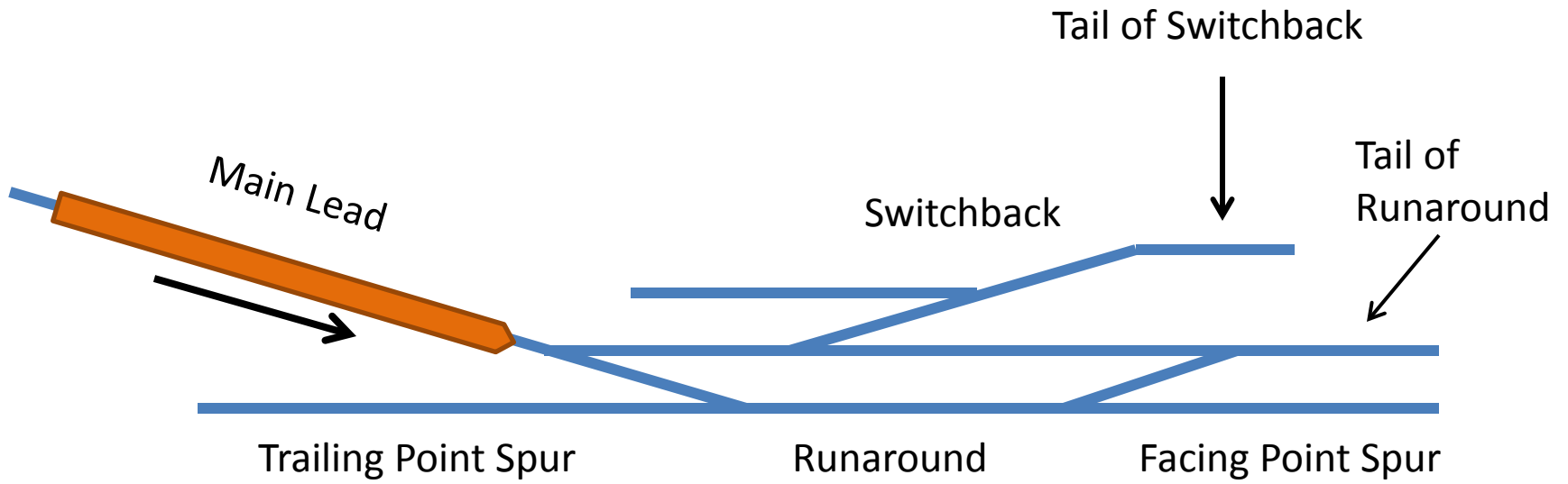


# Fall Creek Branch

- Building and Operating a Portable Switching Layout
- Clinic by Robert Pethoud



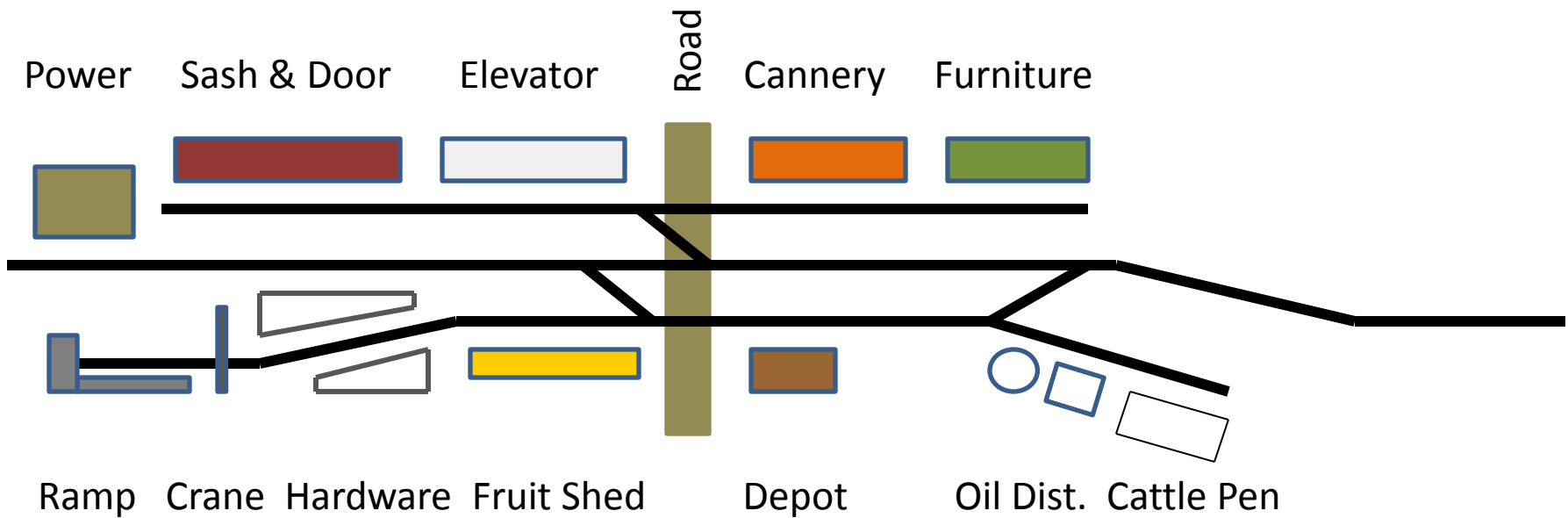
## Fiddletown and Copperopolis

# Peddler Freight Switching

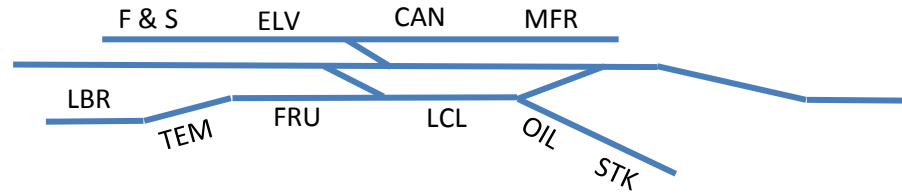
- Pick ups and set outs
- Runaround needed to work facing point spurs
- Even trailing point tasks can be challenging
- Blocking means ordering the cars in a train

# Blocking Local Freights

- Usually in station order, first set out at head end
- Dangerous and open cars with high lading away from engine, caboose, and each other
- Loads ahead of empties to minimize slack action
- Long and short cars not coupled together
- Stock near head end to avoid slack damage
- Reefers placed for quick set out, head or rear
- High and wide loads visible; low car in front of caboose



# FALL CREEK TRACK DIAGRAM



## Fall Creek Branch Switch List

**3**

### Set Out

|      |                |         |
|------|----------------|---------|
| GA   | <b>DRGW 27</b> | F & S 1 |
| XM 1 | <b>PRR 84</b>  | LBR 1   |

### Pick Up

|      |                |       |
|------|----------------|-------|
| XM 3 | <b>GN 46</b>   | ELV 1 |
| RS 1 | <b>BREX 70</b> | FRU 1 |

### Off Spot

|      |              |       |       |
|------|--------------|-------|-------|
| FM 2 | <b>UP 89</b> | MFR 2 | TEM 1 |
|------|--------------|-------|-------|

| Puzzle | 0  | 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 | 12 |
|--------|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Train  | G  | F1 | T  | R1 | S  | R2 | F2 | X4 | X1 | X3 | F2 | R2 | G  |
|        | X5 | X1 | X4 | X3 | X2 | G  | X5 | F1 | T  | X2 | R1 | S  | X5 |
|        | R2 | G  | F1 | T  | R1 | S  | R2 | F2 | X4 | X1 | X3 | F2 | R2 |
|        | S  | X5 | X1 | X4 | X3 | X2 | G  | X5 | F1 | T  | X2 | R1 | S  |
|        | F2 | R2 | G  | F1 | T  | R1 | S  | R2 | F2 | X4 | X1 | X3 | F2 |
|        |    |    |    |    |    |    |    |    |    |    |    |    |    |
| F & S  | X2 |    |    | G  | G  |    |    | X3 | X3 |    |    | X2 | X2 |
|        |    |    |    |    |    |    |    |    |    | G  | G  |    |    |
| ELV    | X3 | X3 | X3 |    | X4 | X4 | X4 |    |    |    |    |    | X3 |
|        |    |    |    |    |    | X1 | X1 | X1 |    |    |    |    |    |
| CAN    | X1 | X2 | X2 | X2 |    |    |    |    | R2 | R2 | R2 | X1 | X1 |
|        |    |    | X5 | X5 | X5 | X5 | R1 | R1 | R1 | R1 |    |    |    |
| MFR    | X4 | X4 |    |    |    |    | X2 | X2 | X2 |    |    |    | X4 |
|        |    | F2 | F2 |    | F1 | F1 | F1 |    |    | F2 |    |    |    |
| DRK    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| ORE    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| LBR    |    |    |    | X1 | X1 |    |    |    | X5 | X5 | X5 | X5 |    |
|        |    |    |    |    |    |    |    |    |    |    |    |    |    |
| TEM    | F1 |    |    | F2 | F2 | F2 |    |    |    | F1 | F1 | F1 | F1 |
|        |    |    |    |    |    |    |    | G  | G  | G  |    |    |    |
| FRU    | R1 | R1 | R1 |    |    |    |    |    |    |    | X4 | X4 | R1 |
|        |    |    | R2 | R2 | R2 |    |    |    |    |    |    |    |    |
| OIL    | T  | T  |    |    |    | T  | T  | T  |    |    | T  | T  | T  |
|        |    |    |    |    |    | X3 | X3 |    |    |    |    |    |    |
| STK    |    | S  | S  | S  |    |    |    | S  | S  | S  | S  |    |    |
|        |    |    |    |    |    |    |    |    |    |    |    |    |    |

Set Out F2: MFR2 R2: FRU2 G: F&S1 F1: MFR2 T: OIL R1: CAN2 S: STK R2: CAN1 F2: MFR2 X4: FRU1 X1: CAN1 X3: ELV1  
S: STK X5: CAN2 X1: LBR1 X4: ELV1 X3: OIL X2: MFR1 G: TEM2 X5: LBR1 F1: TEM1 T: OIL 1 X2: F&S1 R1: FRU1

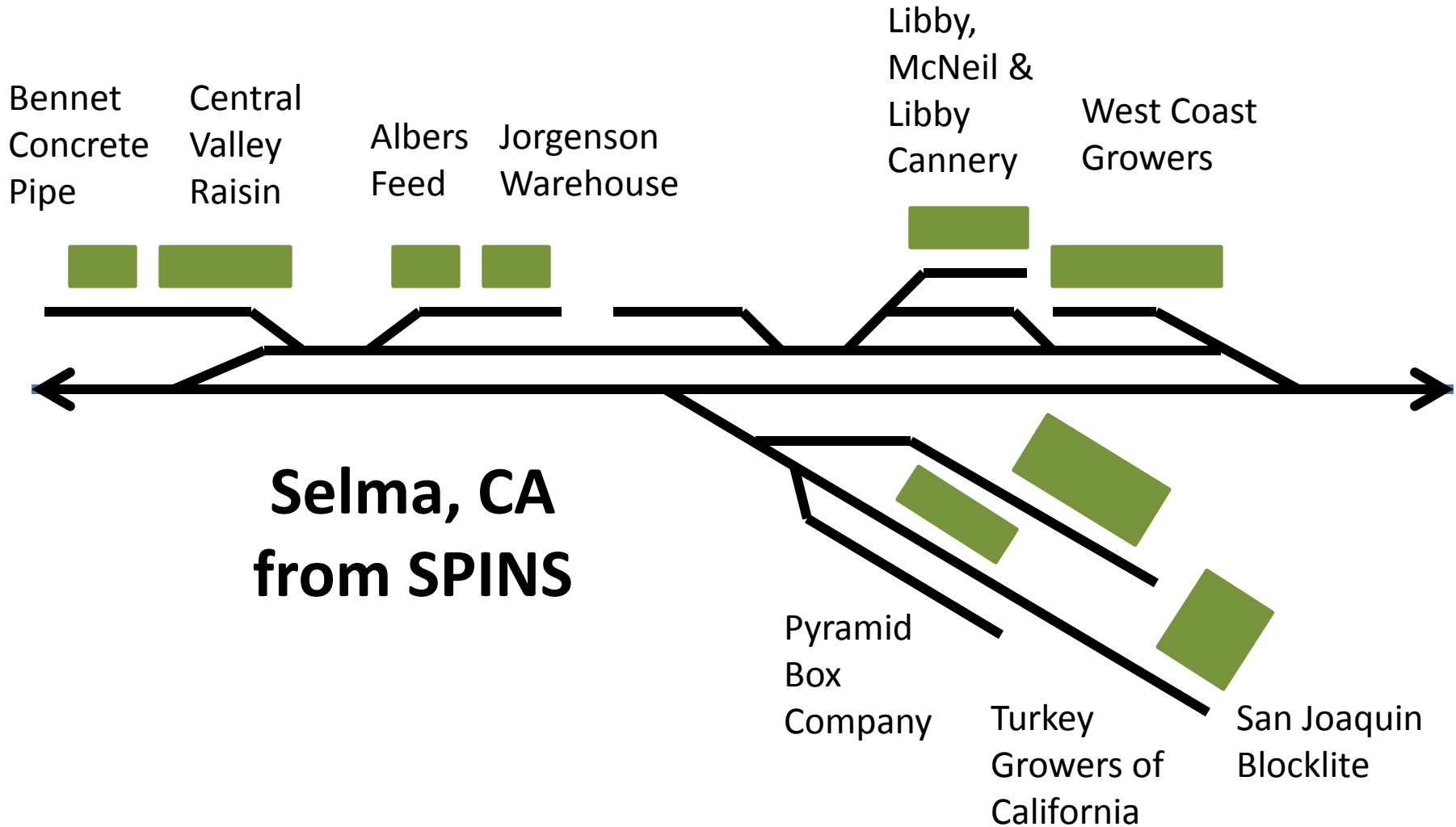
Pick Up F1: TEM1 X4: MFR1 X3: ELV1 X2: CAN1 G: F&S1 X5: CAN2 F1: MFR2 T: OIL 1 X2: MFR1 R1: CAN2 S: STK X5: LBR1  
X1: CAN1 T: OIL R1: FRU1 S: STK R2: FRU2 F2: TEM1 X4: ELV1 X1: ELV2 X3: F&S1 F2: MFR2 R2: CAN1 G: F&S2

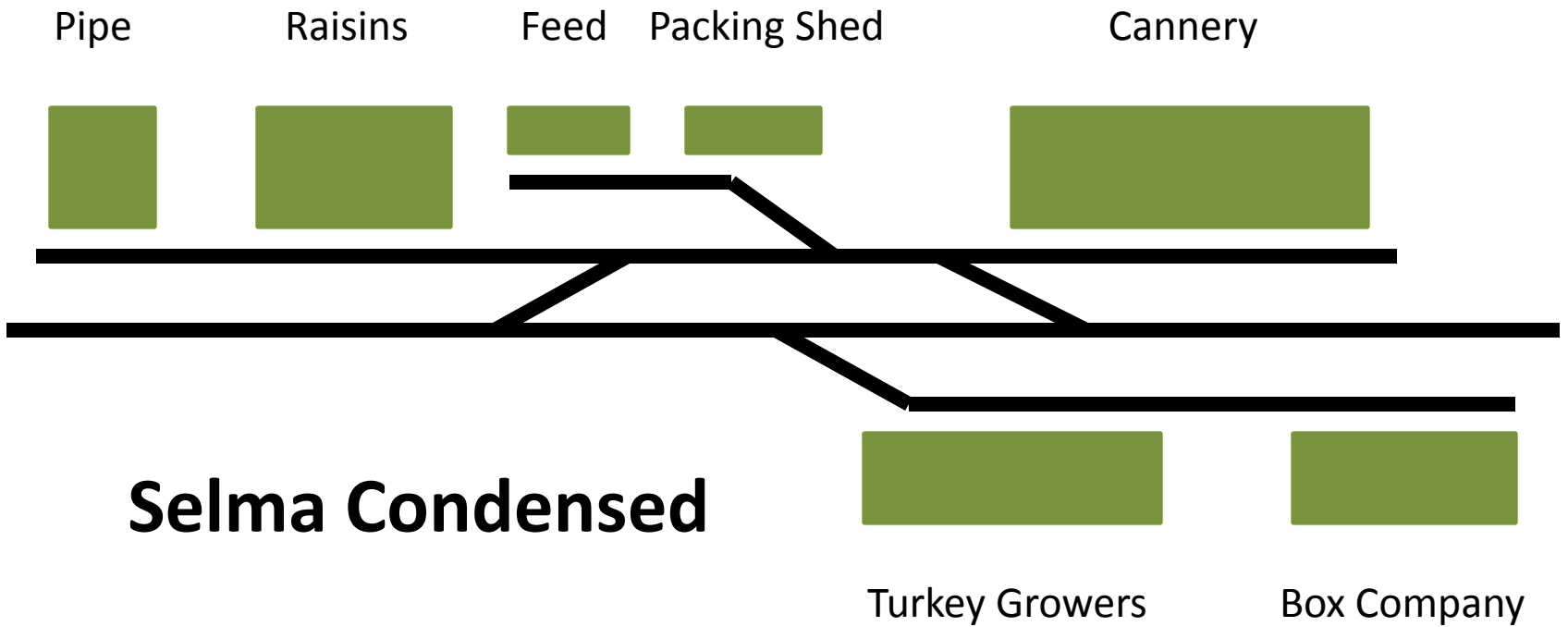
Re-Spot X2: CAN1 F2: TEM1 X1: ELV2 X3: F&S1 G: F&S2 X4: MFR1

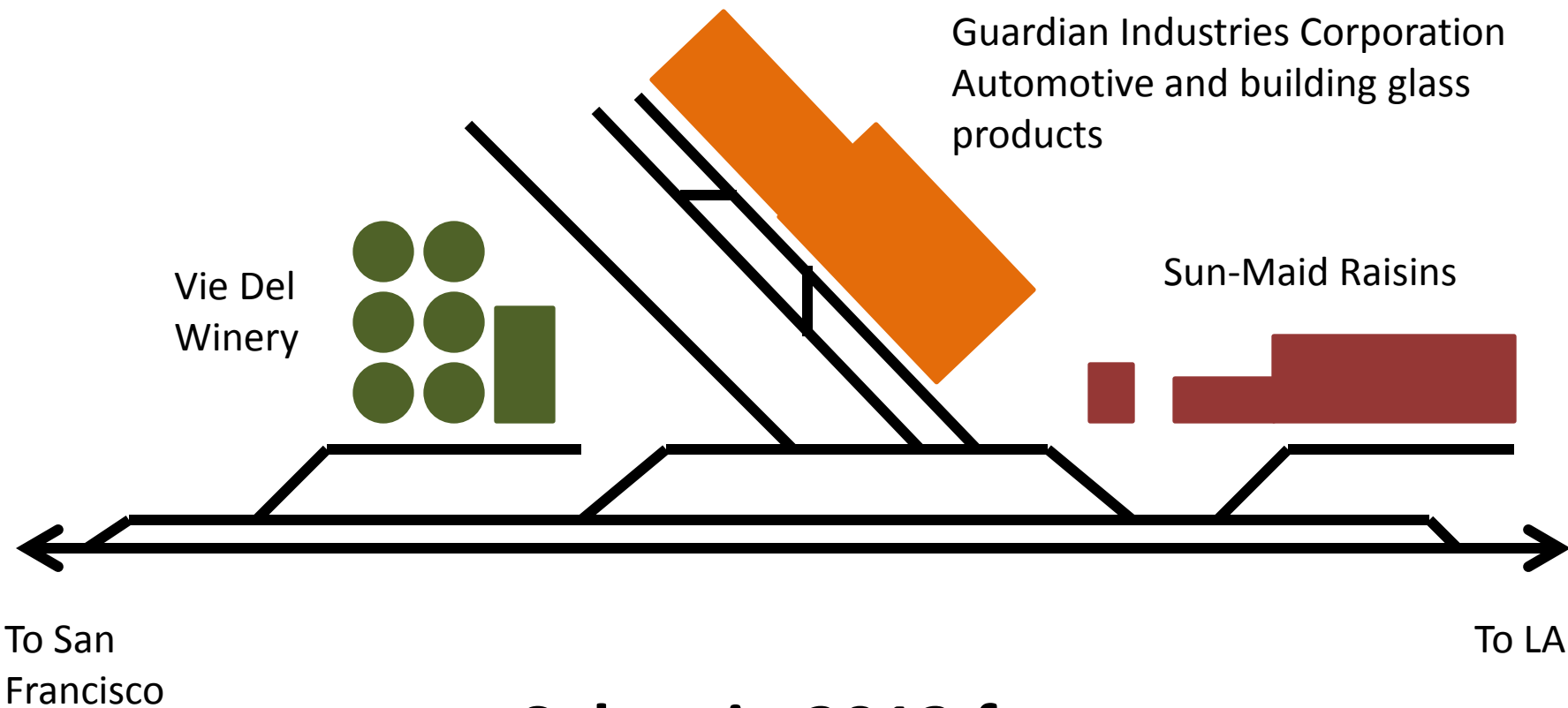
# Sources of Prototype Track Arrangements

- **PUC station plats, CA State Archives, ca. 1912**
- **Sanborn Insurance Co. maps, public libraries, ca. 1950**
- **SPINS (SP Industrial Numbering System), CLIC (SF Car Locator Identity Codes), eBay, ca. 1980**
- **Google maps satellite view, current**
- **Books by John Signor (SP), Ian Wilson (CN), and a few others**

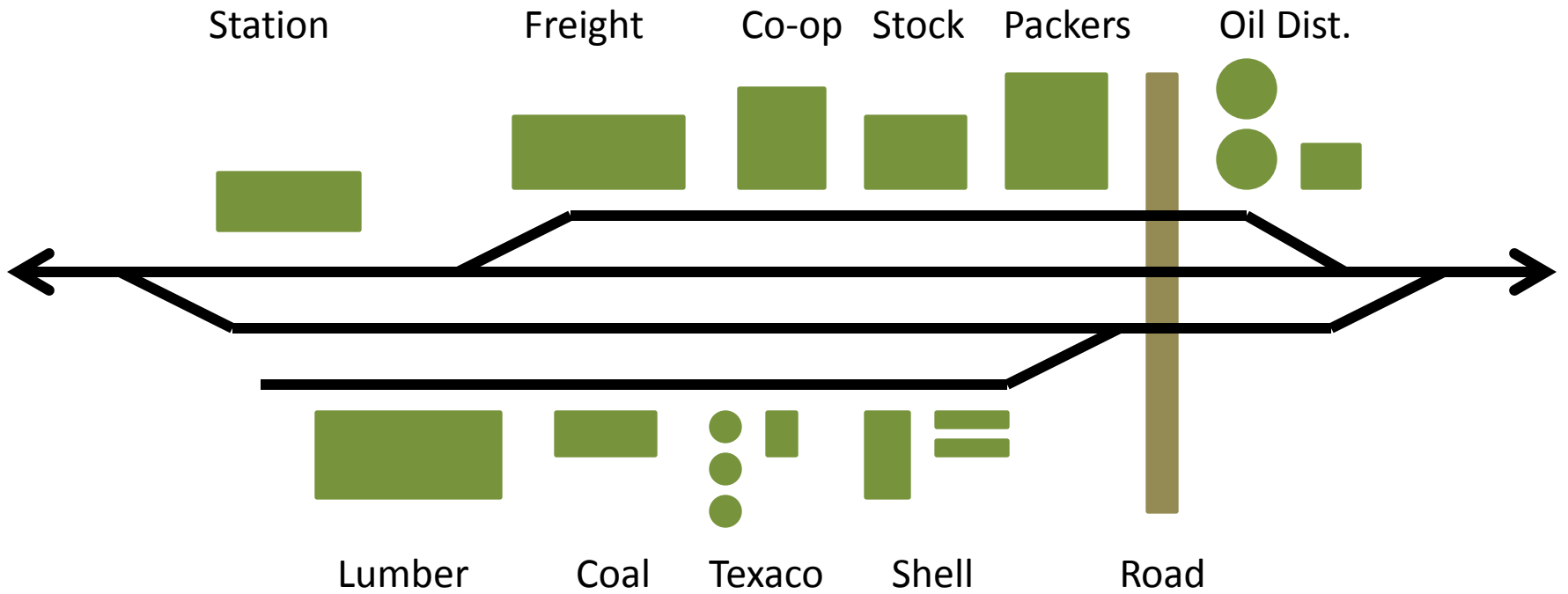




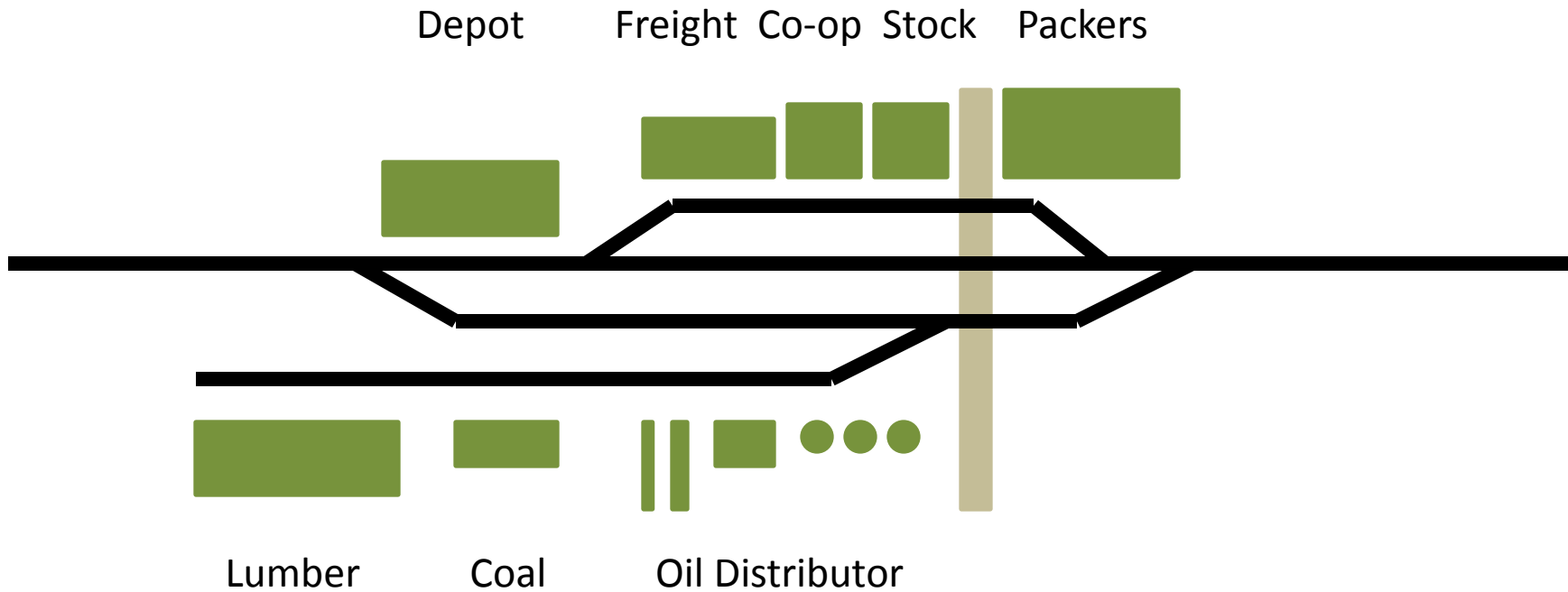




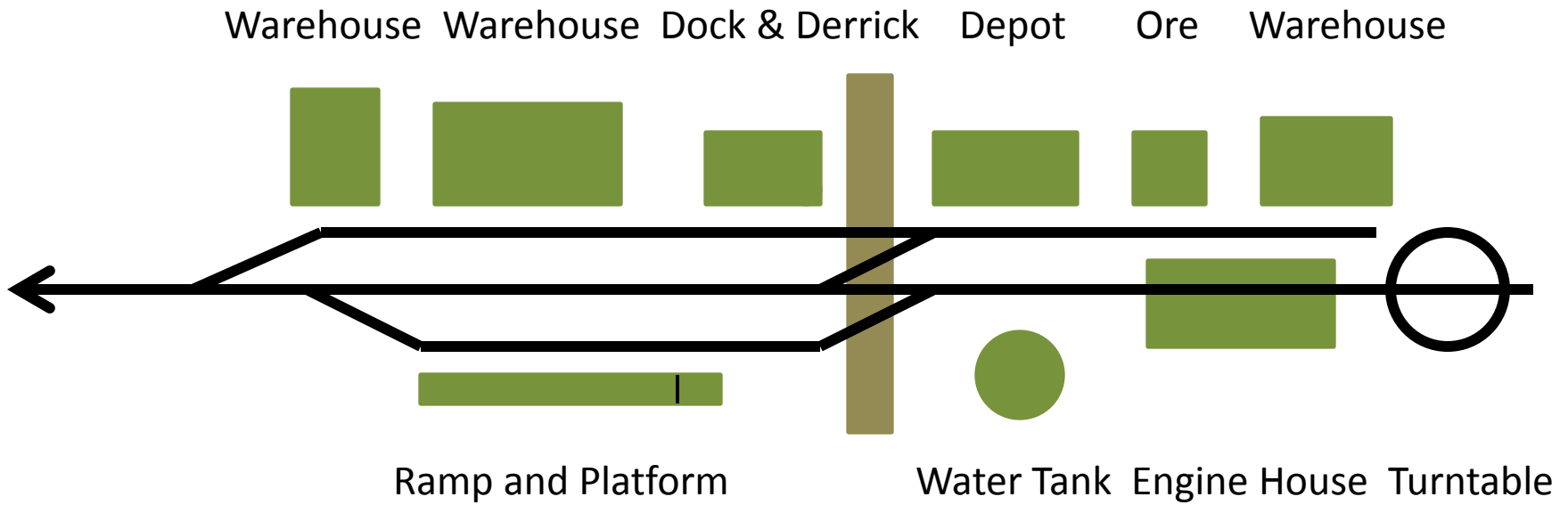
# Selma in 2013 from Google Maps



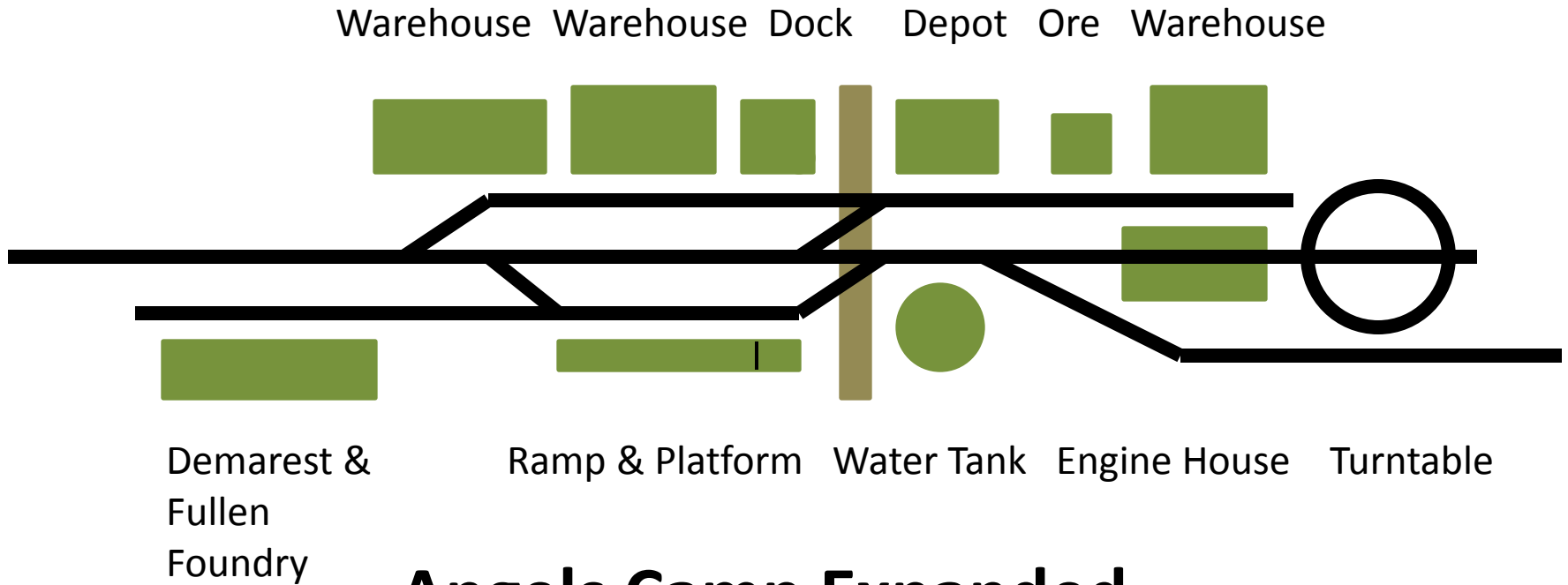
**Harriston, ON from Ian Wilson**



# Harriston Compressed

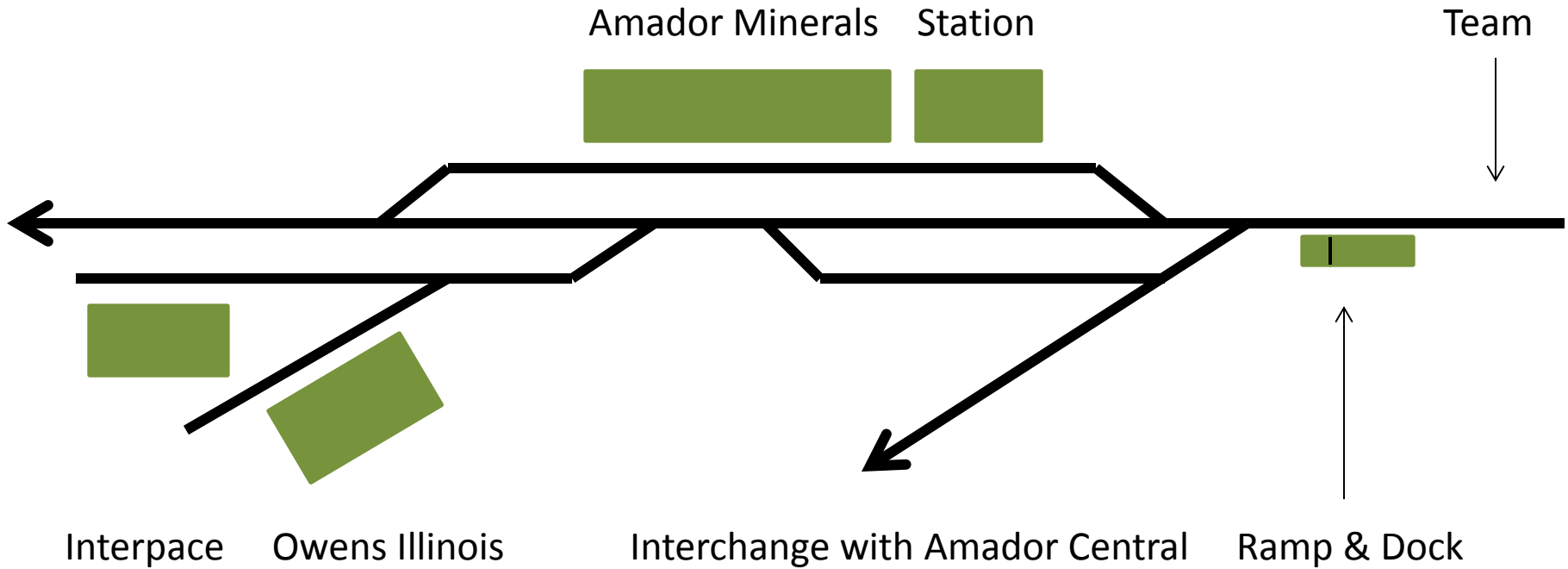


## Angels, CA from PUC Station Plat



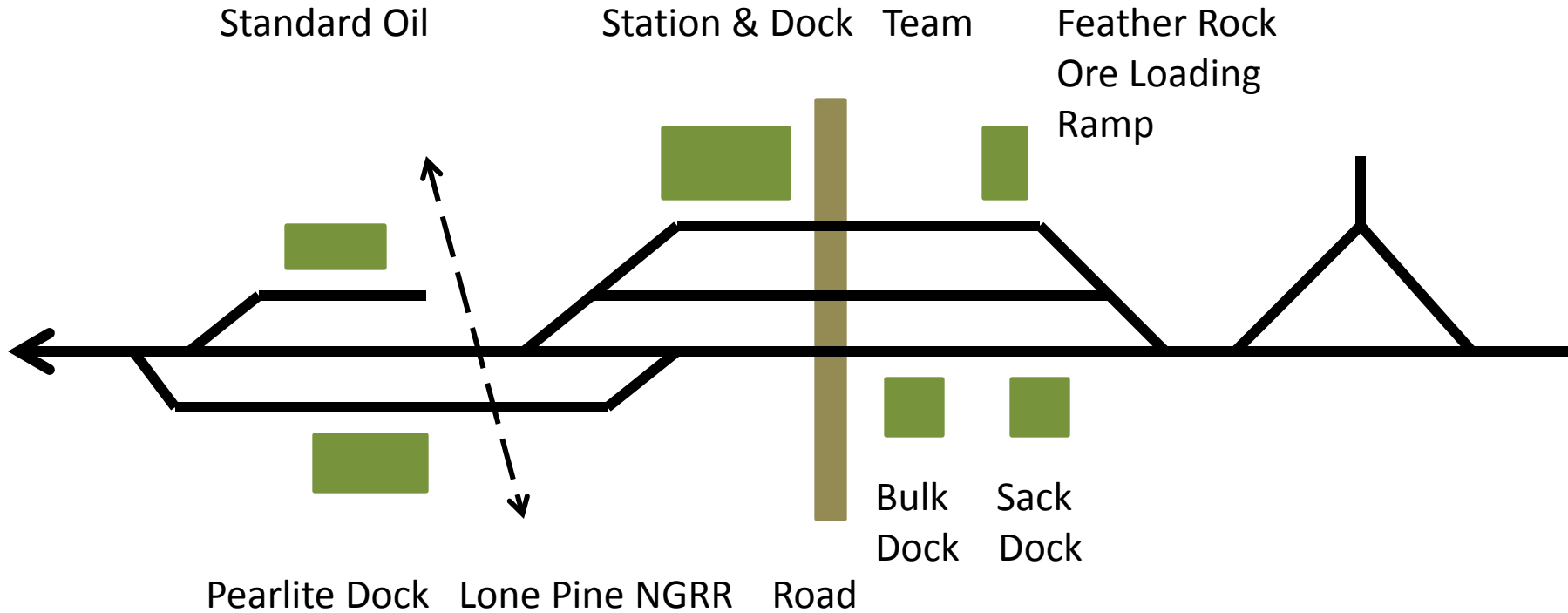
# Angels Camp Expanded

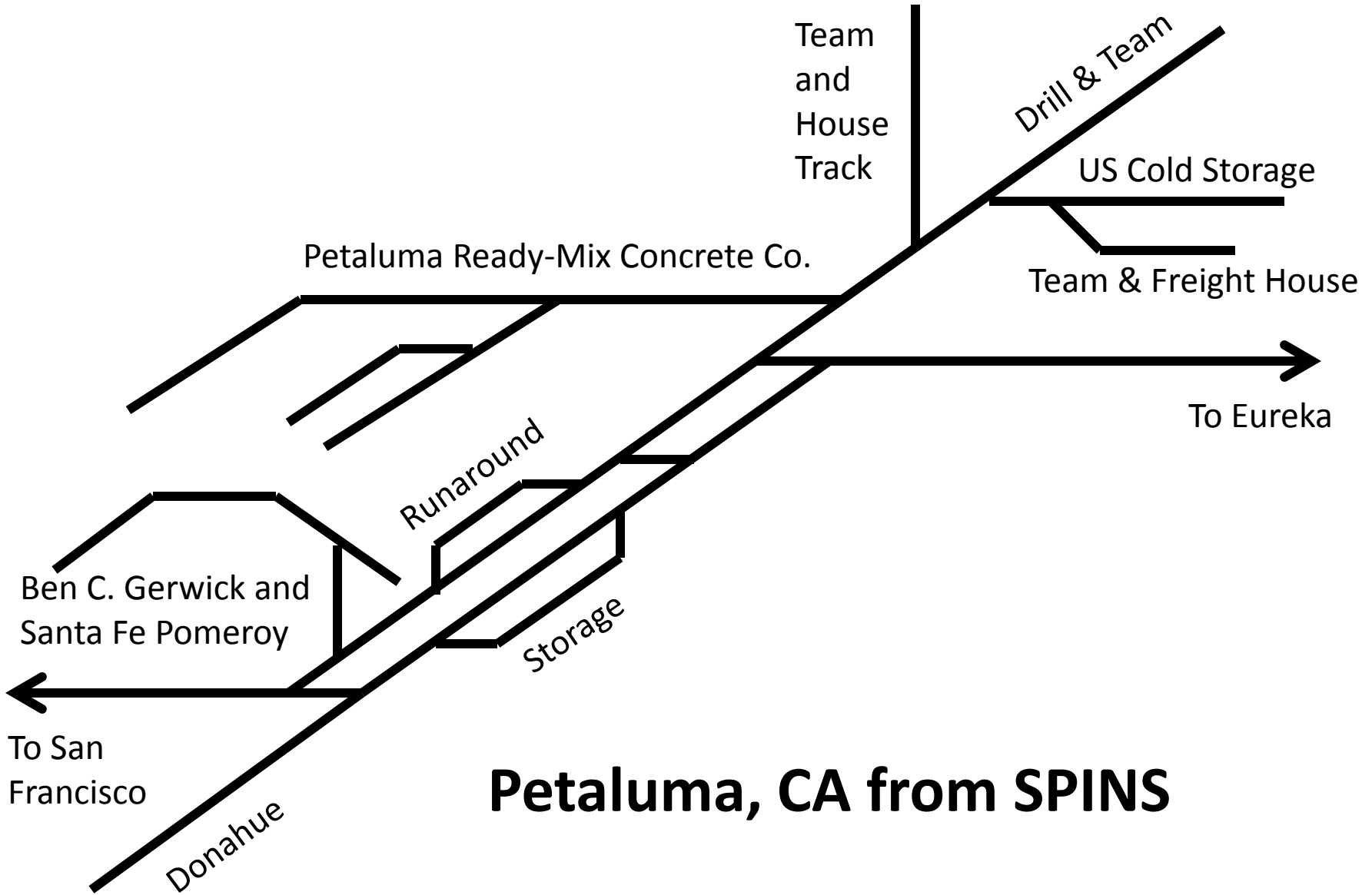
# Ione, CA from SPINS

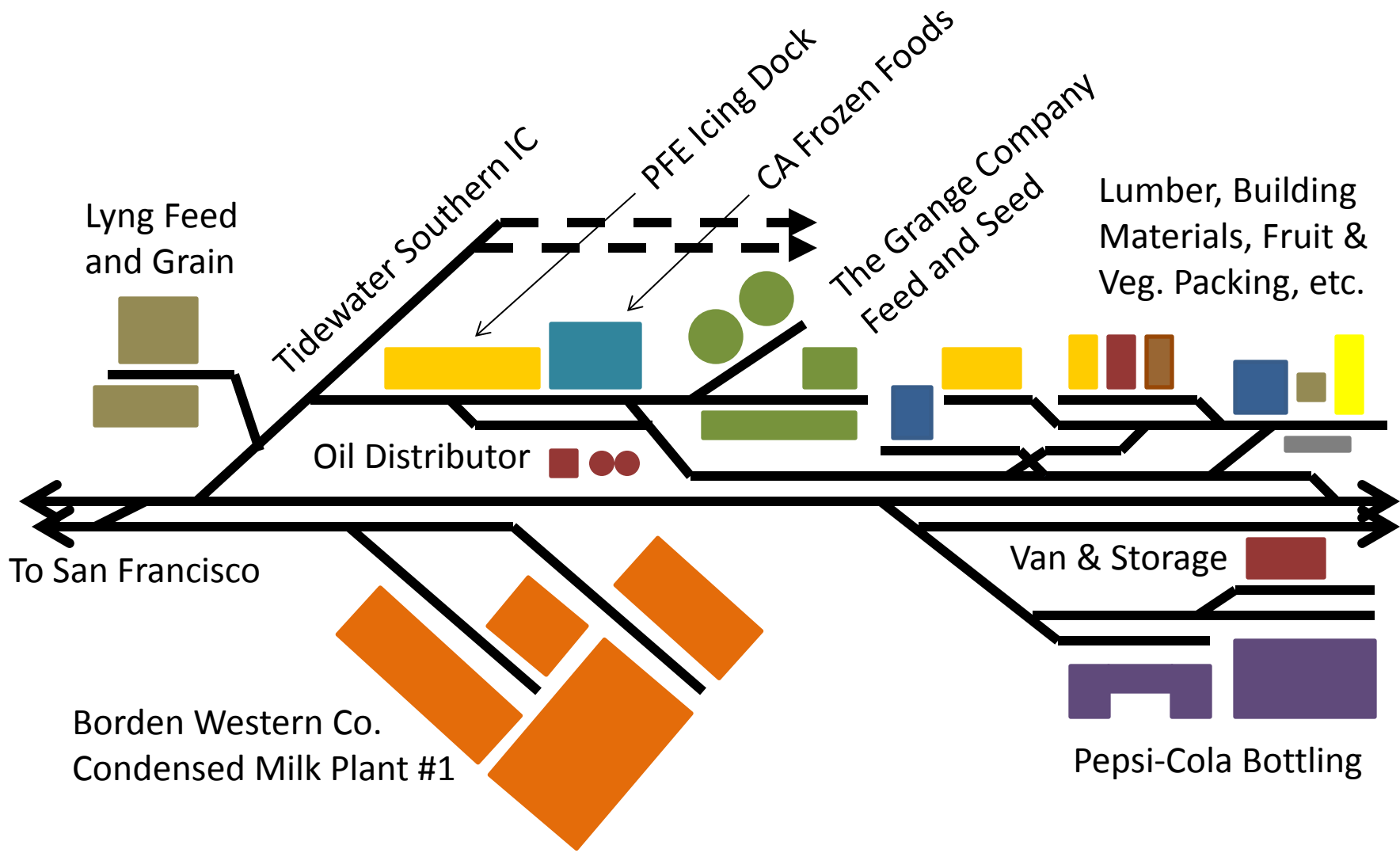




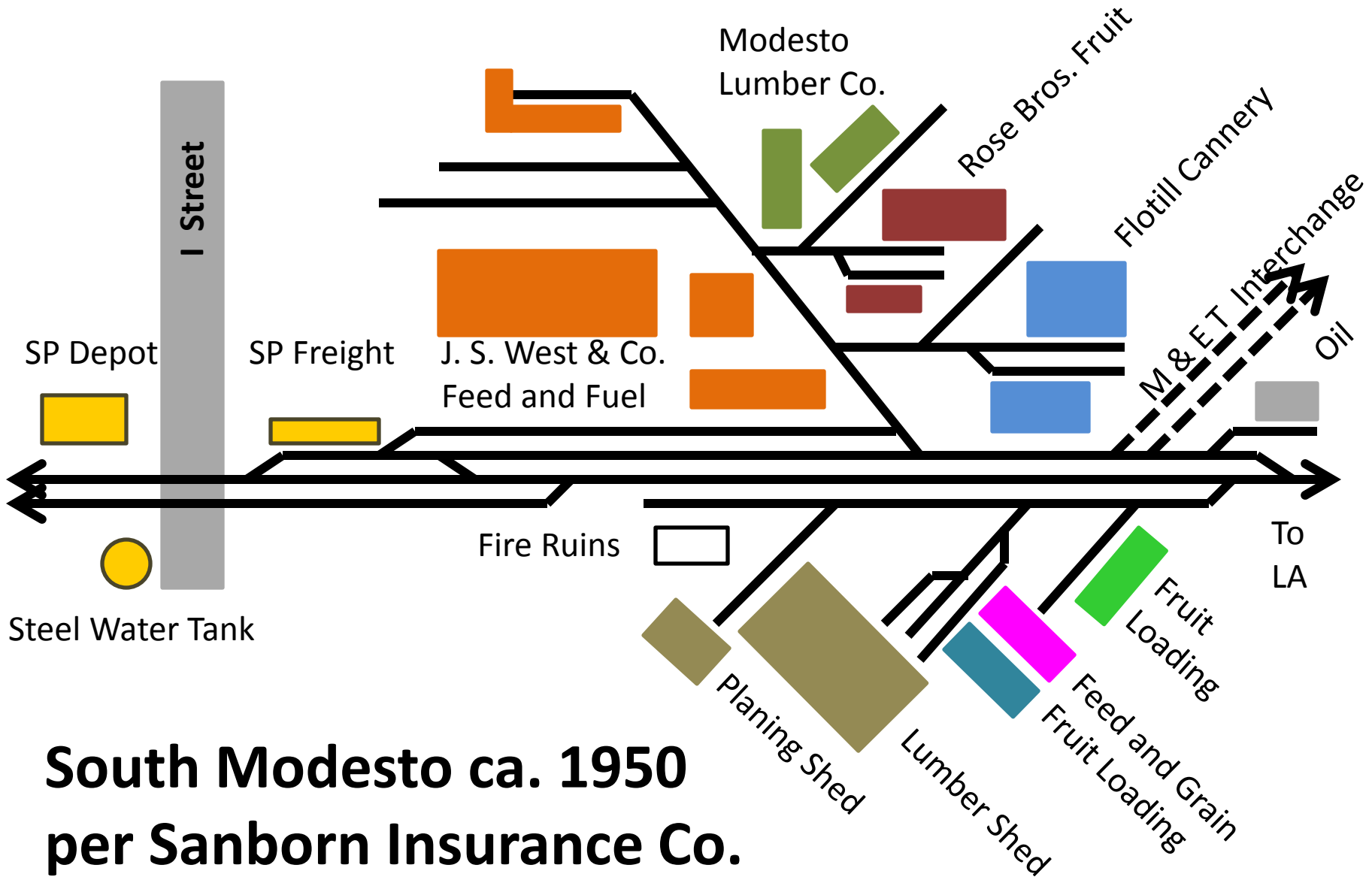
# Lone Pine, CA from SPINS





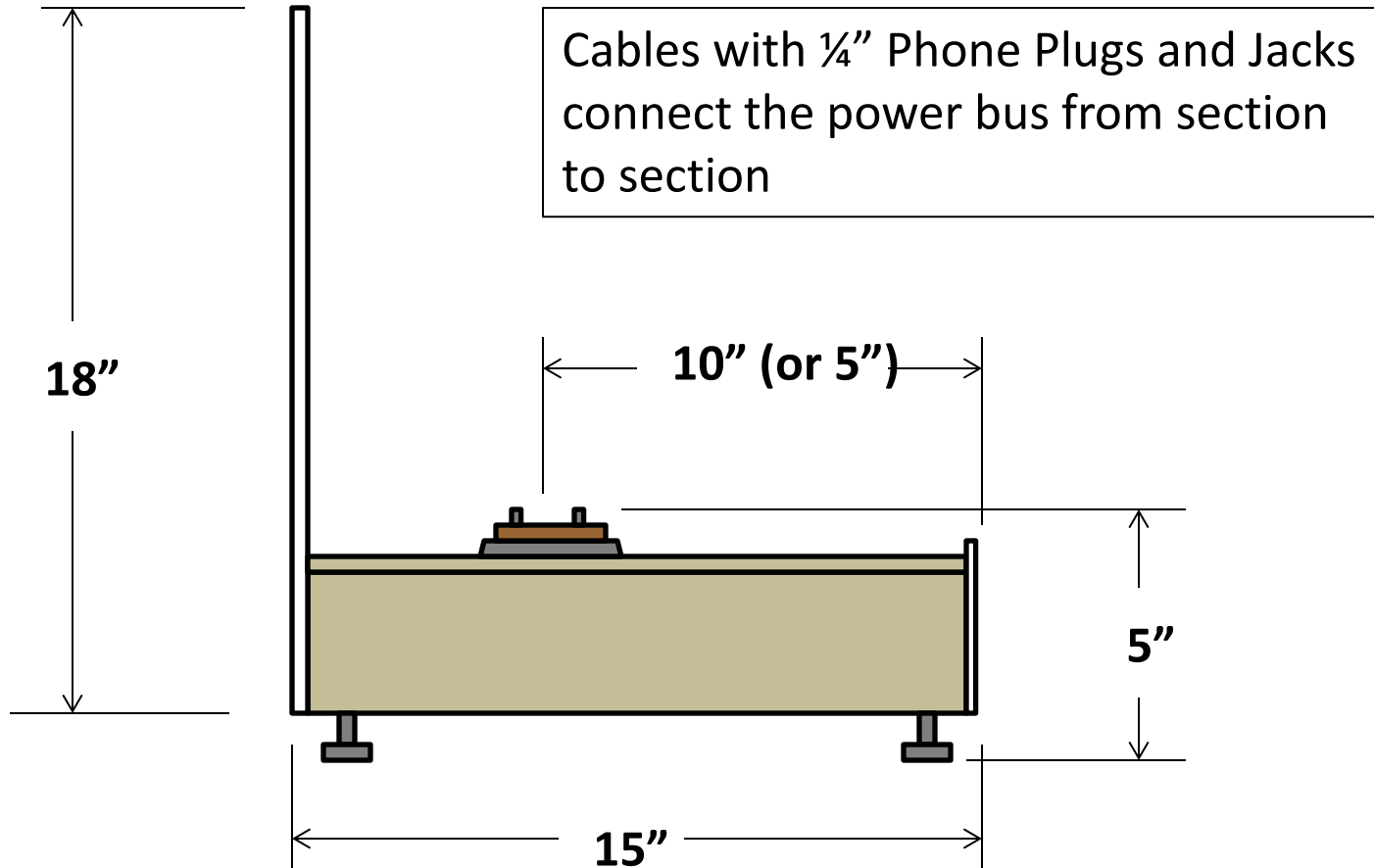


**North Modesto ca. 1950 based on Sanborn Insurance Company maps**



**South Modesto ca. 1950  
per Sanborn Insurance Co.**

## Dimensional Standards



# Inspiration and Information

- Lance Mindheim, [www.shelflayouts.com](http://www.shelflayouts.com)
- Ian Wilson, [www.canadianbranchline.com](http://www.canadianbranchline.com)
- Railway Modeller: monthly magazine from UK
- The Dispatcher's Office, OPSIG, [www.opsig.org](http://www.opsig.org)
- Layout Design Journal, LDSIG, [www.ldsig.org](http://www.ldsig.org)
- Frank Ellison, Frank Ellison on Model Railroads
- David Popp, Building a Model Railroad Step by Step, 2<sup>nd</sup> edition, Kalmbach Publishing, 2011