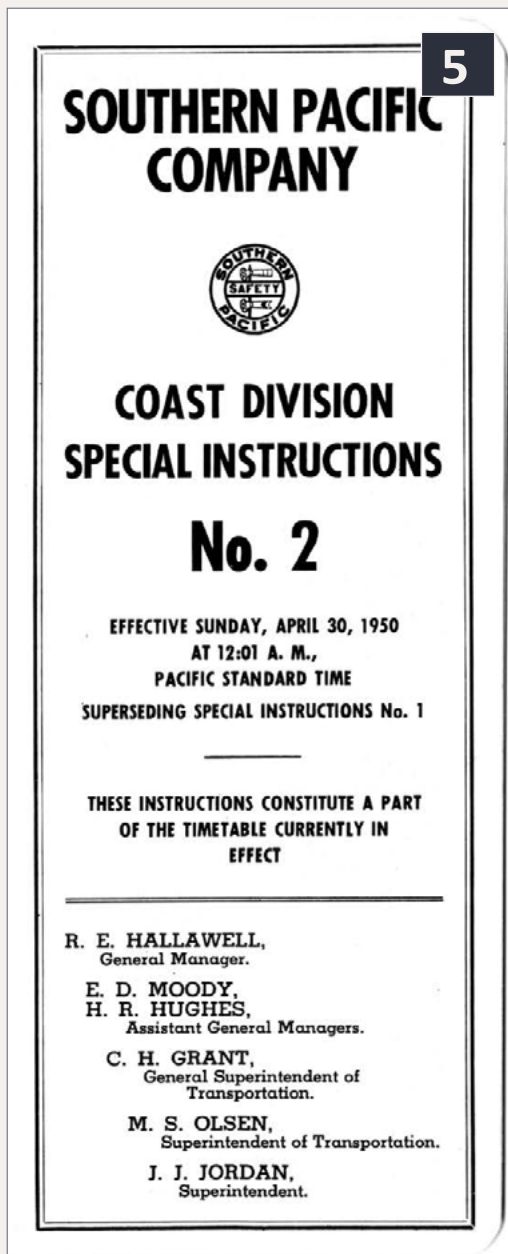
4

GUADALUPE SUBDIVISION

EASTWARD

Timetable No. 158
September 24, 1950

Country of origin No. 100	SECOND CLASS				FIRST CLASS				Miles Run	Miles Per Hour	STATIONS
	926	924	914	912	98	72	76	374			
San Francisco	8:00	8:00	10:15	4:00	1:20	8:45	3:30	2:50	1:35	252.1	TO SAN LUIS OBISPO
San Francisco	9:15	5:00	10:30	4:15	1:32	8:57	3:31	3:05	1:47	252.1	HADLEY
San Francisco	9:27	5:12	10:40	4:27	1:39	9:03	3:40	3:13	1:59	252.2	GROVER
San Francisco	9:35	5:20	10:48	4:35	1:46	9:17	3:47	3:19	2:01	252.3	OCEANO
San Francisco	10:00	5:30	10:57	4:45	1:52	9:40	3:55	3:27	2:08	252.5	CALLINER
San Francisco	10:10	5:39	11:04	4:54	1:57	9:49	3:53	3:23	2:13	252.7	BROWNE
San Francisco	10:30	5:55	11:12	5:10	2:04	9:57	4:09	3:41	2:20	252.5	GUADALUPE
San Francisco	10:36	6:01	11:17	5:16	2:10	10:04	4:14	3:45	2:24	252.7	WALTON
San Francisco	10:41	6:06	11:22	5:21	2:12	10:09	4:18	3:49	2:27	252.7	SHUBERT
San Francisco	10:47	6:12	11:27	5:27	2:15	10:15	4:23	3:53	2:31	252.7	DEVON
San Francisco	11:00	6:19	11:48	5:34	2:23	10:27	4:30	3:59	2:37	252.7	CASABELLA
San Francisco	11:39	6:35	12:05	5:48	2:28	10:35	4:36	4:08	2:45	252.7	ANTONIO
San Francisco	12:01	6:55	12:23	6:07	2:41	10:54	4:50	4:26	3:00	252.8	NARLOW
San Francisco	12:08	7:07	12:29	6:15	2:46	11:02	4:56	4:33	3:06	252.8	YANCAIR
San Francisco	12:26	7:19	12:42	6:28	2:56	11:18	5:07	4:44	3:17	252.8	SURF
San Francisco	12:35	7:27	12:49	6:49	3:01	11:27	5:13	4:50	3:23	252.8	HONDA
San Francisco	12:43									252.6	ARLIGHT
San Francisco	12:50	7:45	1:08	7:05	3:12	11:35	5:24	5:03	3:35	252.8	SUDON
San Francisco	12:57	7:53	1:16	7:13	3:17	11:42	5:29	5:09	3:41	252.8	JALAMA
San Francisco	1:10	8:05	1:28	7:23	3:25	11:55	5:40	5:21	3:50	252.8	CONCEPTION
San Francisco	1:18	8:13	1:36	7:31	3:29	12:13	5:50	5:37	3:57	252.8	GATO
San Francisco	1:30	8:30	1:45	7:45	3:40	12:25	6:00	5:45	4:05	252.7	SACATE
San Francisco	1:40	8:40	1:55	7:55	3:50	12:35	6:10	5:55	4:15	252.7	GAVIOTA
San Francisco	1:50	8:50	2:05	8:05	4:00	12:45	6:20	6:05	4:25	252.7	LETO
San Francisco	2:00	9:00	2:15	8:15	4:10	12:55	6:30	6:15	4:35	252.7	PARSONS
San Francisco	2:10	9:10	2:25	8:25	4:20	1:05	6:40	6:25	4:45	252.7	CAPTAN
San Francisco	2:20	9:20	2:35	8:35	4:30	1:15	6:50	6:35	4:55	252.7	NALES
San Francisco	2:30	9:30	2:45	8:45	4:40	1:25	7:00	6:45	5:05	252.7	ELLWOOD
San Francisco	2:40	9:40	2:55	8:55	4:50	1:35	7:10	6:55	5:15	252.7	LA PATERA
San Francisco	2:50	9:50	3:05	9:05	5:00	1:45	7:20	7:05	5:25	252.7	GOLETA
San Francisco	3:00	10:00	3:15	9:15	5:10	1:55	7:30	7:15	5:35	252.7	HOPE RANCH
San Francisco	3:10	10:10	3:25	9:25	5:20	2:05	7:40	7:25	5:45	252.7	WEST SANTA BARBARA
San Francisco	3:20	10:20	3:35	9:35	5:30	2:15	7:50	7:35	5:55	252.7	SANTA BARBARA
San Francisco	3:30	10:30	3:45	9:45	5:40	2:25	8:00	7:45	6:05	252.7	(S.B.)
San Francisco	3:40	10:40	3:55	9:55	5:50	2:35	8:10	7:55	6:15	252.7	(S.B.)
San Francisco	3:50	10:50	4:05	10:05	6:00	2:45	8:20	8:05	6:25	252.7	(S.B.)
San Francisco	4:00	11:00	4:15	10:15	6:10	2:55	8:30	8:15	6:35	252.7	(S.B.)
San Francisco	4:10	11:10	4:25	10:25	6:20	3:05	8:40	8:25	6:45	252.7	(S.B.)
San Francisco	4:20	11:20	4:35	10:35	6:30	3:15	8:50	8:35	6:55	252.7	(S.B.)
San Francisco	4:30	11:30	4:45	10:45	6:40	3:25	9:00	8:45	7:05	252.7	(S.B.)
San Francisco	4:40	11:40	4:55	10:55	6:50	3:35	9:10	8:55	7:15	252.7	(S.B.)
San Francisco	4:50	11:50	5:05	11:05	7:00	3:45	9:20	9:05	7:25	252.7	(S.B.)
San Francisco	5:00	12:00	5:15	11:15	7:10	3:55	9:30	9:15	7:35	252.7	(S.B.)
San Francisco	5:10	12:10	5:25	11:25	7:20	4:05	9:40	9:25	7:45	252.7	(S.B.)
San Francisco	5:20	12:20	5:35	11:35	7:30	4:15	9:50	9:35	7:55	252.7	(S.B.)
San Francisco	5:30	12:30	5:45	11:45	7:40	4:25	10:00	9:45	8:05	252.7	(S.B.)
San Francisco	5:40	12:40	5:55	11:55	7:50	4:35	10:10	9:55	8:15	252.7	(S.B.)
San Francisco	5:50	12:50	6:05	12:05	8:00	4:45	10:20	10:05	8:25	252.7	(S.B.)
San Francisco	6:00	1:00	6:15	12:15	8:10	4:55	10:30	10:15	8:35	252.7	(S.B.)
San Francisco	6:10	1:10	6:25	12:25	8:20	5:05	10:40	10:25	8:45	252.7	(S.B.)
San Francisco	6:20	1:20	6:35	12:35	8:30	5:15	10:50	10:35	8:55	252.7	(S.B.)
San Francisco	6:30	1:30	6:45	12:45	8:40	5:25	11:00	10:45	9:05	252.7	(S.B.)
San Francisco	6:40	1:40	6:55	12:55	8:50	5:35	11:10	10:55	9:15	252.7	(S.B.)
San Francisco	6:50	1:50	7:05	1:05	9:00	5:45	11:20	11:05	9:25	252.7	(S.B.)
San Francisco	7:00	2:00	7:15	1:15	9:10	5:55	11:30	11:15	9:35	252.7	(S.B.)
San Francisco	7:10	2:10	7:25	1:25	9:20	6:05	11:40	11:25	9:45	252.7	(S.B.)
San Francisco	7:20	2:20	7:35	1:35	9:30	6:15	11:50	11:35	9:55	252.7	(S.B.)
San Francisco	7:30	2:30	7:45	1:45	9:40	6:25	12:00	11:45	10:05	252.7	(S.B.)
San Francisco	7:40	2:40	7:55	1:55	9:50	6:35	12:10	11:55	10:15	252.7	(S.B.)
San Francisco	7:50	2:50	8:05	2:05	10:00	6:45	12:20	12:05	10:25	252.7	(S.B.)
San Francisco	8:00	3:00	8:15	2:15	10:10	6:55	12:30	12:15	10:35	252.7	(S.B.)
San Francisco	8:10	3:10	8:25	2:25	10:20	7:05	12:40	12:25	10:45	252.7	(S.B.)
San Francisco	8:20	3:20	8:35	2:35	10:30	7:15	12:50	12:35	10:55	252.7	(S.B.)
San Francisco	8:30	3:30	8:45	2:45	10:40	7:25	1:00	12:45	11:05	252.7	(S.B.)
San Francisco	8:40	3:40	8:55	2:55	10:50	7:35	1:10	12:55	11:15	252.7	(S.B.)
San Francisco	8:50	3:50	9:05	3:05	11:00	7:45	1:20	1:05	11:25	252.7	(S.B.)
San Francisco	9:00	4:00	9:15	3:15	11:10	7:55	1:30	1:15	11:35	252.7	(S.B.)
San Francisco	9:10	4:10	9:25	3:25	11:20	8:05	1:40	1:25	11:45	252.7	(S.B.)
San Francisco	9:20	4:20	9:35	3:35	11:30	8:15	1:50	1:35	11:55	252.7	(S.B.)
San Francisco	9:30	4:30	9:45	3:45	11:40	8:25	2:00	1:45	12:05	252.7	(S.B.)
San Francisco	9:40	4:40	9:55	3:55	11:50	8:35	2:10	1:55	12:15	252.7	(S.B.)
San Francisco	9:50	4:50	10:05	4:05	12:00	8:45	2:20	2:05	12:25	252.7	(S.B.)
San Francisco	10:00	5:00	10:15	4:15	12:10	8:55	2:30	2:15	12:35	252.7	(S.B.)
San Francisco	10:10	5:10	10:25	4:25	12:20	9:05	2:40	2:25	12:45	252.7	(S.B.)
San Francisco	10:20	5:20	10:35	4:35	12:30	9:15	2:50	2:35	12:55	252.7	(S.B.)
San Francisco	10:30	5:30	10:45	4:45	12:40	9:25	3:00	2:45	1:05	252.7	(S.B.)
San Francisco	10:40	5:40	10:55	4:55	12:50	9:35	3:10	2:55	1:15	252.7	(S.B.)
San Francisco	10:50	5:50	11:05	5:05	1:00	9:45	3:20	3:05	1:25	252.7	(S.B.)
San Francisco	11:00	6:00	11:15	5:15	1:10	9:55	3:30	3:15	1:35	252.7	(S.B.)
San Francisco	11:10	6:10	11:25	5:25	1:20	10:05	3:40	3:25	1:45	252.7	(S.B.)
San Francisco	11:20	6:20	11:35	5:35	1:30	10:15	3:50	3:35	1:55	252.7	(S.B.)
San Francisco	11:30	6:30	11:45	5:45	1:40	10:25	4:00	3:45	2:05	252.7	(S.B.)
San Francisco	11:40	6:40	11:55	5:55	1:50	10:35	4:10	3:55	2:15	252.7	(S.B.)
San Francisco	11:50	6:50	12:05	6:05	2:00	10:45	4:20	4:05	2:25	252.7	(S.B.)
San Francisco	12:00	7:00	12:15	6:15	2:10	10:55	4:30	4:15	2:35	252.7	(S.B.)
San Francisco	12:10	7:10	12:25	6:25	2:20	11:05	4:40	4:25	2:45	252.7	(S.B.)
San Francisco	12:20	7:20	12:35	6:35	2:30	11:15	4:50	4:35	2:55	252.7	(S.B.)
San Francisco	12:30	7:30	12:45	6:45	2:40	11:25	5:00	4:45	3:05	252.7	(S.B.)
San Francisco	12:40	7:40	12:55	6:55	2:50	11:35	5:10	4:55	3:15	252.7	(S.B.)
San Francisco	12:50	7:50	1:05	7:05	3:00	11:45	5:20	5:05	3:25	252.7	(S.B.)
San Francisco	1:00	8:00	1:15	7:15	3:10	11:55	5:30	5:15	3:35	252.7	(S.B.)
San Francisco	1:10	8:10	1:25	7:25	3:20	12:05	5:40	5:25	3:45	252.7	(S.B.)



front cover (the right-hand part) almost verbatim, except for calling mine a “Supplement,” so no one expects it to contain the entire Coast Division material. One can then print it on manila stock to get the same appearance.

But before getting to my version, let’s look at more of the SP version. The back cover of most SP employee timetables of this era displayed a division map, as does this one, shown in [3].

The map is interesting, but contains far more detail than needed for my layout, so I simplified it to show just the subdivision I model, the Guadalupe Subdivision, the southernmost part of the Coast Division, from San Luis Obispo to Santa Barbara. (I will show it later.) In other circumstances, one might wish to show the entire map.

So that’s the exterior. What about interior pages? The core pages of these timetables, as you would expect, are the pages of train schedules. They are really complex and busy, as the 1950 example in [4] shows, and certainly contain far more information than can be applied on my layout.

And this is not the entire subdivision; the schedule of the Lompoc Branch of

SPECIAL INSTRUCTIONS—GUADALUPE SUBDIVISION

RULE 535. SPRING SWITCHES
Spring switches equipped with facing point locks are located as follows:
Location Normal Position
Hadley.....End double track.....Westward track
Concepcion.....East end siding.....Main track
Lento.....West end siding.....Main track
West Santa Barbara.....End double track.....Eastward track

RULE 705. LETTER TYPE INDICATORS
Indicators located as follows:
Hlum. On Authorizes and requires movement as follows
Letter Signal
M.....3010. Surf.....Proceed on main track to east end of siding.
S.....3010. Surf.....Enter siding.
M.....3041. Surf.....Proceed on main track to west end of siding.
S.....3041. Surf.....Enter siding.

GENERAL REGULATIONS
RULE 825. When freight trains are tied up in San Luis Obispo yard trainmen will set sufficient hand brakes on the rear of westward trains.

AIR BRAKE RULES
RULE 17. All retainers must be turned up White Hills to White Hills Act.
Eastward freight trains with steam engine and over 50 cars, turn up ten retainers, (more if requested by engineer) on head-end from end double track West Santa Barbara until train stops on yard track Santa Barbara.
Eastward freight trains with Diesel engine with dynamic brakes in operation need not turn up retainers West Santa Barbara to Santa Barbara.

FREIGHT TRAINS
RULE 22. Trainmen must not couple air hose on outgoing freight trains at Santa Barbara or San Luis Obispo until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

RULE 24. Road test must be made before leaving White Hills as prescribed by this rule.
No car inspectors on duty at San Luis Obispo 4:30 PM to 8:00 AM daily. During this period trainmen and yardmen will couple and uncouple air hose and make necessary tests.

PASSENGER TRAINS
RULE 38. Will apply at San Luis Obispo and Santa Barbara when correct not on duty. At Santa Barbara engine drivers will use hand, instead of steam whistle signals. Trainmen will place themselves in position to relay signals to the best advantage.
No car inspectors on duty at San Luis Obispo 4:30 PM to 8:00 AM daily. During this period trainmen and yardmen will couple and uncouple air hose and steam hose and make necessary tests.
Rear end air test need not be made on eastward trains at San Luis Obispo if continuity of brake pipe is not disturbed. Incoming engineer will apply brakes when train is stopped. Outgoing engineer will release them. Running test in accordance with Rule 39 must be made immediately after leaving terminal.
Rear end air test need not be made at Santa Barbara if continuity of brake pipe is not disturbed. Incoming engineer will apply brakes when train is stopped. Outgoing engineer will release them. Running test in accordance with Rule 39 must be made immediately after leaving terminal.

MISCELLANEOUS
1. Water supply at Cavista and Lompoc for emergency use only. Engines take only sufficient water at Guadalupe to make San Luis Obispo or Surf.
10. Engines listed must not operate on tracks shown below:
Class of Engine Restricted Tracks
DEP, DEF, MK, P, AC, MM, Intd. GN, SP, T-40, P, A.....San Luis Obispo.....Vegetable spur.
Surf.....Sbert leg of wye.
Goleta.....Walnut spur.
All engs. and cars. Tangait.....On Government tracks at Camp Cooke, except wye tracks may be used to a point 300 feet west of west switch of interchange tracks.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS
MP Location Description
261.37 Tiber.....Villa Creek bridge.....Side
262.65 Pismo.....Villa Creek bridge.....Side
265.57 Oceano.....Arroyo Grande River bridge.....Side
265.85 Oceano.....West water tank, main track.....Side
318.32 Sudden.....Tunnel 12.....Overhead and side

SPECIAL INSTRUCTIONS—GUADALUPE SUBDIVISION

RATING OF ENGINES—In Units of 1000 Lbs. (Ms)

NOMINAL CLASS	ENGINE NUMBERS	Max. Unit Output and Tractor Tonnage	Max. Unit Weight	Max. Unit Length	Max. Unit Width
DEP-3	4017	1500	1500	1700	420
DEP-4, 7	0000 to 0004 and 0018	4000	4000	2000	200
DEP-5, 6	0005 to 0016	10250	10250	2100	630
DEP-1	0100 to 0117	4000	4000	2100	630
DEP-1	0118 and 0139	4000	4000	2100	630
DEP-2	0140 to 0179	12500	12500	2100	630
DEP-3, 4, 5	0180 to 0205	15000	15000	2100	630
DEP-1 to 7	1000 to 1022	1320	1320	1500	510
DEP-100 to 100	1300 to 1441	2000	2000	2000	600
M-1	1617 to 1713	1750	1750	2000	600
M-4, 8	1721 to 1803, 1823 to 1825	2100	2100	2200	600
M-9	1804 to 1822, 1826 to 1830 and 1836	2250	2250	2200	600
M-11	1832 to 1835	2300	2300	2300	600
T-1	2248 and 2282	1000	1000	1200	200
T-4	2178	1000	1000	1200	200
T-20	2201 to 2210	2200	2200	2100	630
T-26	2296 and 2299	1900	1900	2100	530
T-28, 31	2312 to 2362	2500	2500	2700	700
T-32	2363 to 2370, 2372 to 2384	2500	2500	2800	730
T-40	2371	2500	2500	2500	600
T-37	2105 and 2106	2200	2200	2100	630
P-1, 3, 5	2404, 2408, 2411, 2412, 2417, 2428 to 2433, 2439 to 2452 and 2459	2000	2000	2000	600
P-1	2435, 2405 to 2407 and 2415	2000	2000	2000	600
P-4	2401, 2402, 2406, 2410, 2414, 2419, 2420, 2422, 2424 and 2436	2400	2400	2400	600
P-6	2433, 2434 and 2438	2500	2500	2500	600
P-2	2476 and 2477	2500	2500	2500	600
P-8, 10	2481 to 2474, 2478 to 2485	2600	2600	2600	600
P-8, 10	2475, 2484 to 2491	2900	2900	2900	600
P-11	3104 and 3109	2100	2100	2100	600
P-12	3120 to 3129	2000	2000	2000	600
C-4, 8, 9, 10, 26 to 29	2513 to 2509, 2625 to 2890, 3140 to 3469	2700	2700	3000	780
C-15	2506	1700	1700	1900	510
C-18	3400 to 3409	2500	2500	2800	730
C-19	3410	2900	2900	2900	770
TW-1	2940 to 2943	2000	2000	2300	600
TW-2, 3	2977 to 2982	1600	1600	1800	490
TW-6	2914 to 2925	2250	2250	2500	600
A-3	3025 and 3027	1700	1700	1700	450
A-6	3000 to 3002	1800	1800	1800	450
M-5, 4	3201 to 3210	3200	3200	3200	600
M-5, 6	3211 to 3277	3000	3000	3000	600
M-7, 8, 9	3300 to 3324	3700	3700	3700	600
M-10	3265	2900	2900	2900	600
M-11	3297 and 3298	2900	2900	2900	600
F-1	3611 to 3632	3900	3900	3900	600
F-2	3633 to 3667	4150	4150	4150	600
F-4, 5	3668 to 3709	4700	4700	4700	600
MM-3	3800 and 3811	5300	5300	5300	600
AC-4, 5	4100 to 4125	6000	6000	6000	600
AC-6, 7, 8, 10, 11, 12	4126 to 4294	7300	7300	7300	600
AC-9	3800 to 3811	5300	5300	5300	600
Mi-1, 3, 4, 5	4300 to 4376	4000	4000	4000	600
Mi-2	4353 to 4390	4200	4200	4200	600
GS-1, 2	4401 to 4415	4200	4200	4200	600
GS-3, 4, 5, 6	4416 to 4469	4300	4300	4300	600
SP-1, 2, 3	5000 to 5048	5300	5300	5300	600

In figuring tonnage of train, add 6 Ms for each empty or underloaded car of less than 45 Ms, and 3 Ms for each such car of 45 to 55 Ms, except from Lompoc to White Hills add 3 Ms for each such car of 55 Ms or less.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

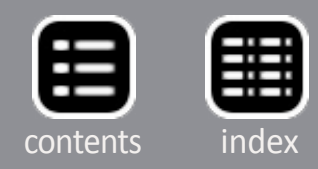
6. Two pages of the Coast Division Special Instructions No. 2, for April 1950, showing the kind of information included. These pages are for the Guadalupe Subdivision; there were three more pages just for this subdivision. Altogether, there were 30 pages of instructions in this document, much more than is in the corresponding timetables.

the Subdivision was too large to fit here, and had to be printed on an adjoining page.

But as with the cover, the appearance here is so characteristic of the railroad that I wanted to use as much of it as I could, for my own timetable interior pages.

Some added features

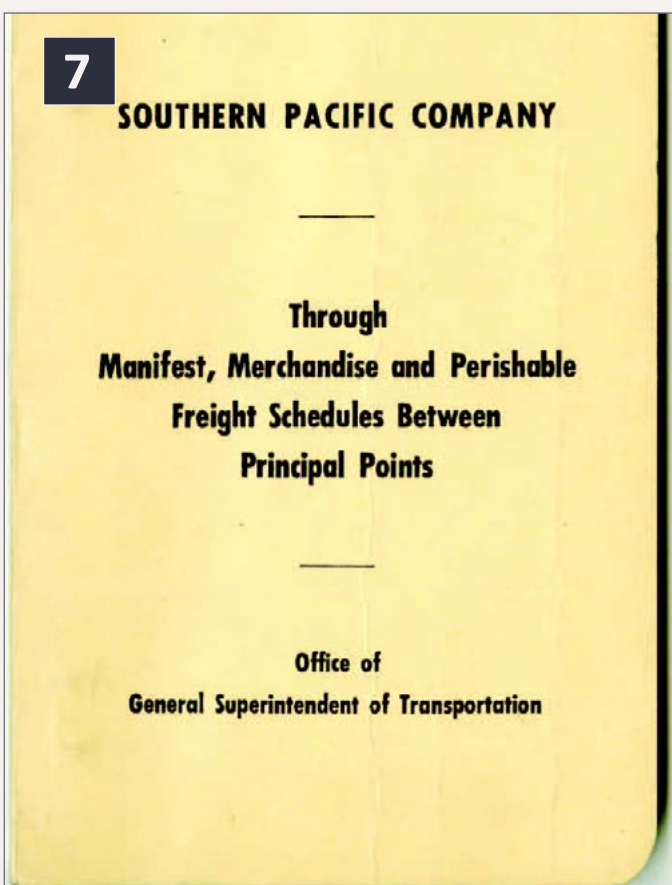
And in addition to the cover and the train schedule pages, there is still more that can usefully be included. One addition can be some of the special instructions for the division, or just for that subdivision, which may be relevant to model operation. In SP’s Timetable



164, these instructions are brief, less than a third of a page. But they are far more extensive in the separate Special Instructions document. [5] shows what one looks like; this particular edition is for April 1950 and is the companion to [4].

To give some idea of the extent and complexity of the material in this Special Instructions document, I show in [6] a pair of pages for the Guadalupe Sub. Note on the right-hand page that tonnage ratings for both steam and diesel locomotives are shown. There is also a table (not shown) of speed restrictions for the subdivision, as there was for each subdivision. At the front of the document were also five pages of instructions for all subdivisions.

This material, of course, is much more extensive and detailed than what is included in the employee timetable.



7. The cover of the Southern Pacific manifest freight schedule book, 4¼" x 6½". This same cover was used from the 1950s at least until the late 1960s.

I browsed through the Special Instructions and chose some selected rules I thought were relevant. On the prototype, these would be included in the separate Special Instructions document, not the timetable, but I wanted to compact everything into one document, and these rules add flavor. They also provide information permitting operators to reference any specific rule which may affect operation. I decided to place these at the back of my timetable, as the prototype did.

The third element I wanted to add to my timetable is, again, a separate document on the prototype, namely freight train procedures. The SP did have a document describing manifest train schedules [7] but I wanted to get everything into a single document for operators.

These procedures identify the purpose and schedule of specific trains. [8] and [9] show

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8 Coast Route
Train - GGM (Golden Gate Manifest)
Los Angeles to San Jose
(Daily)

Station	Time	Day
Los Angeles	Lv 845PM	1
San Luis Obispo	Ar 700AM	2
San Luis Obispo	Lv 800AM	2
San Jose	Ar 400PM	2

GGM (Golden Gate Manifest) will handle traffic for points King City and beyond to and including Mulford via Newark Line to and including Estudillo via Hayward Line, including perishable which requires re-icing at Watsonville Jct.

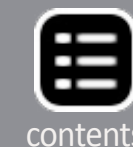
Will pick up available traffic Santa Barbara, Surf, Guadalupe, San Luis Obispo and Watsonville Jct.

Connects with SJR at San Jose. (See Overland Route.)

May 1, 1965
GST No. 23

- 69 -

8. A page from the 1965 freight schedule book, showing the Golden Gate Manifest train.



example pages for the Coast Route; one is a manifest train, the Golden Gate Manifest, symbol GGM, the other a perishable block from Watsonville, symbol WPB. Note for the WPB that schedules eastward over connecting railroads are also shown (T&L = Texas & Louisiana Lines, or T&NO; SSW = Cotton Belt; CRIP = Rock Island).

My plan was to abstract all of the Coast Route train schedules and information, and place these on the inside front cover and first

right-hand page of my timetable (the former being on the manila stock, and the latter on white paper). Although not prototypical, this location would be convenient for operators to consult.

Finally, one more item that can be useful is a schematic diagram (not a map) of any towns or other complex trackage, complete with track names.

Railroaders give names to every feature which might be of importance, and certainly to every track they might need to use (or direct someone else to use).

Many might be obvious (team track, warehouse spur), but others may be more obscure. Richard Hendrickson tells the story of visiting Jerry Stewart when he was a tower operator in the Chicago area, and overhearing Jerry tell an approaching train crew to hold short of "the oil spur." Looking down the line from the tower, he could see no

9

Coast Route

Train - WPB (Watsonville Perishable Block)
Watsonville Jct. to Los Angeles
(Seasonal)

Station		Time	Day
Watsonville Jct.	Lv	330AM PT	1
San Luis Obispo	Ar	1045AM PT	1
San Luis Obispo	Lv	1115AM PT	1
Santa Barbara	Ar	330PM PT	1
Santa Barbara	Lv	345PM PT	1
Los Angeles	Ar	745PM PT	1
Colton	Lv	1000PM PT	2
El Paso	Ar	845PM MT	3
New Orleans	Ar (T&L)	100PM CT	5
St. Louis	Ar (SSW)	800PM CT	5
Memphis	Ar (SSW)	530PM CT	5
Chicago	Ar (CRIP)	1230AM CT	6

WPB (Watsonville Perishable Block) operates through to Los Angeles for connection with Colton Perishable Block traffic from Los Angeles following day.

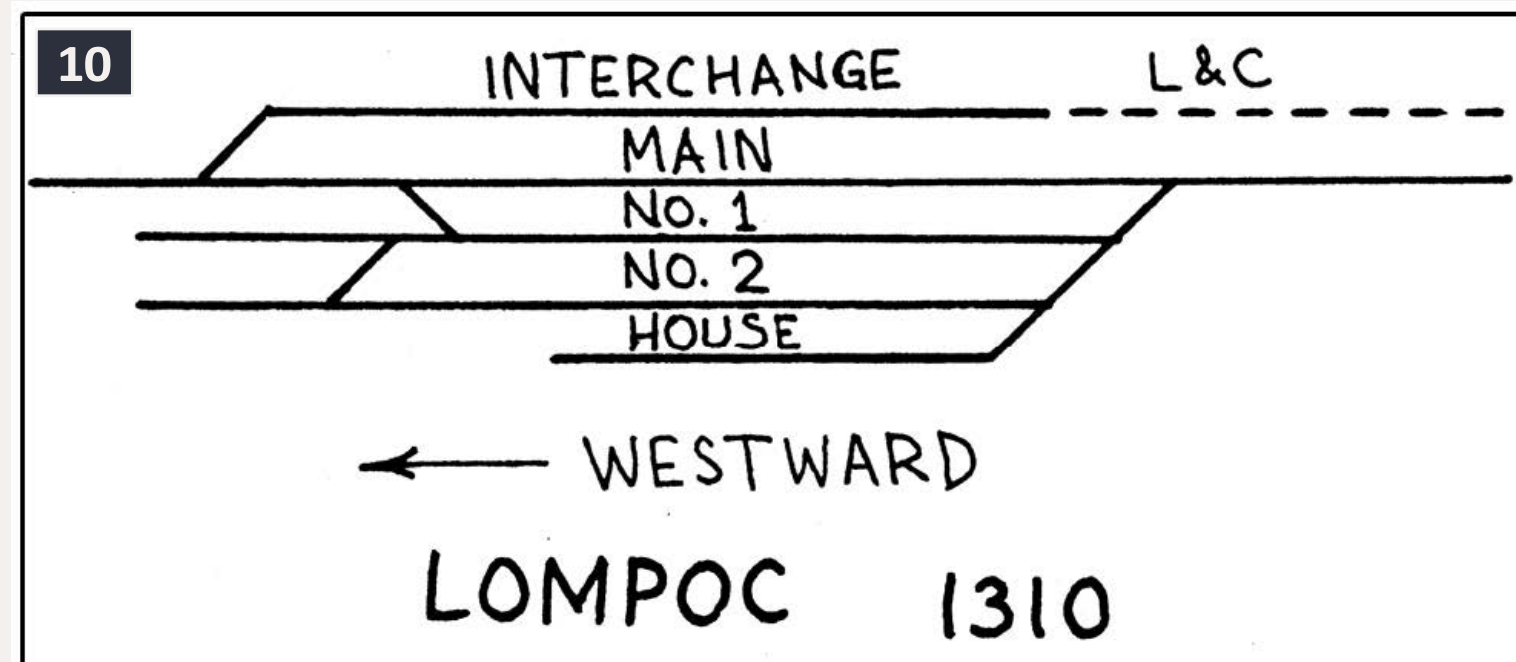
May be consolidated with LA from Watsonville Jct. to Los Angeles.

For further detail of perishable schedule beyond Colton, see Colton Perishable Block schedule - Golden State-Sunset Routes.

May 1, 1965
GSt No. 23

- 65 -

9. A page from the 1965 freight schedule book, showing the Watsonville Perishable Block schedule.



10. A hand-drawn schematic map showing track identifications in a town. The L&C refers to a former layout which had a freelanced Lompoc & Cuyama short line.

oil facilities. So he asked Jerry about this, who replied (railroaders can see this coming), "Oh, the oil stuff has been gone for years, but that's the name of the track." Your operators need to know all these names.

[10] is an example of a simple, hand-drawn schematic, from the time when I planned to include Lompoc on my layout. The interchange was with the freelance short line, Lompoc & Cuyama. This kind of schematic is quick to make and fully informative, though maybe not as elegant as the rest of the timetable. I wanted to find a better approach.

Constructing a timetable

My first issue was how much of a schedule to show. On my layout, the junction of the main line and the branch, called Shumala, is only a few miles south of Oceano, and accordingly is not a train-order station. The depot therefore houses an agent but not an

11 GUADALUPE SUBDIVISION			
EAST-WARD		Timetable No. 158 September 24, 1950	WEST-WARD
Capacity of sidings in car lengths	Mile Post Location	Lompoc and White Hills Branches	Distance from White Hills
STATIONS			
		TO SURF 1.1	14.0
		BARODA 3.8	12.9
		POST 2.2	9.1
		ACORN 2.6	6.9
		TO-R LOMPOC 0.5	4.3
		WHITE HILLS JCT. 3.8	3.8
		WHITE HILLS (14.0)	0.0
Yard Limits			
113	302.7		
26	303.8		
17	307.6		
5	309.8		
	312.4		
	312.9		
	316.7		

11. The prototype timetable for the Lompoc and White Hills Branches, from Timetable No. 158 of 1950.

extra trains, as needed. I duplicate this on my main line by operating freights which simply pass by Shumala in both directions.

The mainline schedule therefore shows, in effect, the freight and passenger trains which pass Shumala without interacting. This makes the schedule in my timetable really only a guideline to a lineup of the trains that will appear on the main line.

Let me digress to explain that a lineup or sequence of events is a simple way to conduct operations. You would simply write a list of the trains that will run, in time order. Maybe it would say something like, "run the hotshot freight westward; run the mail train eastward; switch local industries in Epsilon and then run the local freight as far as Delta, do needed switching en route, return." This avoids time pressure, because each train movement only takes place once the previous one has been completed. In my case, as described above, the layout arrangement is such that a timetable really provides only a sequence of trains.

operator. For that reason, there is of course no train-order signal at the depot.

Moreover, passenger trains, even the mail train, would not ordinarily stop there (I might consider occasional flag stops). In daylight hours, there were just two passenger trains: the Daylight in both directions, and the mail train, nos. 71 and 72, in both directions.

For freight operations, SP practice on most divisions was to operate through freights, that is, freights which ran from division point to division point, without any intermediate switching. These were usually scheduled trains (these are the trains you see in [4]), with additional sections, and sometimes

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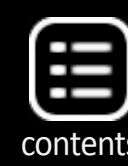
Bachmann 40' Mill Gondola
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Of course, if there are a lot of trains, or multiple routes, junctions, etc., where closer coordination becomes important, the obvious solution is the prototype one: a timetable with working parts. I just happen not to need that.

So all I really need in my timetable is a few adjoining station names for stage-setting, and of course a set of times at Shumala. I started with a scan of the prototype pages, like [4], and then modified the digital image by multiple steps of cutting and pasting in Adobe Photoshop, mostly removing unneeded lines for the many stations which were not near Shumala.

I also needed to add a timetable element for the branch line. Note in [4] that the Lompoc Branch is not shown, because it did not fit on that page; the SP printed it in the lower corner of the previous page. Here is what it looked like [11]. There was no scheduled train, but station names and mileages are shown.

How did I create the entries for Shumala? This word was made by choosing the individual characters from elsewhere in the timetable scan, copying them one by one, and lining them up into the needed word. The miles and train times were likewise created by copying times or digits from other parts of the scan. Yes, it's a little tedious, but you only have to do it once.

But despite the fictional Shumala entries, the remainder of each schedule is entirely accurate SP history, with all train times and identities completely copied from the prototype version.

I used the same technique as with the main timetable, to create a timetable for my mythical branch to Santa Rosalia. Because I had removed a lot of mainline station entries from the subdivision timetable, I had room on a single page to collect both eastward and westward timetables, with the branch at the bottom, as you see in my completed schedule page, [12].

12										GUADALUPE SUBDIVISION									
EASTWARD										WESTWARD									
Capacity of sidings in car lengths	SECOND CLASS				FIRST CLASS				Mile Post Location	Timetable No. 164 September 27, 1953	Distance from San Luis Obispo								
	918 Freight	916 Freight	914 Freight	912 Freight	98 Morning Daylight	72 Passenger (c)	76 Lark	374 C. M. E.											
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ar. Daily Ex. Sat. Sun. Mon.											
S. L. Obispo yard BKWOTYP	PM 9.00	PM 3.30	AM 10.15	AM 4.00	PM 1.20	AM 8.45	AM 3.20	AM 2.50	252.1	TO-R SAN LUIS OBISPO	0.0								
P	9.15	3.45	10.30	4.15	1.32	8.57	3.31	3.05	259.1	7.0 HADLEY	7.0								
32 Yard Limits WOTP	9.35	4.03	10.48	4.35	1.46	9.17	3.47	3.19	265.9	6.8 OCEANO	13.8								
34 Yard Limits BKWP	10.00	4.11	10.57	4.45	1.52	9.40	3.55	3.27	270.1	4.2 SHUMALA	17.8								
104 Yard Limits WOYP	11.00	4.48	11.49	5.34	2.23	10.27	4.30	3.59	276.5	6.4 GUADALUPE	24.4								
113 AM	12.01	5.20	12.23	6.07	2.41	10.54	4.50	4.26	302.7	26.2 SURF	50.6								
81 P	12.35	5.49	12.49	6.49	3.01	11.27	5.13	4.50	320.8	18.1 JALAMA	68.7								
74 WP	1.10	6.26	1.28	7.23	3.25	12.05	5.40	5.21	328.8	18.3 GAVIOTA	87.3								
115 P	1.18	6.34	1.36	7.31	3.37	12.13	5.50	5.27	362.8	23.4 GOLETA	110.7								
Santa Barbara yard BKWOTYP	1.30	6.45	1.50	7.45	3.45	12.25	5.58	5.35	368.5	3.7 WEST SANTA BARBARA	116.4								
AM	1.30	6.45	1.50	7.45	3.45	12.25	5.58	5.35	370.7	2.2 TO-R SANTA BARBARA	118.6								
Ar. Daily Ex. Sat. Sun. Mon.	(4.30)	(3.45)	(3.35)	(3.45)	(2.17)	(3.40)	(2.38)	(2.45)		(118.6)									
	26.36	31.60	33.09	31.60	51.94	32.25	45.04	43.13											
										Time over District.....									
										Average Speed per Hour.....									

GUADALUPE SUBDIVISION										
WESTWARD										
Mile Post Location	FIRST CLASS				THIRD CLASS				Timetable No. 164 September 27, 1953	Distance from Santa Rosalia
	71 Passenger (c)	99 Morning Daylight	373 C. M. W.	75 Lark	911 Freight	913 Freight	915 Freight	919 Freight		
	Ar. Daily Ex. Sat. Sun. Mon.	Ar. Daily	Ar. Daily Ex. Sat. Sun. Mon.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily		
252.1	AM 9.02	PM 8.49	AM 12.10	AM 2.20	AM 9.10	PM 2.40	PM 9.00	AM 3.19	TO-R SAN LUIS OBISPO	118.6
259.1	8.49	12.38	11.57	2.05	8.52	2.25	8.43	3.04	7.0 HADLEY	111.6
265.9	8.35		11.47	1.51					6.8 OCEANO	104.8
270.1	8.27		11.43		8.32	2.05	8.24	2.45	4.2 SHUMALA	100.8
276.5	8.19	12.19	11.36	1.38	8.23	1.52	8.15	2.36	6.4 GUADALUPE	94.0
302.7	7.26	11.49	11.00	1.03	7.35	12.58	7.36	1.40	26.2 SURF	68.0
320.8	6.56	11.30	10.38	12.42	7.12	12.35	7.13	1.16	18.1 JALAMA	49.9
339.4	6.30	11.10	10.16	12.21	6.49	12.05	6.49	12.50	18.3 GAVIOTA	31.3
362.8	6.00	10.48	9.53	11.57	6.18	11.28	6.18	12.18	23.4 GOLETA	7.9
368.5	5.60	10.42	9.47	11.51	6.10	11.20	6.10	12.10	3.7 WEST SANTA BARBARA	2.2
370.7	5.40	10.35	9.40	11.44	6.00	11.10	6.00	11.59	2.2 TO-R SANTA BARBARA	0.0
	Leave Daily	Leave Daily	Lv. Daily Ex. Fri. Sat. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	(118.6)	
	(3.22)	(2.15)	(2.30)	(2.36)	(3.10)	(3.30)	(3.00)	(3.20)		
	35.23	52.71	47.44	45.62	37.45	33.89	39.50	35.58		
									Time over District.....	
									Average Speed per Hour.....	

EASTWARD		WESTWARD	
Timetable No. 164 September 27, 1953			
Santa Rosalia Branch			
STATIONS			
Capacity of sidings in car lengths	Mile Post Location	Distance from Santa Rosalia	
16	WOTP 269.9	TO SHUMALA 9.7	14.0
	P 279.6	BALLARD 0.5	4.3
	P 280.1	AJAX JCT. 3.8	3.8
	WOP 283.9	TO SANTA ROSALIA (14.0)	0.0

12. The timetable I constructed to show my layout town of Shumala, with adjoining stations and both ends of the subdivision, San Luis Obispo and Santa Barbara. My mythical branch is also shown.

13 SPECIAL INSTRUCTIONS GUADALUPE SUBDIVISION

RULE 10(J). Oval white slow boards indicate the maximum speed of trains, the larger number indicating the maximum for trains consisting entirely of passenger equipment, the lower number the maximum for all other trains. Where one number is shown, it is the maximum for all trains. If present on the same post, round yellow slow boards indicate the maximum speed for trains consisting of streamlined passenger cars with engines counterbalanced for speeds of 75 MPH.

RULES 17 and S-17. Headlight will be displayed by day by all passenger and freight trains as an aid to motorists.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULES 86 and 93. Second class and inferior class trains, except passenger trains, must clear the time of Nos. 98 and 99 not less than ten minutes.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP	East MP	
249.56	San Luis Obispo	254.00
269.13	Shumala	271.16
275.20	Guadalupe	277.32
301.85	Surf	303.49
	Surf (Lompoc Branch)	303.84
369.16	Santa Barbara	373.71
310.61	Lompoc	316.93

RULE 104. Trainmen are responsible for the position of switches and derails used by them and members of their crew. Switches and derails must be properly lined after being used.

RULE 221. Trains must obtain clearance before leaving Lompoc or Santa Rosalia only when operator is on duty. Train-order office Santa Barbara is located at freight station.

GENERAL REGULATIONS

RULE 801. Indifference in the performance of duties will not be condoned. Employees who are careless of the safety of themselves or others, insubordinate, dishonest, immoral, quarrelsome, or otherwise vicious will not be retained in the service.

RULE 834. Open top cars loaded with rail, pipe, lumber, structural steel, poles, or mounted wheels, when such lading projects above side and end walls of the car, must not be placed in trains next to caboose, occupied outfit cars, cars loaded with inflammables, nor cabs or tenders of oil-burning engines.

RULE 1213. Train crews must notify yardmaster of defective cars being brought into terminals and notify train dispatcher of defective cars set out of train during the run.

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing freight trains at Santa Barbara or San Luis Obispo until train is made up and caboose on the train. Coupling caboose to the rear of

SPECIAL INSTRUCTIONS GUADALUPE SUBDIVISION

train will be considered an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

MISCELLANEOUS

1. Water supply at Gaviota and Lompoc for emergency use only. Engines at Guadalupe take only sufficient water to make San Luis Obispo or Surf.

7. Capacity of sidings between clearance points based on an average car length of 49 feet, in addition to steam engine and caboose.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
DEP, DEF, Mk,	
F, AC, MM,	
Mt, GS, SP,	
T-40, P, A,	San Luis Obispo
"	Obispo
"	Surf
"	Goleta
All engs. and cars.	Tangair

Vegetable spur.
Short leg of wye.
Walnut spur.
On Government tracks at Camp Cooke, except wye tracks may be used to a point 300 feet west of west switch of interchange tracks.

20. All cars moved in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must be moved in freight trains. Cabs used on first class or manifest freight trains must have steel wheels (cars numbered 1000 and above). Cabs with cast iron wheels must not be used. When necessary, passenger equipment may be used instead.

27. Empty flat and gondola cars, especially cars longer than 55 feet, should be coupled toward rear of train.

SPEED RESTRICTIONS

All freight trains limited to 40 MPH east of San Luis Obispo except 35 MPH between MP 309-312 (Arlight-Arguello).

Maximum speed of passenger trains not to exceed 50 MPH except as otherwise prescribed by slow boards. For engines of classes Mk-T-M-C-AC-6, 45 MPH; for engines of classes M-21-TW-F-SP classes, 40 MPH.

All trains must not exceed speed of 15 MPH, San Luis Obispo yard. Trains and engines must not exceed 10 MPH through cross-overs and on sidings, except within CTC limits.

Freight trains handling restricted cars further limited within districts specified in timetable. Restricted cars include twin or multiple loads; cars of excess height or width; loads of excess height, width or weight; scale test cars; cars with arch bar trucks; and any equipment listed under "Maximum Speed Permitted with Certain Equipment" in timetable. Trains handling such equipment must not exceed maximum speed of 35 MPH.

14

TRAINMASTERS

T. McDANIEL..... San Francisco
W. MACE..... San Jose
R. D. SPENCE..... Watsonville Jct.
C. H. NEILL..... San Luis Obispo

ASSISTANT TRAINMASTER

W. R. CORBETT..... Salinas

ROAD FOREMEN OF ENGINES

L. E. PROUDFIT..... San Francisco
C. G. HOLMBERG..... San Luis Obispo

ASSISTANT ROAD FOREMEN OF ENGINES

E. F. BACHER..... Watsonville Jct.
W. E. SANFORD..... San Luis Obispo

CHIEF TRAIN DISPATCHERS

E. D. SPENCE..... San Francisco
O. D. GOODWILL..... San Luis Obispo



MAP OF THE COAST DIVISION SOUTHERN PACIFIC CO.

SCALE OF MILES

SOUTHERN PACIFIC COMPANY



COAST DIVISION

TIMETABLE

164

SUPPLEMENT

EFFECTIVE SUNDAY, SEPTEMBER 27, 1953

AT 12:01 A. M.

PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY, WHO MUST ALSO
CARRY COPY OF CURRENT ISSUE
OF SPECIAL INSTRUCTIONS

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT,
Assistant General Managers.

C. H. GRANT,
General Superintendent of Transportation.

V. E. ANDERSON,
Superintendent of Transportation.

J. J. JORDAN,
Superintendent.

13. The selected Special Instructions that I included at the back of my model timetable; compare [6].

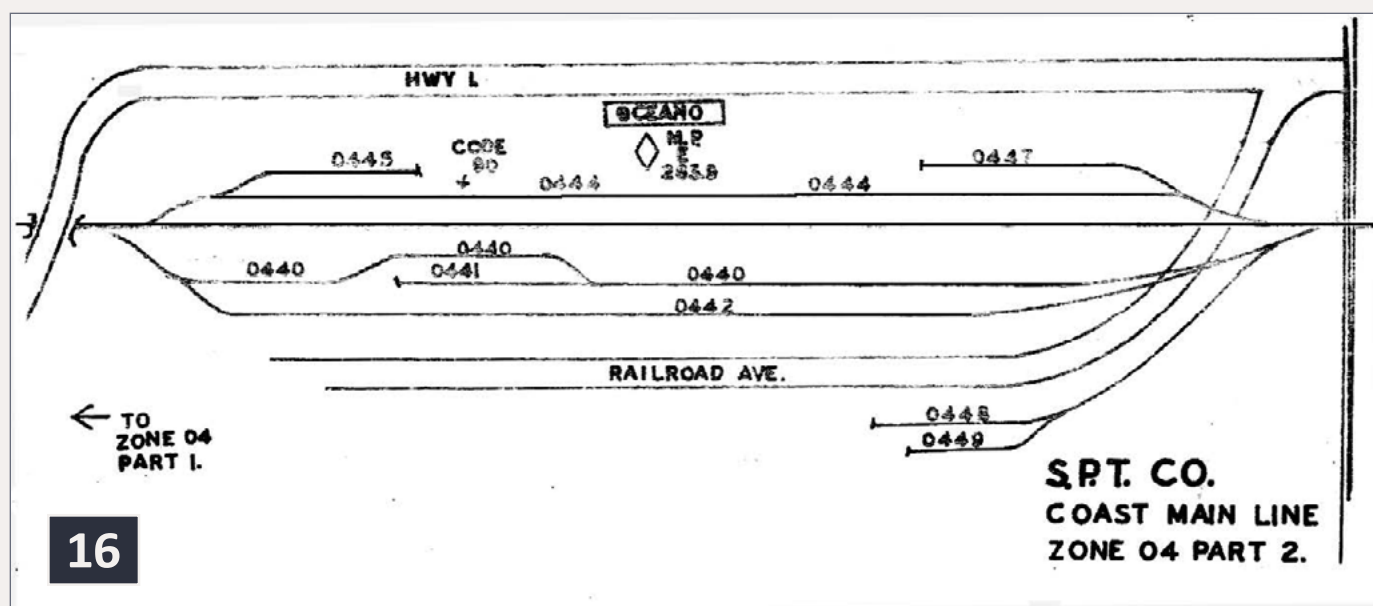
14. My timetable cover, incorporating elements of the prototype employee timetables of the era, but indicated as a Supplement.



I should mention that although there are four first-class and four second-class trains shown in this timetable, these operate around the clock. For daylight hours of operation, which is my practice on the layout, those scheduled freights that operated in late night or very early morning hours would not be seen, leaving me with at most two scheduled freights and two scheduled passenger trains during daytime.

The timetable for freight trains only shows the scheduled ones, which as I mentioned were through trains. All other freight operations, such as locals, turns, or haulers, were operated as extras and thus do not appear in the timetable. Any lineup would have to include those too.

Why did I recommend a timetable even if you want to operate informally, with a lineup, or without clock pressure, or, as in my case, without adjoining mainline stations? The prototype employee timetable usually contained a lot of additional information, and this can be helpful to your operators, as I mentioned above. Now I will show some examples of that information.



16. SP SPINS map for Oceano, California in 1972, Zone 04, Part 2. It looks hand-drawn.

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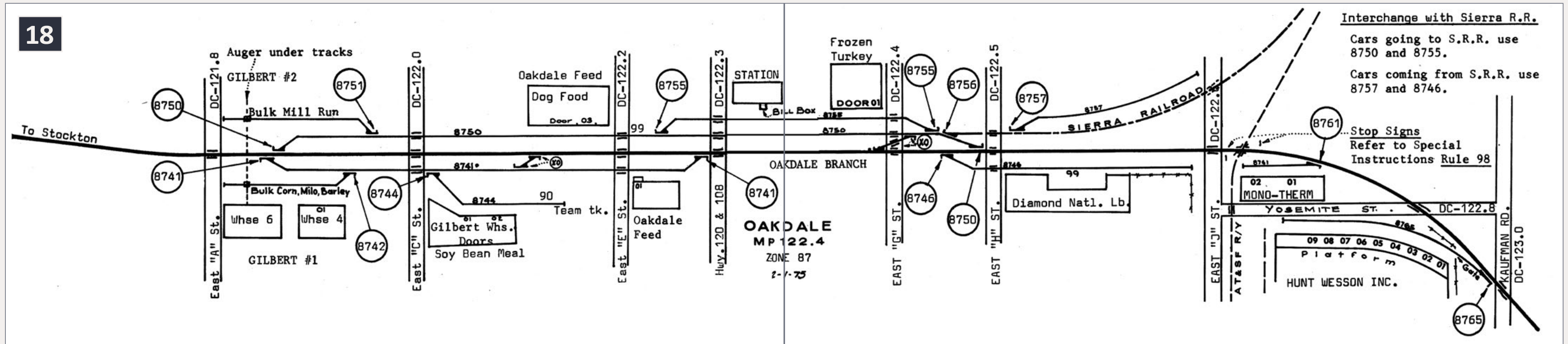



TRACK INDUSTRY SERVED	ZONE 04	CAP
0440 Oceano Passing Track Code 91		
0441 Pismo-Oceano Veg. Exchange Spots 12-13-14-15-16 (Outside Track)	5RS 3RM	
0442 Pismo-Oceano Veg. Exchange Spots 11-12-13-14-15-16-17- 18-19 (Inside Track)	9RS 6RM	
0444 Phelan & Taylor Produce Co. Inc. Spots 01-02-03-04-05-06 (Outside Track)	6RS 4RM	
0444 Oceano House Track Code 95		1
0444 Oceano Team Track Code 90		3
0445 Vacant Spots 01-02-03		3
0447 Phelan & Taylor Produce Co. Inc. Spots 01-02-03-04 (Inside Track)	4RS 3RM	
0448 American Forrest Products Code 99		2
0448 Oceano Packing Co. spots 01-02-03-04-05 (Inside Track)	5RS 3RM	
0449 Oceano Packing Co. Spots 01-02-03-04-05 (Outside Track)	5RS 3RM	

17

17. The Oceano SPINS map in [16] was accompanied by these descriptions of the industries on each track, and the spots at each, or the "Code" for a location without an exact spot, such as a team track.





18. A 1975 SPINS map for Oakdale, California, Zone 87, with considerable detail for streets, other railroads (the Sierra Railroad and ATSF), industry names and spots, numbers of all switches (which match track numbers), and even the bill box location on the depot. Note the team track here is Code 90, as in [17]. – John R. Signor collection.

Adding selected rules

SP employee timetables had only brief instructions in the back, since a separate Special Instructions document was always in force, formally considered part of the timetable. My choice was to select rules which were either relevant to operation or interesting in themselves, and filled two timetable pages (a single 8½"x11" sheet). I show that selection in the form of a double-page spread of those dimensions, in [13]. In the same way as I created the timetable lines for Shumala, I created a Shumala or other relevant entry in some of these rules, such as Rule 93 (yard limits) and Rule 221.

A few entries were simply pasted in, taken as parts of the scan of prototype pages, but most entries were created in what seemed

to me a very similar typeface to the prototype timetable, which was Adobe Caslon Semibold, 10/11, that is, in 10-point size and 11-point leading.

I must concede that much of this really does qualify as what Al Kalmbach called "typographic scenery," but all the rules are real ones, and it certainly conveys the spirit of the prototype timetable. This can be seen by comparing [13] to parts of [6].

The outside cover

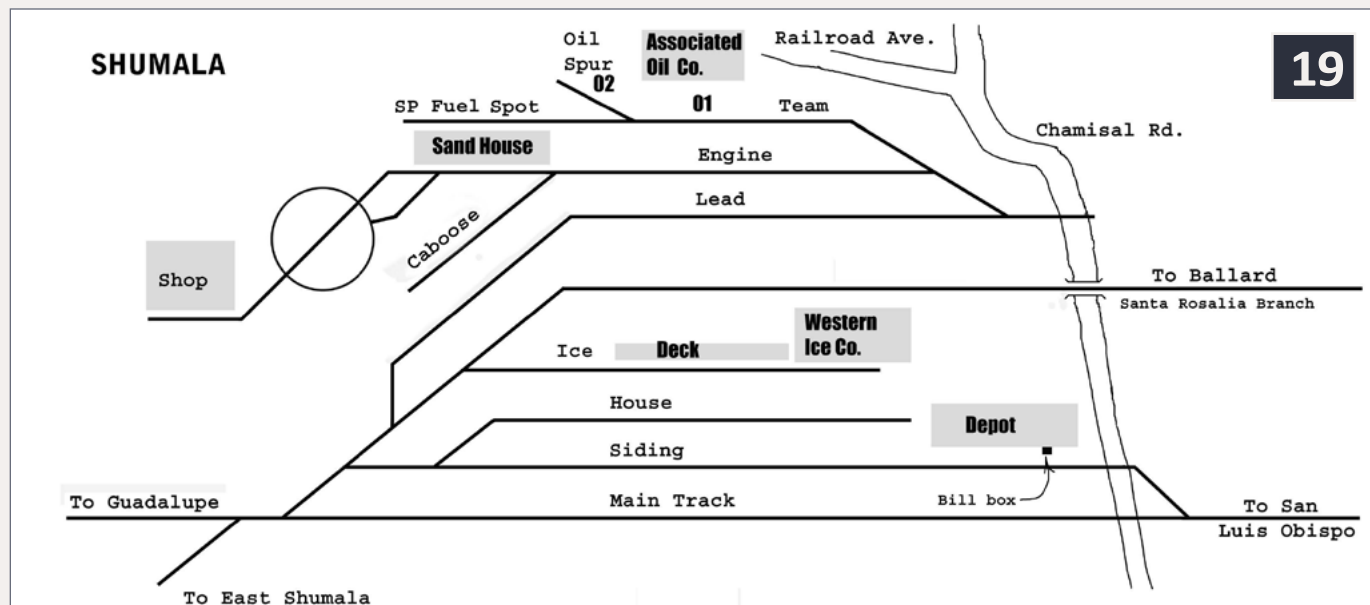
I especially wanted the outside of my model timetable to look like an SP employee timetable. I decided to use the front cover, when the timetable is folded, almost exactly like the prototype, adding only the word "Supplement" under the "164," so the entire Coast Division need not be included. The basis, in other words, is the right half of [2].

For the back cover of the folded document, I wanted to use some of the division map shown in [3], but only to show the Guadalupe Subdivision and neighboring trackage, and also some of the officials listed on the prototype document (the left half of [2]). Putting all this together yielded a cover which, when printed on manila stock, does indeed have the look, the flavor, and many of the specifics of the prototype timetable. It is shown in [14].

Freight train procedures

Here I used the information from the prototype documents on this subject [8-9], but collected and summarized the information, rather than scanning the typewritten pages of the prototype document. I then made a small table to encompass the schedules of the various trains, to accompany their definitions from the prototype Schedule. Again, this material was set in Adobe Caslon Semibold, 10/11.

I included on these pages some items which did not fit elsewhere, much as the prototype document did, such as a safety slogan, a Lompoc Branch timetable [11] and a list of watch inspectors. Again, this is typographic scenery but is taken directly from the



19. My interim map for the layout town of Shumala. Not all the graphic features of this way of representing the town are entirely satisfactory, so this may change – an easy process with a digital map. The intent here was to combine and extend the styles of [16] and [18] to create this graphic, but of course without SPINS numbers for track and switches. Only a couple of roads are shown in this version. The depot's bill box location is identified, as in [18].

real thing. My front pages, again intended for the lengthwise fold, are shown as [15].

Track identification maps

I mentioned that these are essential for those doing switching, and although previous versions of my model timetable included hand-drawn examples similar to [10], I wanted to go in a little different direction for this new timetable. My first idea was to follow what Southern Pacific did in later years, an arrangement they called SPINS, which stood for Southern Pacific Industrial Numbering System. Unfortunately, the earliest one I have found for my area of the SP Coast Line is dated 1972, just about 20 years after my modeling date, so only of limited factual use, but suggestive of method.

Briefly, the SPINS concept was to define zones all over the railroad, identified by two-digit numbers; identify all tracks in that zone by a second two-digit number; and then call out individual spots on that

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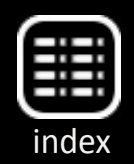
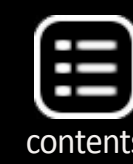
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track by a final two-digit number. So a SPINS location like 512204 would mean Zone 51, Track 22, Spot 04. You would of course need a SPINS map to tell you where and what that was.

Shown as [16] is the SPINS map for Oceano, California, zone 04 on the Coast. Each track is numbered, and spots along the track, if relevant, are also numbered. The accompanying list of SPINS numbers and locations is shown as [17], including car capacities of tracks and car types, such as RS. Such a diagram style could certainly be implemented in my layout timetable.

Another example of a SPINS map, this one for Oakdale, California on the Oakdale branch, dates from 1975 and is from the John Signor collection. It was reproduced in an article entitled "The Montpelier Branch," by Gary B. Jones, in the SP Historical & Technical Society magazine Trainline, Issue 104, Summer 2010. As [18] shows, it is packed with information and very neatly drawn.

My goal was to land somewhere between the rather simplified map in [16], and the highly detailed map of [18]. I have used two Adobe applications, Photoshop and Illustrator, to create my maps. The Illustrator application in particular has a considerable learning curve, which I ascended by taking an Adult Education course in my city, an approach I highly recommend if you are not instinctive in computer matters.

However, many paint and drawing programs can do this job too, so if you don't want to deal with Illustrator, other methods can work. My original versions of some of these maps were done in Photoshop, actually a very versatile art program which goes far beyond just the photo processing its name might suggest.

The advantage, worth mentioning, to creating a digital version of your maps is that they are readily modified if something about your layout changes (trackage, industries, industry names), perhaps more easily than if you had drawn it "old school" on paper with



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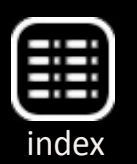


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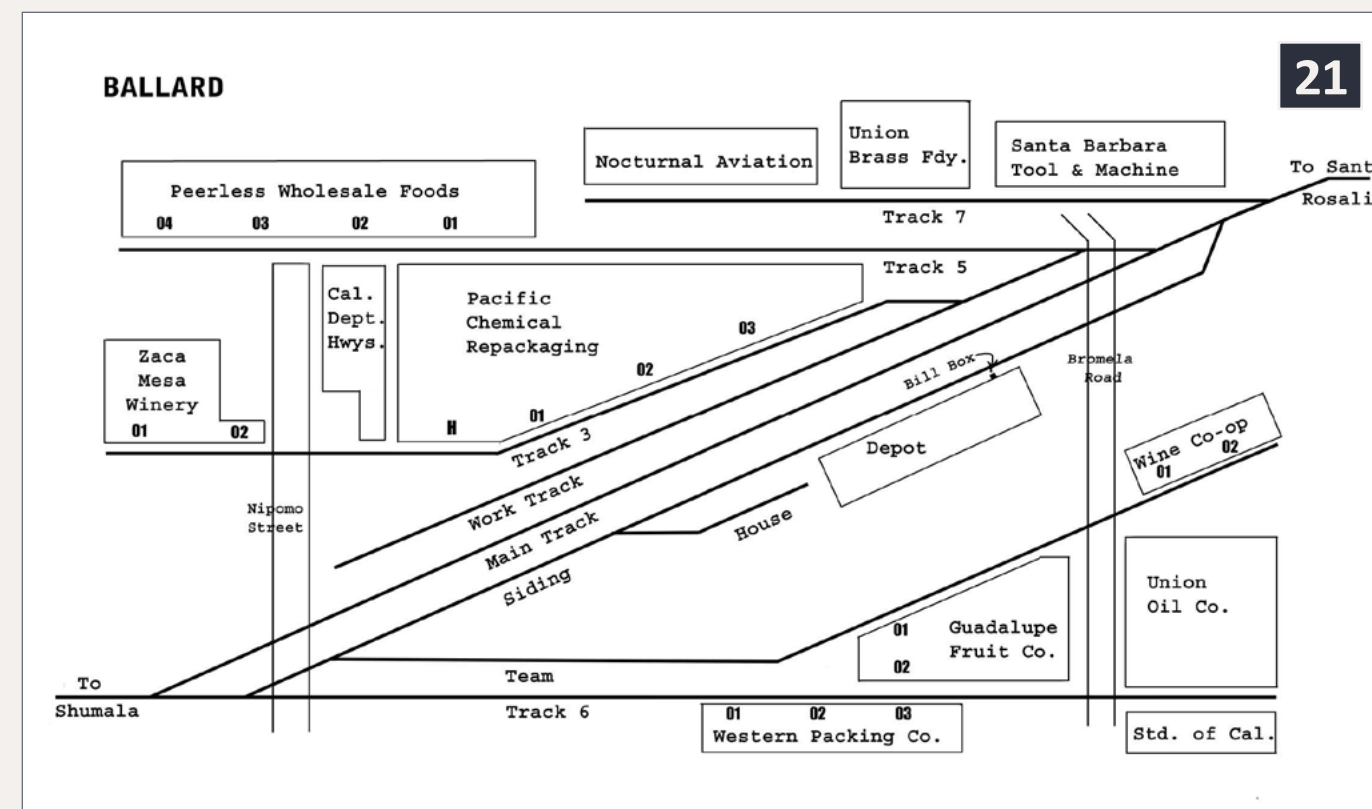


ink, similar to [10.] Almost as soon as the [10] map was completed (some years ago), there were needs for changes, not readily done on this inked drawing version.

One of my new maps is shown in [19], for my town of Shumala. (This is an actual Chumash Indian place name from the area.) Note the stylistic similarities to both of the SP maps shown in [16] and [18], though of course I do not show any numbers for tracks or switches, since those were assigned years after my 1953 modeling era. This is a Photoshop map; a test to see if I liked this map style.

The map does not show railroad structures such as the roundhouse (to the left of the turntable [19]), because in and of itself, that's not a switching destination. But the machine shop at the left rear of the roundhouse, as the map shows, *is* a switching location. Likewise, the sand house and the "SP Fuel Spot" are where sand and locomotive fuel are unloaded for use at this engine terminal.

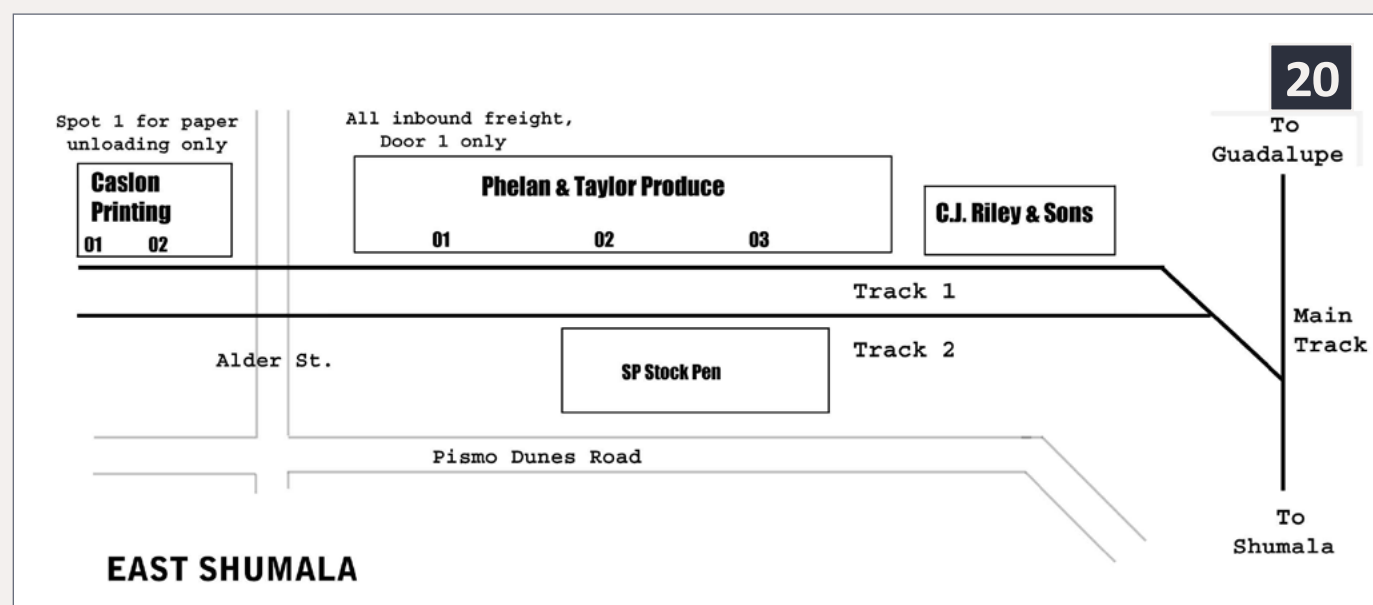
This particular map only has one instance where specific spots are identified, at the Associated Oil Company bulk dealer. But other



21. My current map of Ballard, which is still undergoing occasional revision. Not only are there a number of industries here, but many have multiple spots. These are called out on most waybills. If the specific spot is not designated on the waybill, crews would receive direction from the local agent or from a plant foreman.

towns are different; I will show examples in a moment. Note that in [19] there is a track at lower left, labeled "To East Shumala." The map is done this way partly to suggest that East Shumala is some ways away from the town depicted in [19], but partly also because it physically lies about perpendicular to Shumala on the layout, thus not being geometrically convenient to be represented in a map like [14].

That in turn means that a separate map in the timetable was prepared for East Shumala. That area is itself simple to represent, but as stated, the separate map helps convey some conceptual distance. This strategy could be used on many layouts. My map for East Shumala is shown in [20], and here open boxes instead of gray rectangles are used for structures (partly as an experiment relative



20. Map for the layout timetable of the location called East Shumala. Here there are specific spots at two of the industries. Surface roads are also shown, as this helps operators locate specific points.

to [19]). The length of the track at the stock pen permits surplus empty stock cars to be stored here, as was common on the SP in the 1950s. Note that there are specific spots for the industries on this map, particularly at the Phelan & Taylor Produce packing house. For Caslon Printing, the inbound waybill would have to be consulted to know which cars go to which spot.

My other two maps are for the towns of Ballard and Santa Rosalia. Neither one on the layout is complete at this point, so it is especially important to have the flexibility of digital maps for future revisions of all kinds, especially industry names and locations. But I should mention that even maps of towns (on the physical layout) which are actually incomplete can still convey locations of industries in those towns, though they are not yet built.

Such switching destinations may show up in waybills used in operating the layout, and then the timetable map shows where these are (or will be) located, even if both the town and the industry are

only represented (temporarily) by a storage track or tracks extending into the future town location.

My current Ballard map is shown in [21], and again, it is a slightly different style than [19] and [20]. It is more complex in that a number of industries have multiple spots, but simpler in terms of track arrangement and switching complexity. The local agent would indicate which spot to use if one is not designated on the waybill, or that information could come from the plant foreman.

Incidentally, the design of this trackage used a town from Terry Walsh's well-known layout, the West Agony & Inchoate, as a starting point. A track plan for his town of West Agony was included in an article in *Model Railroader* for July 1960, which was about a switching puzzle set in this town.

As mentioned, the town maps I've shown are not regarded as finished, but remain works in progress. I am still not sure whether I want to go more in the direction of [16] or [18] as SP prototypes for the final versions. But as components of a digital timetable, these can be gradually modified and improved as needed.

The same is true of the rest of the timetable material, though most of it appears satisfactory to me at this point.

Putting it all together

With these sample track maps, along with the previously described components, my layout timetable can now be assembled. To sum up, the outside cover was shown as [13]; the first two pages inside, pages 1 and 2, are [15]; the center-spread pages, pages 5 and 6, are the schedule shown as [12]; and the back two pages, 9 and 10, are the pages shown in [13]. The town maps are then included as pages 3 and 4, for Shumala and East Shumala [22], and pages 7 and 8, for Ballard and Santa Rosalia. [22] contains the same maps as

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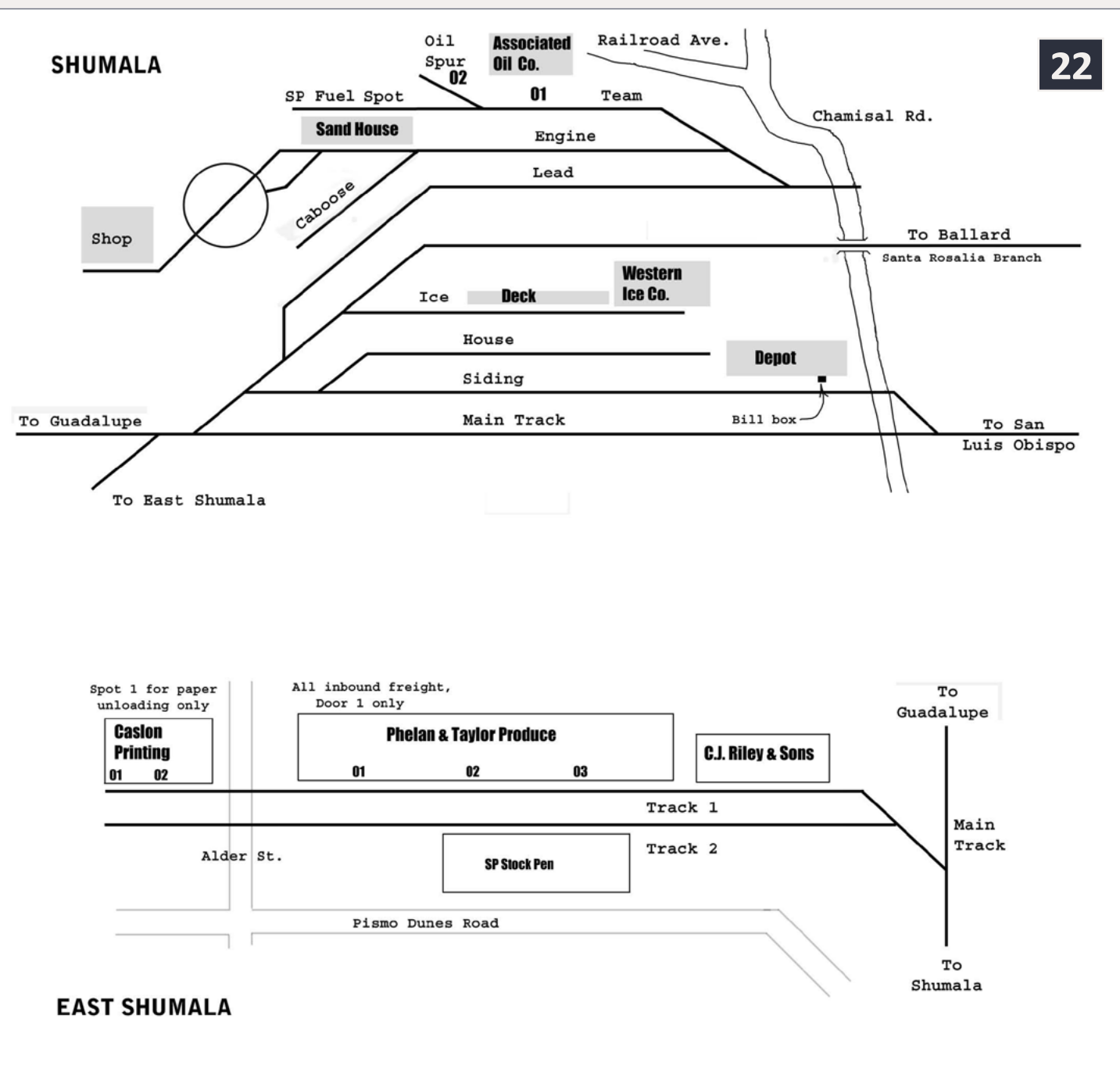
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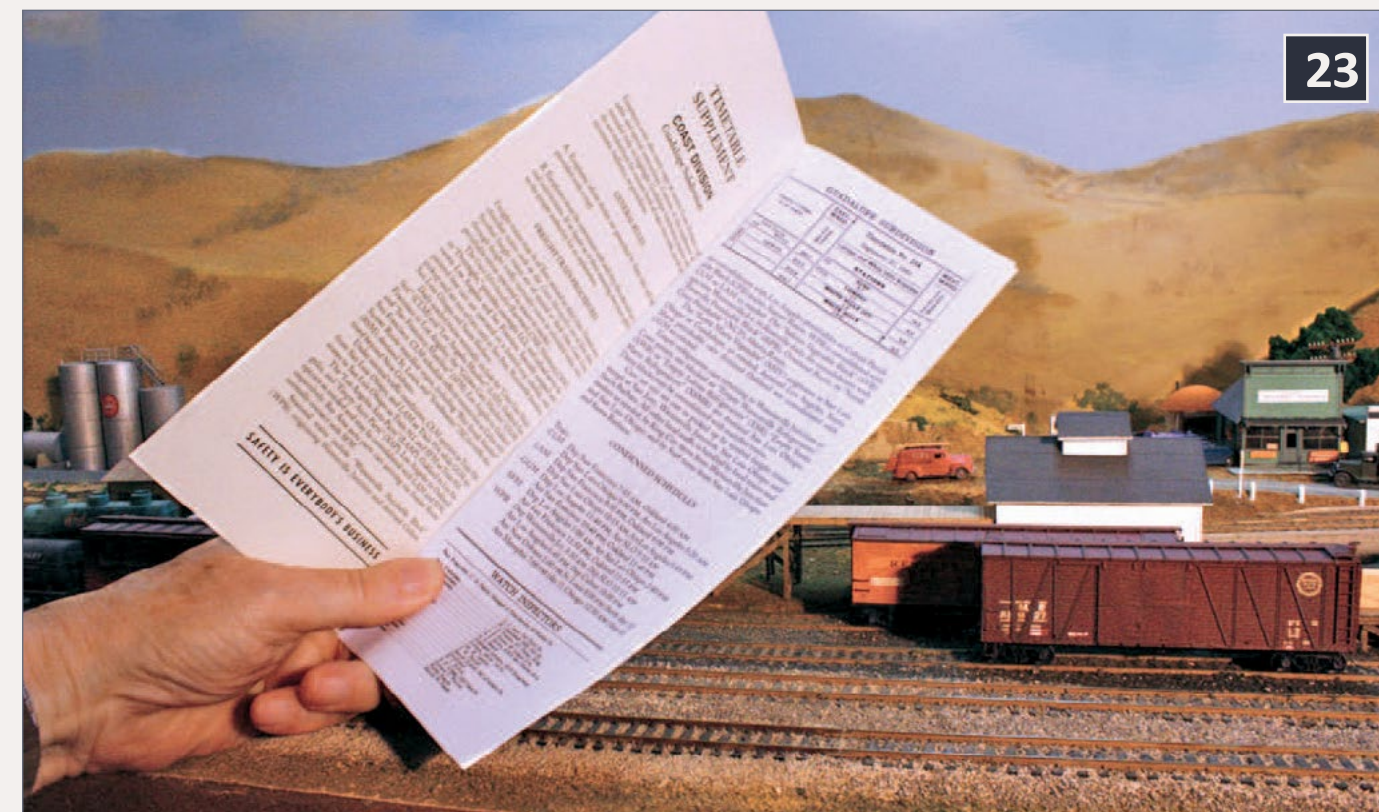
already shown, but is presented to show how the timetable pages are arranged in the final version.

Here is a view of a completed version of my timetable, [23] to give an idea of how it looks in use. Overall, I am pleased to have incorporated into this document the aspects of my layout that I wanted to include, along with as much SP-style information and graphics as I could use.



22

22. Combining the Shumala and East Shumala maps to make timetable pages 3 and 4.



23

23. A view of my completed timetable (the current version, that is), open to the first two pages (see [15]), illustrating the document in use on the layout at Shumala. The left page is printed on manila cover stock.

Concluding remarks

Obviously the exercise of timetable construction I have described is for a very specific railroad, place, and era. But the methods of construction could be used for a wide variety of other places and times. The components I chose from the prototype timetable, and the method I used to assemble them, to make up a layout schedule, along with the selection of Special Instructions, train procedures, and town maps, are all options to be chosen by the modeler, and can be varied quite considerably according to needs and wants. I hope the ideas of how to identify, extract and use the various elements which can go

into a model timetable might be useful to others desiring to do something along the same lines.

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