Operating a Prototype Santa Fe Layout

Los Angeles Division 3rd District

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ATSF Layout Concept

- ERA – Transition (Steam/Diesel)
- Theme – Citrus/Packing houses
- Space – 24’ by 28’ Garage
- One Level – No duck under
- Location choices – Southern California
  - 3rd District Trains (Placentia-Riverside)
    - Thru freights
    - Fruit turns
    - Two passenger trains
    - Fast Mail
PLACENTIA

WEST to Fullerton, Los Angeles Yard

EAST to Atwood, Corona, Riverside, San Bernardino Yard
Corona Track Chart 1960
ELSINORE BRANCH Layout

- 3M Roof Granules
  PORPHERY, CAL.

- Owens-Illinois
  WEISEL, CAL.

- Pacific Clay Co.
  ALBERHILL, CAL.

North to Corona
Riverside Track Chart 1960
WEST to Corona, Placentia, Los Angeles

Wye to Placentia

WEST to Corona, Placentia, Los Angeles

EAST to San Bernardino Yard
LA Division 3<sup>rd</sup> District Freight Operations July 1947
Thru Trains to/from Los Angeles

**West Bound Thru Freights**

<table>
<thead>
<tr>
<th>Train Number/Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
<td>Redball Freight between Chicago – Los Angeles</td>
</tr>
<tr>
<td>41</td>
<td>“Hog Special” originated at Belen, NM to Los Angeles</td>
</tr>
<tr>
<td>43</td>
<td>Redball Freight between Chicago and Northern/Southern California</td>
</tr>
<tr>
<td>GWS</td>
<td>Gateway Special, GN-WP-ATSF “inside Gateway” to Pacific NW</td>
</tr>
<tr>
<td>TDF</td>
<td>Texas Daily Forwarder</td>
</tr>
<tr>
<td>SCX</td>
<td>Southern California Extra from the Bay Area</td>
</tr>
</tbody>
</table>

**East Bound Thru Freights**

<table>
<thead>
<tr>
<th>Train Number/Name</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>134</td>
<td>Los Angeles to San Bernardino connection for NCX</td>
</tr>
<tr>
<td>NCX</td>
<td>Northern California Extra (opposite of SCX)</td>
</tr>
<tr>
<td>SWG</td>
<td>Southwestern Gateway ATSF-WP-GN (opposite of GWS)</td>
</tr>
<tr>
<td>Bulldog</td>
<td>Los Angeles to San Bernardino clean up train</td>
</tr>
<tr>
<td></td>
<td>- From First Street Yard—mostly loads</td>
</tr>
<tr>
<td></td>
<td>- Hobart Yard—mostly empties</td>
</tr>
<tr>
<td>Box Car Spl</td>
<td>Long train of empties from Hobart to San Bernardino</td>
</tr>
</tbody>
</table>
3rd District Freight Operations July 1947
Frequency/Size

- Eastbound thru freights
  - Bulldog from 1st St. to San Bernardino
    - Frequency: 10 trips per week
    - Train size 47 loads/4 empties
  - Bulldog from Hobart Yard to San Bernardino
    - Frequency: 10 trips per week
    - Train size 11 loads/49 empties
    - Trains made set outs and pickups enroute
  - Train 134 Los Angeles to San Bernardino connection for NCX
    - Frequency: Daily
    - Train size 57 loads/12 empties
  - Box Car Special Empty freight cars from Hobart to San Bernardino
    - Frequency: 6 trains per week
    - Train size 0 loads and 77 empties
  - Green Fruit Express: Train of reefers heading east
    - Let’s me run my reefers around the layout
3rd District Freight Operation on my Layout

- **Westbound thru freights from San Bernardino**
  - Train 43 Chicago to Northern California/Southern California
  - Frequency: twice daily
  - Train size 49 loads/10 empties

- **Westbound Fruit Turns to/from San Bernardino**
  - Placentia Turn: 3 packing houses
  - Corona Turn: 3 packing houses
  - Riverside Turn: 2 packing houses
Layout Operating Structure

- Yard represents San Bernardino and Los Angeles/San Diego
- Yard contains 14 tracks—7 east bound and 7 west bound and one passenger car storage track
- Limit of 7 freight trains both east and west bound

Selected Freight Lineup
- EB Bulldog, Train 134, GFX or Box Car Special
- WB Train 43 Several Sections
- WB Three Fruit Turns

- Freight are blocked and pre staged for operation
- Bulldog makes Eastbound local set outs
- Train 43 makes Westbound local pickups
3rd District Passenger Trains
EB odd numbered

- San Bernardino Local Train 51/54
  - Operated daily between San Bernardino and Los Angeles
  - Consist one 2105 class 15’ postal-baggage or Baggage express
  - One or two Hwy A/C coaches

- Grand Canyon Train 23/24
  - Operated daily between San Bernardino and Los Angeles
  - Consist one 2105 class 15’ postal-baggage or Baggage express
  - One or two Hwy A/C coaches

- Fast Mail Train 7 (#8 EB on 2nd District)
  - Operated daily with express and baggage cars
  - HW Rider coach
Creating the Operating System

• Car Cards
• Way Bills
• Train Order Forms
• Train Work Description
• Yard Must Run List
• Passenger Train Consists
• Operating Session Target 3-4 hours
• Eight Operators (2X3 crews, 1 yard, 1 passenger
### Car Cards

**all car cards are marked for direction**

<table>
<thead>
<tr>
<th>Car Type</th>
<th>RR./No.</th>
<th>Desc.</th>
<th>Ft-M</th>
<th>Ft-5</th>
<th>Bx-44</th>
<th>El Capitan Slogan</th>
<th>Ga-52</th>
<th>Return Empty</th>
<th>To:</th>
</tr>
</thead>
<tbody>
<tr>
<td>44’ TOFC AAR FC</td>
<td>ATSF 92759</td>
<td>Desc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>EB</td>
<td>Kansas City, KS</td>
</tr>
<tr>
<td>53’ TOFC AAR FC</td>
<td>ATSF 92795</td>
<td>Desc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>EB</td>
<td>Oakland, CA</td>
</tr>
<tr>
<td>40’ Box AAR XM</td>
<td>ATSF 138926</td>
<td>Desc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>EB</td>
<td>Bakersfield, CA</td>
</tr>
<tr>
<td>34’ Cov Hop AAR HL</td>
<td>ATSF 182017</td>
<td>Desc.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>EB</td>
<td>Barstow, CA</td>
</tr>
</tbody>
</table>

**Return Empty EB**

- ATSF Argentine Yard
- ATSF Yard
- ATSF Yard
- ATSF Yard

**To:**
- Kansas City, KS
- Oakland, CA
- Bakersfield, CA
- Barstow, CA
Way Bills

• Way bills are marked for car type, direction and train type

• Four cycle way bills from Micro Mark
  – Consignee
  – Address
  – Routing
  – Shipper
  – Address
  – Lading
Train Order Form

• All trains are assigned a unique color
  – EB thur Blue
  – WB thru yellow
  – Turns green Riverside, orange Placentia, red Corona

• Train Instructions
  – Train Name
  – Direction
  – Motive Power
  – Decoder Address
  – Number of cars Departing
  – Work Description
  – Stations---setouts—pickups—location
  – Engineer/Conductor
Train Work Description Example
3rd District Thru Freights

**Westbound Freights**  
- Redball Freight between Midwest and Los Angeles  
  - Carries loads and empties into Los Angeles/Fullerton/San Diego—no stops  
- Priority Freight between east and Los Angeles  
  - Carries loads **YELLOW DOT** and empties into Los Angeles/Fullerton/San Diego.  
  - Will make stops to pick up WB loads **YELLOW DOT** /WB empties at Riverside/Corona/Placentia for Fullerton/Los Angeles/San Diego—no set outs enroute

**Eastbound Freights**  
- Bulldog  
  - Block set outs in order of delivery-Placentia/Atwood & Corona & Elsinore Br. /Riverside)  
  - Los Angeles to San Bernardino clean up train with loads and empties to San Bernardino B Yard.  
  - Leave any **BLUE DOT** cars at Placentia, Atwood, Corona and Riverside in drill or storage tracks.  
  - Leave any car cards/way bills in OFF SPOT box. Do not make any pick ups
- **Box Car Special**  
  - Los Angeles/San Diego/Fullerton empties to north, southwest, mid-west and east coast  
  - Train does not stop enroute to San Bernardino B yard  
- 134  
  - Train from Los Angeles/San Diego/Fullerton with loads/empties to Northern California and Pacific NW. Train does not stop enroute to San Bernardino B yard
- **GFX**  
  - Green Fruit Express made up of all priority east bound reefer loads—see car cards.
Yard Must Run List
Saturday January 16, 2016

• 3rd District Freight Operations   Yard Instructions

Yard Priorities

• Assign caboose and motive power to the following trains.
  – Train 43-first
  – Train 43-second
  – Train 43-third
  – Bulldog
  – Corona Turn
  – Riverside Turn
  – Placentia Turn

• Clear precooler/icing dock, commissary, Ammonia plant, stock pen, SP Interchange and sand tower

• Complete assembling Train 134 with northbound loads/empties

• Begin assembling new fruit turns (Riverside/Corona/Placentia)
Yard Must Run List
Saturday January 16, 2016

• 3rd District Freight Operations   Yard Instructions

Yard Priorities

<table>
<thead>
<tr>
<th>Priority</th>
<th>Train Details</th>
<th>Number of Cars leaving SB</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Train 43 section 1 (pick up cars at PLA-3)</td>
<td>maximum of 10 cars leaving SB</td>
<td>WB</td>
</tr>
<tr>
<td>2</td>
<td>Train 43 section 2 (pick up cars at COR-7)</td>
<td>maximum of 5 cars leaving SB</td>
<td>WB</td>
</tr>
<tr>
<td>3</td>
<td>Train 43 section 3 (pick up cars at RIV-6)</td>
<td>maximum of 5 cars leaving SB</td>
<td>WB</td>
</tr>
<tr>
<td>4</td>
<td>Bulldog</td>
<td>maximum of 19 cars</td>
<td>EB</td>
</tr>
<tr>
<td>5</td>
<td>GFX (if ready)</td>
<td>maximum of 18 cars</td>
<td>EB</td>
</tr>
<tr>
<td>6</td>
<td>Placentia Turn</td>
<td>maximum of 13 cars</td>
<td>WB</td>
</tr>
<tr>
<td>7</td>
<td>Corona Turn</td>
<td>maximum of 17 cars</td>
<td>WB</td>
</tr>
<tr>
<td>8</td>
<td>Riverside Turn</td>
<td>maximum of 11 cars</td>
<td>WB</td>
</tr>
<tr>
<td>9</td>
<td>San Bernardino Local Train 51</td>
<td>maximum of 3 cars</td>
<td>WB</td>
</tr>
<tr>
<td>10</td>
<td>Grand Canyon Train 24</td>
<td>maximum of 9 cars</td>
<td>EB</td>
</tr>
<tr>
<td>11</td>
<td>Fast Mail Train 7</td>
<td>maximum of 10 cars</td>
<td>WB</td>
</tr>
<tr>
<td>12</td>
<td>Train 134 (if ready)</td>
<td>maximum of 18 cars</td>
<td>EB</td>
</tr>
</tbody>
</table>

The following trains are made up and positioned for dispatching in the following order:

The following trains will be made up in passenger or freight yard with available loads and empties.
Yard Must Run List
Saturday January 16, 2016

- 3rd District Freight Operations  Yard Instructions

  Yard Switching Status

- Track 2:  Riverside Turn (ready)
- Track 3:  Placentia Turn (ready)
- Track 4:  Corona Turn (ready)
- Track 5:  Train 43 cars (ready)
- Track 6:  WB overflow
- Track 7:  empty
- Track 8:  Bulldog (ready)
- Track 9:  empty
- Track 10:  empty
- Track 11:  GFX (ready)
- Track 12:  EB overflow
- Track 13:  Train 134 (not ready)