

The Journey of First 808



A Time Table & Train Order (TT&TO) Primer

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(Previously Presented At Bay Area SIG Meet 1/30/2016 And SoCalOps-2018 6/7/2018)

The Journey of First 808

Outline

- Clinic Goals & Approach
- Maps, Timetable and Rules
- Departure from Kern Jct / Bakersfield
- Meet / Work / Pass at Caliente
- Meet at Woodford
- Meet at Walong
- Trouble between Walong and Marcel
- Meet at Cable
- Arrival at Mojave

The Journey of First 808

Overall Clinic Goals

- Encourage “apprentice” model railroaders to learn TT&TO
 - Become a road crew member on a basic layout operating under TT&TO
 - Develop a basic TT&TO operating scheme for an existing layout
- Encourage “journeymen” model railroaders to delve into TT&TO
 - Become a road crew member on a complex, prototypical TT&TO layout
 - Volunteer for an operator or dispatcher position on a TT&TO layout
 - Modify or build a layout designed for enhanced TT&TO operations
- Encourage “master” model railroaders to ...
 - Be kind to / have mercy on this clinician

The Journey of First 808

Overall Approach

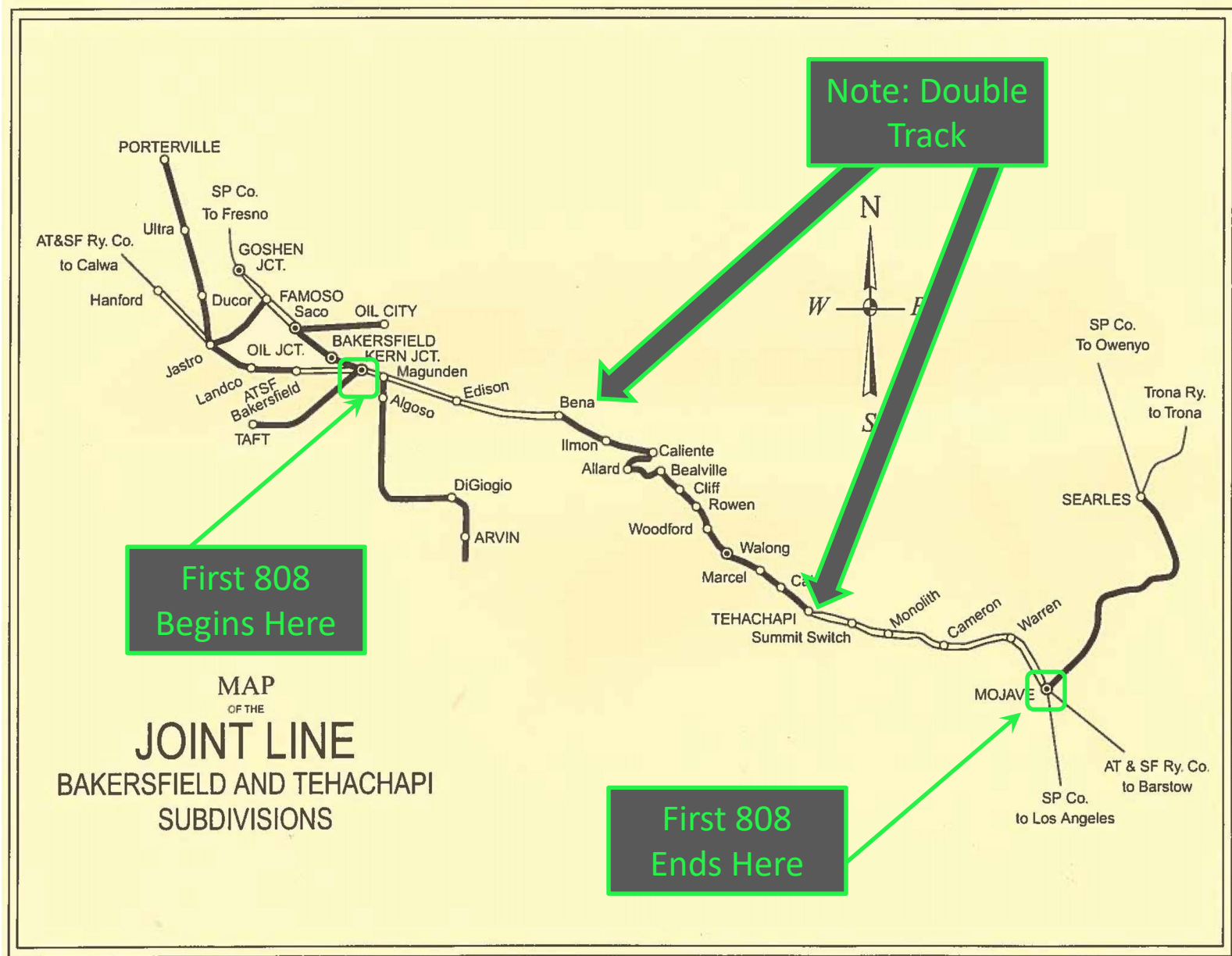
- Highlight some basic and intermediate aspects of TT&TO using:
 - The actual journey of a train (First 808 aka 1-808 or 1st 808) over the La Mesa Club's Tehachapi Pass layout that had (hopefully) interesting run on 11/2/15
 - Overall Tehachapi Pass / La Mesa club schematics, diagrams etc.
 - Annotated photos of crew, operator and dispatcher TT&TO paperwork
 - Pictures of the First 808 at various points during the run
- The La Mesa club's Tehachapi Pass layout is very likely the finest TT&TO layout in the country (likely the world)
 - The La Mesa club's size (~65' x 120') and attention to prototype detail make it both extremely interesting and potentially very challenging

The Journey of First 808

Why Use This Example?

- Size, distances and prototypical practices at the La Mesa Tehachapi Loop layout provide:
 - Examples of TT&TO basic situations found on most TT&TO layouts which should be of interest to beginners
 - Examples of TT&TO intermediate /advanced situations which should be of interest to those with moderate to extensive TT&TO experience
- This particular train included basic and intermediate situations all rolled up into one journey, making a convenient clinic basis
 - Copies of actual diagrams, schematics, orders, register pages coupled with photos and videos hopefully will bring 1st 808 alive for the audience

Joint Line - Bakersfield And Tehachapi Subdivisions ("Geographic View")



La Mesa Club – Employee Time Table (ETT) – Relevant Portions

TEHACHAPI SUBDIVISION											Distance from Bakersfield	Timetable No. 9 Supplement No. 2 December 21, 1952	
EASTWARD													
Capacity of Sidings	THIRD CLASS				FIRST CLASS						STATIONS		
	808	806	804	802	56	4	52	24	58	60			
	Freight	Freight	Freight	Freight	Passenger	AT&SF Ry. Passenger	San Joaquin Daylight	AT&SF Ry. Passenger	Owl	West Coast			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard Limits	BKWDOTYP				PM 9:55	PM 6:14	PM 3:08	PM 2:25	AM 4:55	AM 3:20	0.0	R BAKERSFIELD	
	KP	PM 8:00	PM 2:00	AM 8:20	AM 2:15	PM 9:56	PM 6:14	PM 3:09	PM 2:25	AM 4:56	AM 3:21	1.1	TO KERN JCT.
Yard Limits	P	8:03	2:03	8:22	2:18	9:58	6:16	3:11	2:27	4:58	3:23	3.0	MAGUNDEN
	P					s 10:00		s 2:29				4.1	EDISON
M-48	P	8:10	2:11	8:29	2:23	f 10:05	6:21	3:15	2:33	5:06	3:28	8.0	R BENA
	P	8:13	2:14	8:32	2:25	f 10:10	6:23	3:17	2:35	5:08	3:30	9.5	ILMON
E-45 W-45	WP	8:17	2:20	8:34	2:30	s 10:14	6:27	3:20	f 2:38	5:11	f 3:34	12.6	TO CALIENTE
	P	8:22	2:25	8:42	2:35	f 10:19	6:32	3:23	2:42	5:15	3:38	15.7	ALLARD
W-46	WP	8:25	2:29	8:45	2:39	f 10:21	6:35	3:25	2:45	5:17	3:40	17.6	BEALVILLE
	P	8:28	2:33	8:49	2:43	f 10:23	6:43	3:27	2:47	5:20	3:42	19.1	CLIFF
No. 1-30 No. 2-25	P	8:34	2:40	8:55	2:49	f 10:28	6:47	3:31	2:52	5:25	3:47	22.1	ROWEN
	WP	8:40	2:46	9:01	2:56	s 10:33	6:51	3:35	f 2:56	5:29	3:51	24.8	TO WOODFORD
E-48 W-48	P	8:47	3:01	9:08	3:03	f 10:38	6:55	3:39	3:01	5:34	3:56	27.7	WALONG
	P	8:52	3:10	9:13	3:08	f 10:42	6:58	3:42	3:04	5:37	3:59	30.3	MARCEL
E-50	P	8:57	3:15	9:18	3:13	f 10:45	7:01	3:44	3:07	5:40	4:02	32.2	CABLE
	WP	9:02	3:20	9:23	3:18	s 10:48	7:04	f 3:46	s 3:10	5:43	f 4:05	34.8	TO TEHACHAPI
E-82	P					f 10:50	7:05	3:47	3:11	5:44	4:06	35.7	SUMMIT
	P					s 10:53						38.5	MONOLITH
M-61	P					f 10:55	7:08	3:49	3:14	5:47	4:09	41.2	CAMERON
	P					f 10:58	7:10	3:51	3:16	5:49	4:11	43.6	WARREN
Yard Limits BKWDOPY	P	9:25	3:43	9:41	3:41	f 11:08	7:18	s 3:58	s 3:24	5:58	s 4:19	49.7	TO-R MOJAVE
	PM					PM	PM	PM	PM	AM	AM		

First 808 Ends Here

Key 1st Class Trains Which Concern First 808 Before Initial Departure

Key 1st Class Trains Which Concern First 808 After Initial Departure

TEHACHAPI SUBDIVISION											Distance from Mojave	Timetable No. 9 Supplement No. 2 December 21, 1952
WESTWARD												
Mile Post Location	STATIONS	FIRST CLASS					SECOND CLASS					
		55	23	51	7	57	59	447				
		Passenger	AT&SF Ry. Passenger	San Joaquin Daylight	AT&SF Ry. Passenger	Owl	West Coast	V.M.W.				
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
322.5	R BAKERSFIELD	50.0	AM s 5:15	PM s 12:06	PM s 10:20	AM s 12:15	AM 2:30					
323.6	TO KERN JCT.	48.9	5:14	10:40	12:05	7:05	10:19	12:14				
325.5	MAGUNDEN	47.0	5:12	10:38	12:03	7:03	10:17	12:12				
326.6	EDISON	45.0	s 5:10			s 7:01						
330.5	R BENA	42.0	f 5:06	10:33	AM 11:59	6:57	10:12	12:08				
332.0	ILMON	40.5	5:04	10:31	11:57	6:55	10:10	12:06				
335.1	TO CALIENTE	37.4	s 5:00	f 10:27	11:53	s 6:51	10:07	AM 12:02				
338.2	ALLARD	34.3	4:56	10:23	11:49	6:47	10:03	PM 11:58				
340.1	BEALVILLE	32.4	f 4:51	10:21	11:47	6:45	10:01	11:56				
341.6	CLIFF	30.9	f 4:49	10:19	11:45	6:43	9:59	11:54				
344.6	ROWEN	27.9	f 4:44	10:14	11:40	6:38	9:55	11:49				
347.3	TO WOODFORD	25.2	s 4:40	10:10	11:36	f 6:34	s 9:50	11:45				
350.2	WALONG	22.3	4:33	10:05	11:32	6:30	9:45	11:40				
352.8	MARCEL	19.7	f 4:30	10:02	11:29	6:27	9:42	11:37				
354.7	CABLE	17.8	4:27	9:59	11:27	6:25	9:40	11:35				
357.3	TO TEHACHAPI	15.2	s 4:24	s 9:56	f 11:25	s 6:22	s 9:36	s 11:32				
358.2	SUMMIT	14.3	4:22	9:54	11:24	6:21	9:35	11:31				
361.0	MONOLITH	11.5	s 4:19									
363.7	CAMERON	8.8	4:17	9:50	11:20	6:17	9:31	11:27				
366.1	WARREN	6.4	4:15	9:48	11:18	6:15	9:29	11:25				
372.2	TO-R MOJAVE	0.0	4:08 AM	9:43 AM	11:13 AM	6:10 PM	9:24 PM	11:20 PM				

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

The Journey of First 808

Sample Of Key 'Operating Rules' We'll Encounter

- S-71. A train is superior to another train by right, class or direction. Right is conferred by train order; class and direction by timetable. Right is superior to class or direction. Direction is superior between trains of the same class.
- S-72. Regular trains in the direction specified by timetable are superior to trains of the same class in the opposite direction.
- 81. Main track must not be occupied without authority.
- 82. Timetable schedules, unless fulfilled, are in effect for three (3) hours after their time at a station.
- 83. A train must not leave its initial station ... or pass from double track to single track ... until it is known that all superior trains due have arrived or left, or that it has authority to proceed.
- 89. When an inferior train fails to clear a superior train by the time required by rule, it must be protected at that time as prescribed by Rule 99.
- 99. When a train is moving under circumstances in which it may be overtaken by another train, the flagman must take action as may be necessary to insure full protection.

The Journey of First 808

Key Forms Of Train Orders We'll Encounter

- **S-A Fixing Meeting Points for Opposing Trains**

(1) NO 51 ENG 4443 MEET NO 4 ENG ATSF 17 AT ILMON

- **S-C Giving Right Over an Opposing Train**

(1) NO 448 ENG 5624 HAS RIGHT OVER NO 57 ENG 6441 BENA TO TEHACHAPI

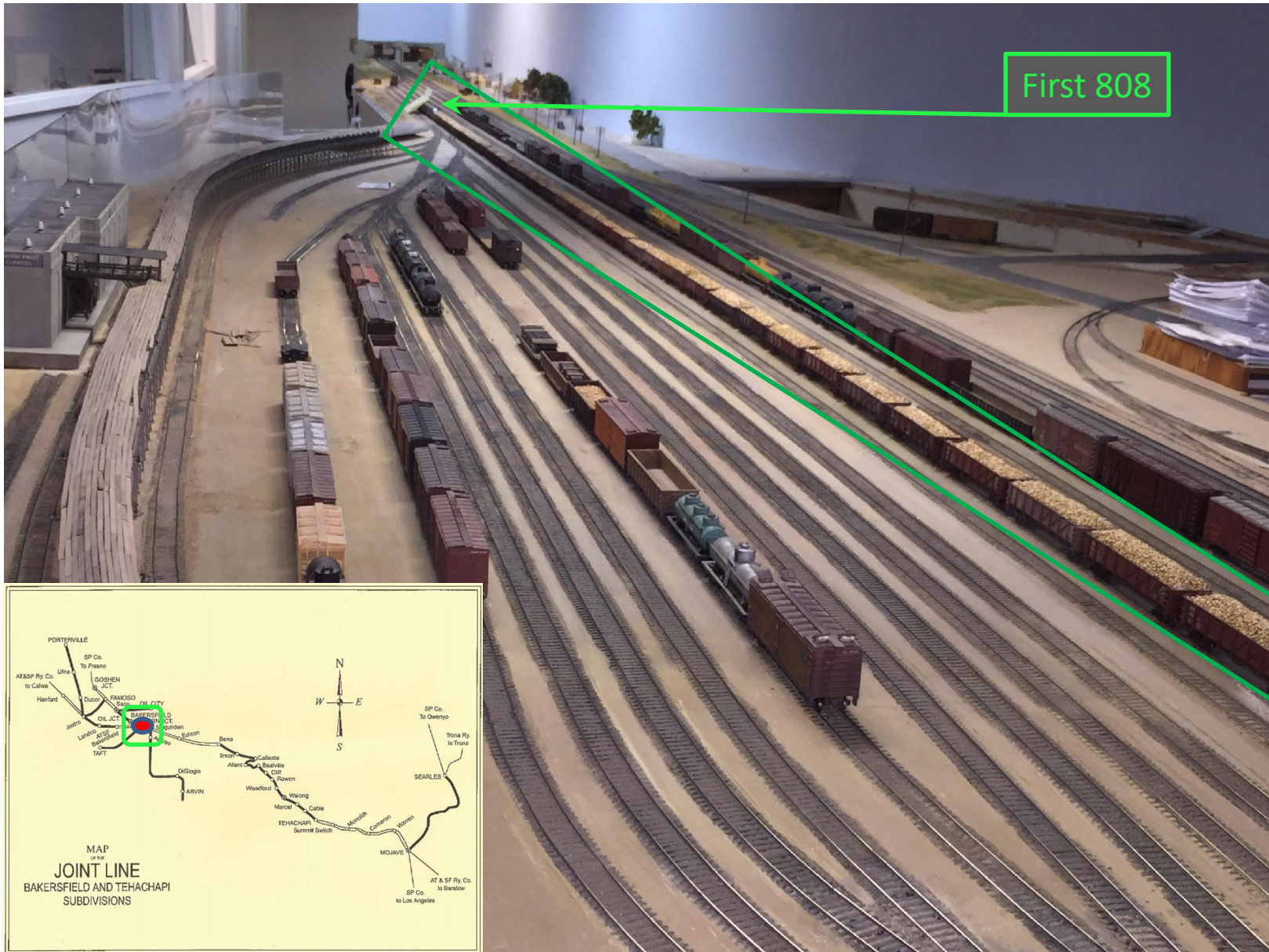
- **S-E Time Orders**

(1) NO 57 ENG 4193 WAIT AT CLIFF UNTIL 430 PM FOR NO 448 ENG 5353

- **G Extras**

(1) ENG 4137 RUN EXTRA MOJAVE TO BAKERSFIELD

Waiting For Departure From Bakersfield / Kern Jct - Head End – 8:00 PM



Waiting For Departure From Bakersfield / Kern Jct - Rear End – 8:00 PM



The Journey of First 808

Prior To Departure

- Receive train assignment from Crew Caller (i.e. First 808)
- Receive train Call Sheet (i.e. “Soup Ticket”)
- Receive initial Clearance
 - Note clearance has multiple orders
- Review orders with helper crew
- Check timetable for Westward (opposing) regular trains
- Check timetable for Eastward regular trains
- Check Kern Jct register for arrival of Westward and departure of Eastward superior regular trains
- Check Kern Jct register for arrival of Westward extra trains with right over 1st 808
- Wait for arrival of superior trains
- Fill out Kern Jct register for departure of 1st 808

The Journey of First 808

Prior To Departure – Call Sheet

Call Sheet

Date: Dec 22, 1952

Symbol: 02-BK-VXE-22

On Duty: 6:40P Cars: 42

Caboose BH 890-705

Lead Engine	Engineer	Origin	Destination
<u>6446</u>	<u>A. DAUMANN</u>	<u>ATSF-Bakersfield</u>	<u>ATSF-Bakersfield</u>
<u>8162</u>	<u>H. Paar</u>	<u>SP-Bakersfield</u>	<u>SP-Bakersfield</u>
<u>8107</u>		<u>Mojave</u>	<u>Tehachapi</u>
<u>6458</u>	Conductor	<u>Lancaster / Boron</u>	<u>Mojave</u>
			<u>Lancaster / Boron</u>
Helper #1	Engineer	Pick-up	Set Out
<u>4113</u>	<u>D. Wilhoit</u>	<u>Bak</u>	<u>KI</u>
	<u>M. CARTABIANO</u>		<u>BAK</u>
Helper #2	Engineer	Pick-up	Set Out
Helper #3	Engineer	Pick-up	Set Out

Turn at
 Light engine move from terminal to pick-up location

Crew: Stay / Release / TBD
 Crew: Stay / Release / TBD
 Crew: Stay / Release / TBD
 Crew: Stay / Release / TBD

LB: Lancaster/Boron; Mc: Mojave; K:Techachapi; B: Bena; Ag: Kern Jct; Yd: at terminal
 White to Dispatch; Yellow to Crew; Pink to Chief Dispatcher

Instructions: Train set @ 6:30pm
Crew: Pick-up @ 17 cars at Caliente

Lead Engine(s)

Helper Engine

Crew Info

Origin & Destination

Special Instructions

The Journey of First 808

Prior To Departure – Initial Clearance & Orders

CLEARANCE

KERN JCT
C. & E. **FIRST 808** DEC 22 1952
Display **OR**
(Insert "No" or "Green" for each regular train)
Signal at initial station.

have **3** orders for your train as follows:
(If no orders, write "None")

No. 45	No. 49	No. 51	No.	No.
No.	No.	No.	No.	No.
No.	No.	No.	No.	No.

at **839 P.M.** Chief Train Dispatcher.

leave before _____ M.
(Fill in this line only when necessary to comply with Rule 221)

MPM Operator. * Time

Conductor and each engineer must have a copy and see that their train is correctly designated number of orders, and the numbers of all orders received correspond with the numbers listed. Operators must retain a carbon copy.
* filled in only when clearance is not OK'd.

Clearance Info; 3 Orders

TRAIN ORDER No. **45** DEC 22 1952
To C & E NO 808

AL KERN JCT STATION X Opr. M.

EXTRA 6244 WEST AND
EXTRA ATSF 170 WEST
HAVE RIGHT OVER
NO 808
TEHACHAPI TO BENA

DFM

Created and Complete Time **636 P** M **A.G. DAUMANN** Opr.

2 Westward
Extras with right
over 1st 808

TRAIN ORDER No. **49** DEC 22 19 52
To C & E
No 808

AL KERN JCT STATION X Opr. M.

EXTRA 6224 WEST HAS RIGHT OVER
NO 808 TEHACHAPI TO BENA
AND WAIT AT WOODFORD
UNTIL 845 PM
CALIENTE UNTIL 910 PM

DFM

Created and Complete Time **823 P** M **MPM** Opr.

Westward Extra
with right over 1st
808 with wait orders

TRAIN ORDER No. **51** DEC 22 19 52
To C & E
No 808

AL KERN JCT STATION X Opr. M.

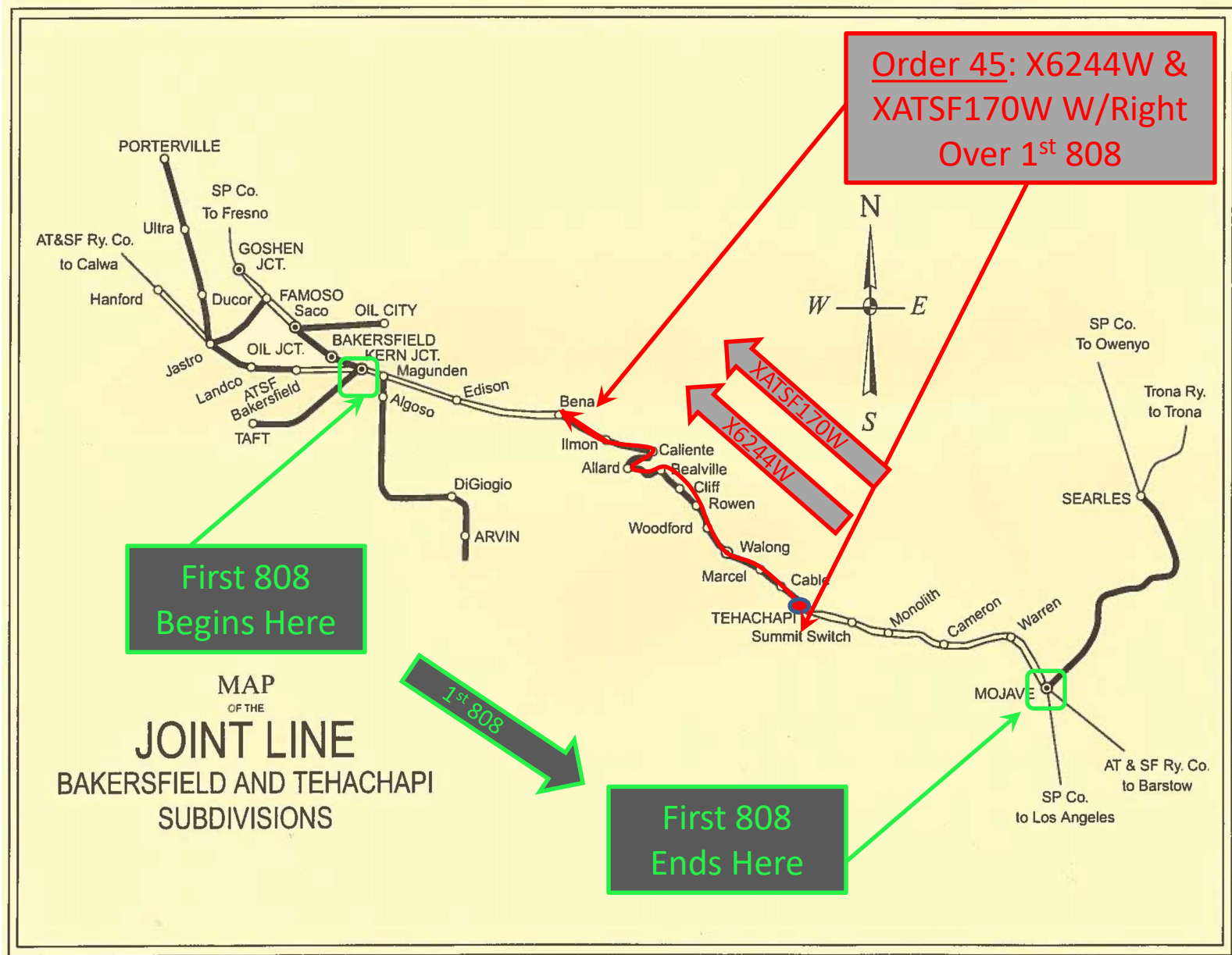
EXTRA ATSF 226L WEST HAS RIGHT
OVER NO 808 TEHACHAPI TO
BENA AND WAIT AT WOODFORD
UNTIL 925 PM
CALIENTE UNTIL 1010 PM

DFM

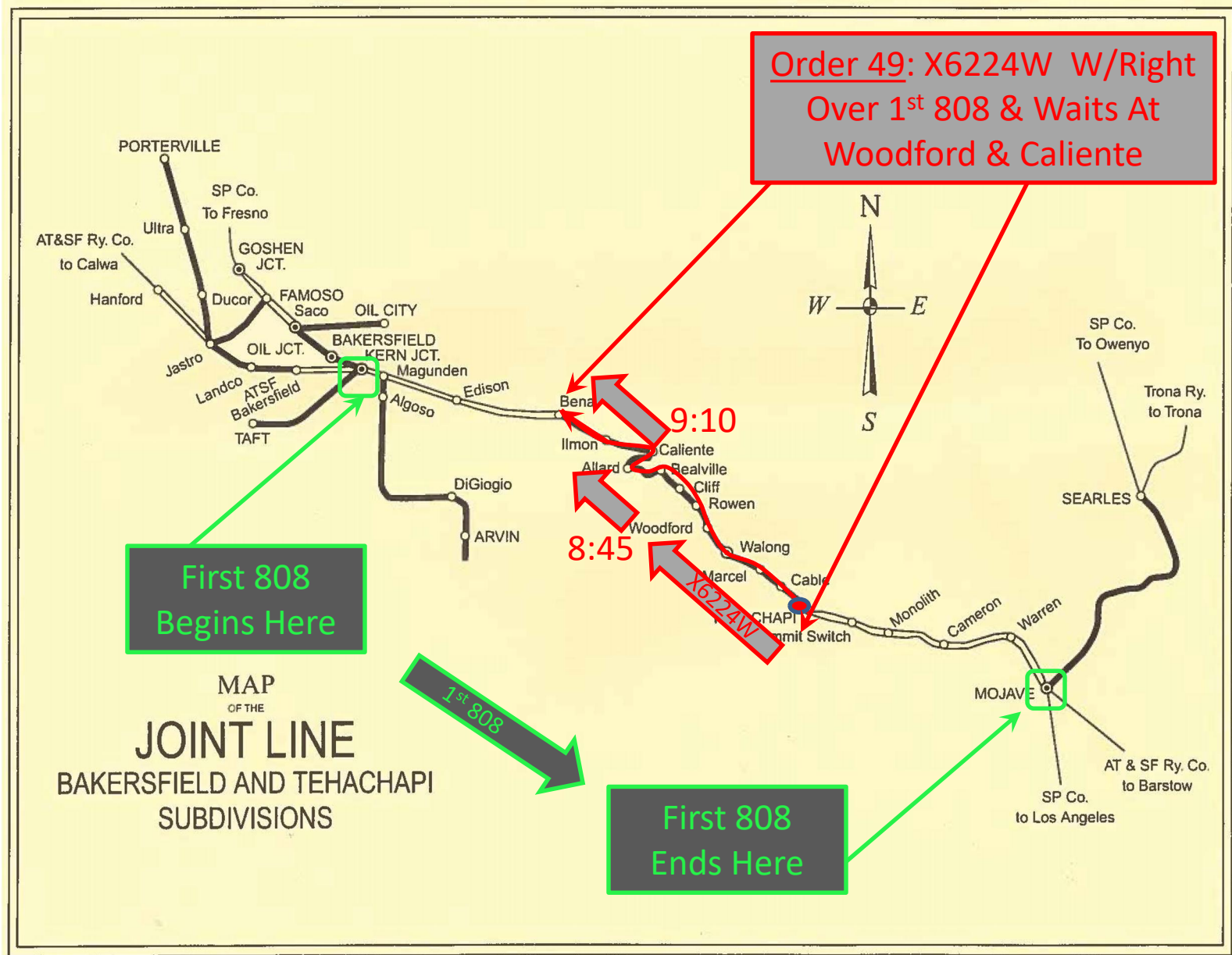
Created and Complete Time **937 P** M **MPM** Opr.

Another Westward
Extra with right
over & wait orders

Joint Line - Bakersfield And Tehachapi Subdivisions ("Geographic View")

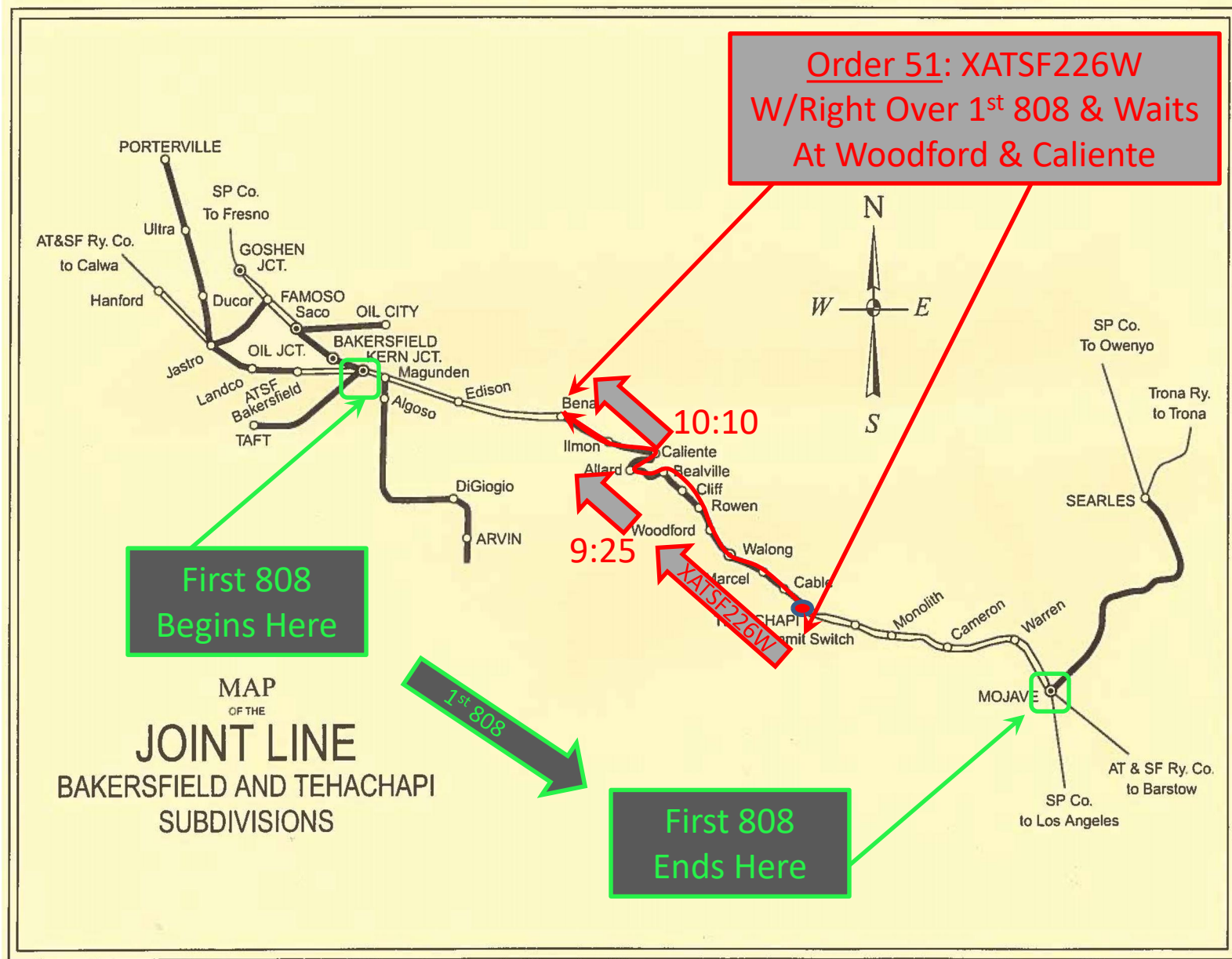


Joint Line - Bakersfield And Tehachapi Subdivisions ("Geographic View")



MAP OF THE JOINT LINE BAKERSFIELD AND TEHACHAPI SUBDIVISIONS

Joint Line - Bakersfield And Tehachapi Subdivisions ("Geographic View")



The Journey of First 808

Prior To Departure – Kern Jct Register Checks

Kern Jct Eastward Register 12/22/52

748-2100 Bks. EASTWARD STATION BAKERSFIELD TRAIN REGISTER,										
TRAIN	ENGINE No.	SIGNALS DISPLAYED	ARRIVED	DEPARTED	CONDUCTOR	TIME TRAIN CREW		ENGINEER	TIME ENGINE CREW	
						Went On Duty	Went Off Duty		Went On Duty	Went Off Duty
2/25 2308	6241	100		14:03	MARTIN	13:2		SHOEN		
1/802	AT 215C	GRN		2:35A	SORNIN	2:00A		SORNIN		67
1/60	4158	GRN		3:22A	DOIRON			DOIRON		
2/60	4137	NO		3:45AM	D WILLIAMS			W D WILLIAMS		19
2/802	6244	GRN		3:55 AM	THROUSDA			THROUSDA		4
3/802	176 AT	GRN		4:11A	PITCHANDLER	4:15		PITCHANDLER	4:15	4
5/6	6802	NO		4:57	JR HOMER	4:15		JR HOMER		
					J. E. BURGESS					
4/20	5/20	GK		5:36	J. E. BURGESS					
5/802	6741	GR		6:43	W. NAVIGATO					55
ARVIN	AT 2070	-		7:00	DOIRON					
1/404	KI 47	GRN		9:14AM	J. COOK			J. COOK		
2/804	AT 215C	GRN		10:42	R RAYMOND			R RAYMOND		
3/804	SP 6224	NO		11:56	J. KEEB			J. KEEB		70
1/24	AT 2129	GRN		2:15	T. SUGERMAN					
2/24	AT 2129			2:40P	T. SUGERMAN					
52	4438			3:15P						
806 th	265	GRN		3:15	T. SUGERMAN					
1/806	6135	GRN		4:06P	P. SUGERMAN			Paul Charles		68
4	66L	NONE		6:14P	JR PRISER			RPA		38
7/806	265	GRN		6:22P	N. BURKH			D MAAS		
7/806	AT 215	GRN		6:35P	J. A. SCHWARTZ			BATISTE		47

Reg trains 1st 24, 2nd 24 52 & 4 have departed

All trains superior to 1st 808 have departed or arrived; almost ready to go!

Kern Jct Westward Register 12/22/52

748-2100 Bks. WESTWARD STATION BAKERSFIELD TRAIN REGISTER,											
TRAIN	ENGINE No.	SIGNALS DISPLAYED	ARRIVED	DEPARTED	CONDUCTOR	TIME TRAIN CREW		ENGINEER	TIME ENGINE CREW		CARS IN TRAIN
						Went On Duty	Went Off Duty		Went On Duty	Went Off Duty	
59	6440	NO	12:1A		M. METOYER						
7/804	AT 215C	GRN	12:1A		R. W. BAKER	11:45	1:40A	S. S. HOLMES			
X2800	3800	-	1:35P		DOIRON			DOIRON			
X/2	4171	WHT	2:08AM		D WILLIAMS			W D WILLIAMS			
447	448	-	3:33A		S. CIZEK			B. NEMPEL			
465	5240	NO	5:30A		J. COOK			J. COOK			
1/380	6316	WHT	7:22A		R. RAYMOND			R. RAYMOND			
1324	38	WHT	7:29A		J. L. KOON	4:45A		J. KOON		13	
ARVIN	2070	-	8:10A		DOIRON			DOIRON			
1/10	115	WHT	9:30A		L. RINCHART						
1/10	115	WHT	9:40A		P. SUGERMAN						
1/10	115	WHT	11:45A		S. N. JOURNAL			S. N. JOURNAL			
2-23	AT 215C	GRN	12:23P		J. D. MEDZIC			J. D. MEDZIC			
1-51	4311	GRN	12:28P		P. SUGERMAN						
2-51	4137	GRN	12:35P								
3-51	4658	NONE	3:14P								
1/10	115	WHT	12:35P								
1/10	115	WHT	12:35P								
1/10	115	WHT	12:35P								
7	38C	NO	7:05		JR HOMER	5:50	7:10	JR HOMER	5:50	7:10	
X	6244	WHT	8:36								
X	930	-	8:43								

Reg trains 2nd 23, 1st 51, 2nd 51, 3rd 51 & 7 have arrived

Extra trains X6244W (8:36P) & XATSF170 (8:43P) arrive!

The Journey of First 808

Departure From Kern Jct – Sign Register & Go !

Kern Jct Eastward Register 12/22/52

7-68-2100 Bks.		EASTWARD STATION				BAKERSFIELD				TRAIN REGISTER,			
TRAIN	ENGINE No.	SIGNALS DISPLAYED	ARRIVED	DEPARTED	CONDUCTOR	TIME TRAIN CREW		ENGINEER	TIME ENGINE CREW		Loads		
						Went On Duty	Went Off Duty		Went On Duty	Went Off Duty			
1-88	6446	GR		8:46 P	A.G. DAUMANN	8:01 P		A.G. DAUMANN	8:01 P		42		
56	4467			9:50 P	J.F. WALKER			J.F. WALKER			2		
	ATSF 415			11:30 P	D.F. WILLIAMS			D.F. WILLIAMS					
	ATSF 415			11:30 P	D.F. WILLIAMS			D.F. WILLIAMS			7		

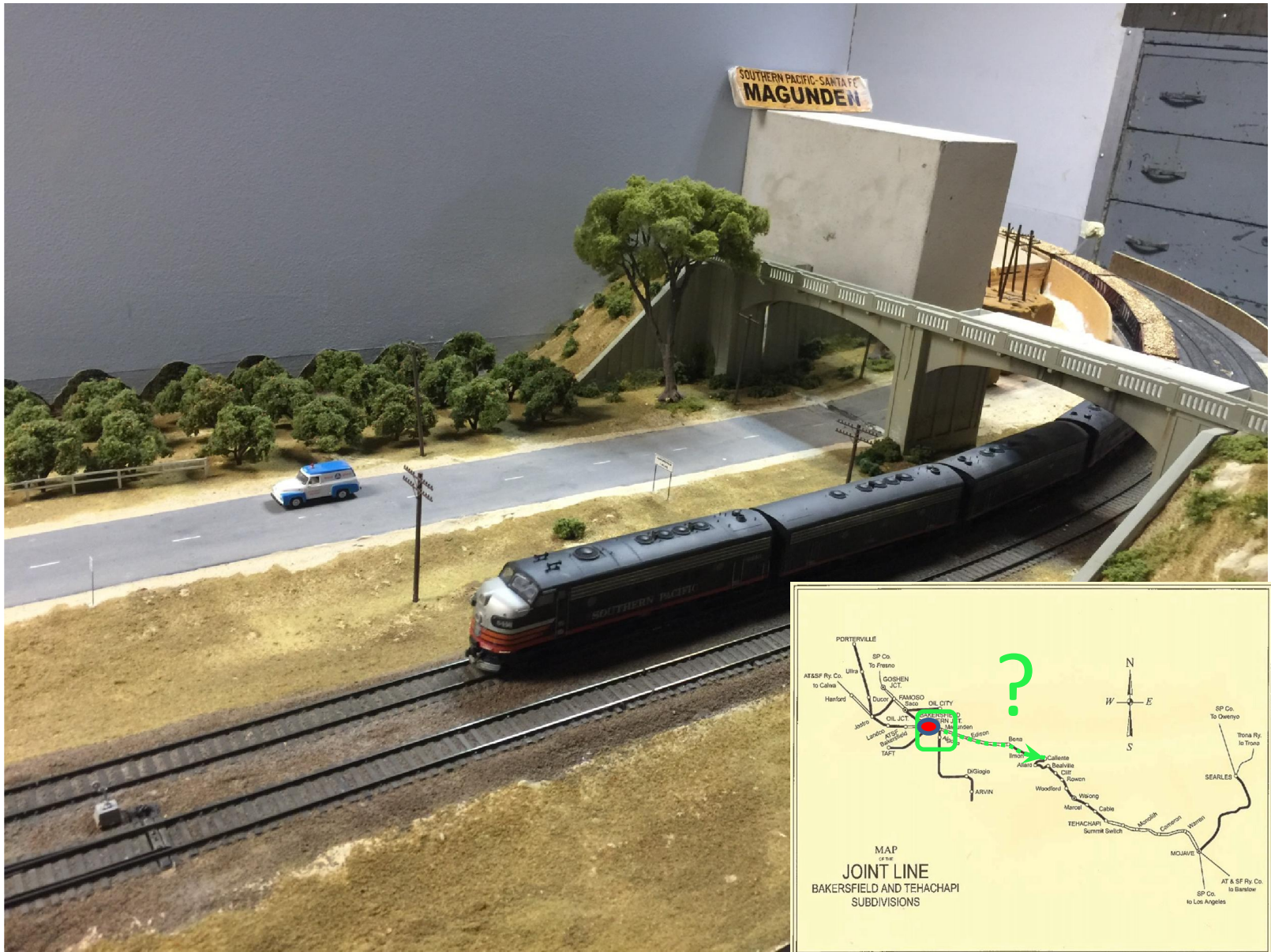
Kern Jct Westward Register 12/22/52

7-68-2100 Bks.		STATION				BAKERSFIELD				TRAIN REGISTER,				DECEMBER		
TRAIN	ENGINE No.	SIGNALS DISPLAYED	ARRIVED	DEPARTED	CONDUCTOR	TIME TRAIN CREW		ENGINEER	TIME ENGINE CREW		CARS IN TRAIN					
						Went On Duty	Went Off Duty		Went On Duty	Went Off Duty	Loads	Empties	MS			
7	38C	NO	7:05		J.R. HOMAN	5:50	7:10	J.R. HOMAN	5:50	7:10						
X	6249	WHT	8:21		J.S. WEGEL			D.F. MITCHELL								
X	6244	WHT	8:36					S. CIZEK								
X	970		8:43 P		Orn Tucker	8:00 P										
X	6224	WHT	9:55 P		DOIRON			DOIRON								
57	6203		10:20		BISS			BISS								
X	AT 226		10:50 P		T. SZCZESNIAK			T. SZCZESNIAK								
X	4287	WHT	10:51 P		CIZAK											

Register entry for departure of 1st 808 from Kern Jct at 8:46 PM

Crew on duty time of 8:01 PM

Passing Through Magunden – 8:53 PM; Clear Sailing Through Bena To Caliente! ???



The Journey of First 808

At Magunden, OK To Proceed Thru Bena To Caliente?

- Check timetable (~8:53 PM)
 - No superior trains to meet or be overtaken by
- Check orders
 - Order 45 fulfilled (X6244W & XATSF170W arrived at Kern Jct prior to 1st 808's departure from Kern Jct
 - Order 49 fulfilled (X6244W arrived at Kern Jct prior to 1st 808 departure
 - That's odd that DS gave a second right over order for X6244W?
- OK to proceed through Bena, Ilmon and on to Caliente!

TRAIN ORDER No. 45 DEC 22 1952
To C & E NO 808
AL KERN JCT STATION X Opr. M.
EXTRA 6244 WEST AND
EXTRA ATSF 170 WEST
HAVE RIGHT OVER
NO 808
TEHACHAPI TO BENA

2 Westward
Extras with right
over 1st 808

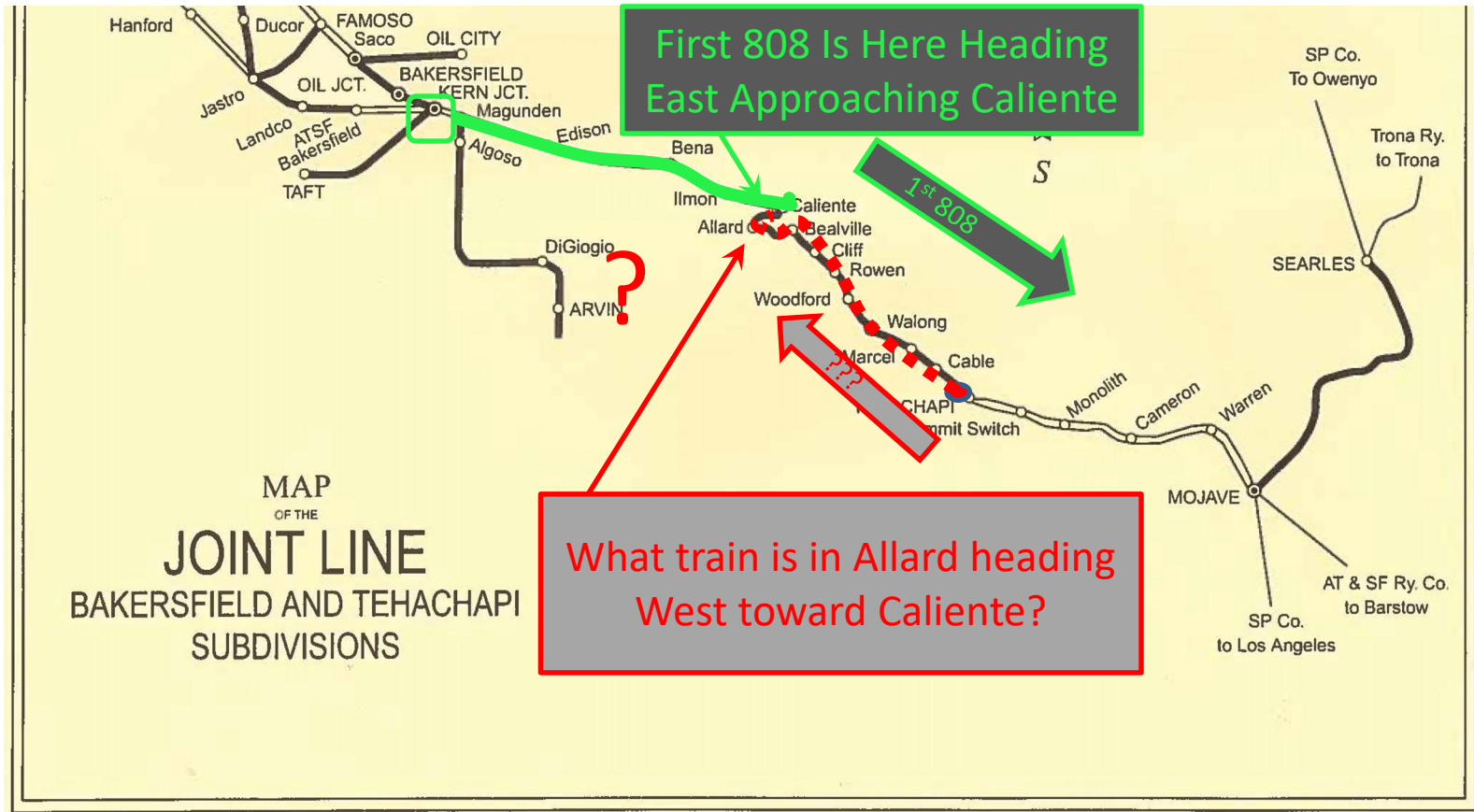
TRAIN ORDER No. 49 DEC 22 1952
To C & E NO 808
AL KERN JCT STATION X Opr. M.
EXTRA 6244 WEST HAS RIGHT OVER
NO 808 TEHACHAPI TO BENA
AND WAIT AT WOODFORD
UNTIL 845 PM
CALIENTE UNTIL 910 PM

Westward Extra
with right over 1st
808 with wait orders

The Journey of First 808

A Funny Thing Happened On Approach To Caliente

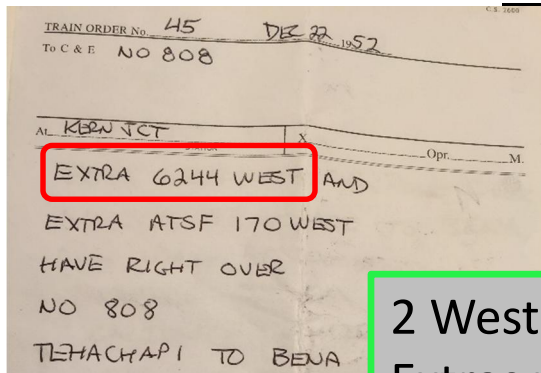
- Time between ~9:05 and 9:10 PM
- What's that Westward train doing coming down the hill at Allard?



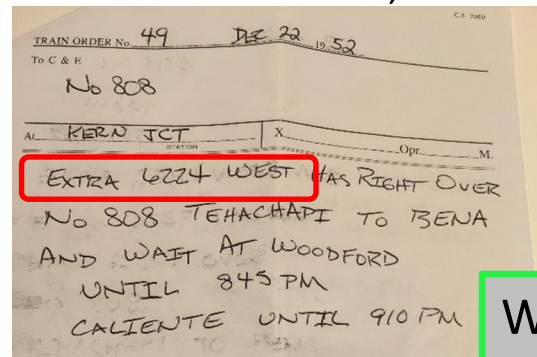
The Journey of First 808

Disaster Avoided (Barely) At Caliente

- What's that Westward train coming down the hill at Allard?
 - Double check timetable – Nos 56 & 57 not due at Caliente until after 10PM
- Double check orders
 - Order 45 fulfilled (X6244W & XATSF170W arrived at Kern Jct prior to 1st 808's departure from Kern Jct
 - Order 49 NOT fulfilled! X6224W can depart Caliente at 9:15 PM !!!
 - Order 49 is NOT a second right over order for X6244W; it's an order for X6224W !!!



2 Westward
Extras with right
over 1st 808



Westward Extra
with right over 1st
808 with wait orders

The Journey of First 808

The Beginning Of A Long Stay At Caliente

- Order 49 fulfilled (from 1st 808's perspective) as X6224W departs
 - Why is the crew of departing X6224W giving us a one finger wave?
- Time is approximately 9:20 PM
- Let's triple check our orders
 - XATSF226LW has right over 1st 808
 - He can't leave Woodford until 925 PM
 - The ETT shows about 17 min travel time for regular trains from Woodford to Caliente
 - XATSF226LW can't leave Caliente until 1010 PM
- XATSF226LW likely won't be at Caliente until 942 PM at the earliest
- We should still flag the main while we pick up the 17 cars since we'll likely still be working when XATSF226LW arrives

TRAIN ORDER No. 51 DEC 22 19 52
To C. & F.
No 808
AL KERN JCT X. Ope. M.
EXTRA ATSF 226L WEST HAS RIGHT
OVER NO 808 TEHACHAPI TO
BENA AND WAIT AT WOODFORD
UNTIL 925 PM
CALIENTE UNTIL 1010 PM
DPM
Repeated and Complete Time 937P M MPM Opr.

The Journey of First 808

Before Beginning Work, Another Order at Caliente

CLEARANCE

CALIENTE

To C & E **FIRST 808**

I have 1 orders for your train as follows:
(If no orders, insert "None")

Orders { No. 53 No. _____ No. _____ No. _____ No. _____
 { No. _____ No. _____ No. _____ No. _____
 { No. _____ No. _____ No. _____ No. _____

O.K. at 9:01 PM DFM Chief Train Dispatcher.

Do not leave before _____ M.
(Fill in this line only when necessary to comply with Rule 221)

Operator, * Time _____

Conductor and each engineer must have a copy and see that their train is correctly designated and that the number of orders, and the numbers of all orders received correspond with the numbers inserted.
Operators must retain a carbon copy.
*To be filled in only when clearance is not OK'd.

Clearance Info; 1 Order

TRAIN ORDER No. 53 Dec 22, 19 52

To C & E First 808

At CALIENTE STATION

ENG 4287 RUN EXTRA TEHACHAPI TO KERN JCT AND MEET FIRST 808 AT WOODFORD
DFM

Operator, * Time _____

Prepared and Complete Time 8:59 P M PES Opr.

Meet order with new Westward Extra at Woodford

The Journey of First 808

Picking Up Cars At Caliente (Switchlist Not Shown)

Call Sheet

Date: Dec 22, 1952

Symbol: <u>02-BK-VXE-22</u>		On Duty: <u>6:40P</u>	Cars: <u>42</u>	
		Caboose <u>DH 890-707</u>		
Lead Engine <u>6446</u> <u>8162</u> <u>8107</u> <u>6458</u>	Engineer <u>A. DAUMANN</u> <u>H. Paar</u>	Origin ATSF-Bakersfield <u>SP-Bakersfield</u> Tehachapi Mojave Lancaster / Boron	Destination ATSF-Bakersfield SP-Bakersfield Tehachapi Mojave <u>Lancaster / Boron</u>	
		<input type="checkbox"/> Turn at _____		
Helper #1 <u>4193</u>	Engineer <u>D. Wilhoit</u> <u>M. CARTABIANO</u>	Pick-up <u>Bak</u>	Set Out <u>KI</u>	Return <u>BAK</u>
		Crew: Stay / Release / TBD		
Helper #2	Engineer	Pick-up	Set Out	Return
		Crew: Stay / Release / TBD		
Helper #3	Engineer	Pick-up	Set Out	Return
		Crew: Stay / Release / TBD		
<input type="checkbox"/> Light engine move from terminal to pick-up location				
LB: Lancaster/Boron; Mc: Mojave; K: Tehachapi; B: Bena; Ag: Kern Jct; Yd: at terminal White to Dispatch; Yellow to Crew; Pink to Chief Dispatcher				
Instructions: <u>Train set @ 6:30pm</u> <u>Crew: Pick-up @ 17 cars at Caliente</u>				

Special
Instructions
Pick up 17 cars

The Journey of First 808

More Problems At Caliente – Train Length

- 17 cars picked up - 1st 808 is now non-clearing at Caliente
 - Original 42 cars plus 17 cars picked up equals 59 cars
 - Caliente siding capacity is 45 cars

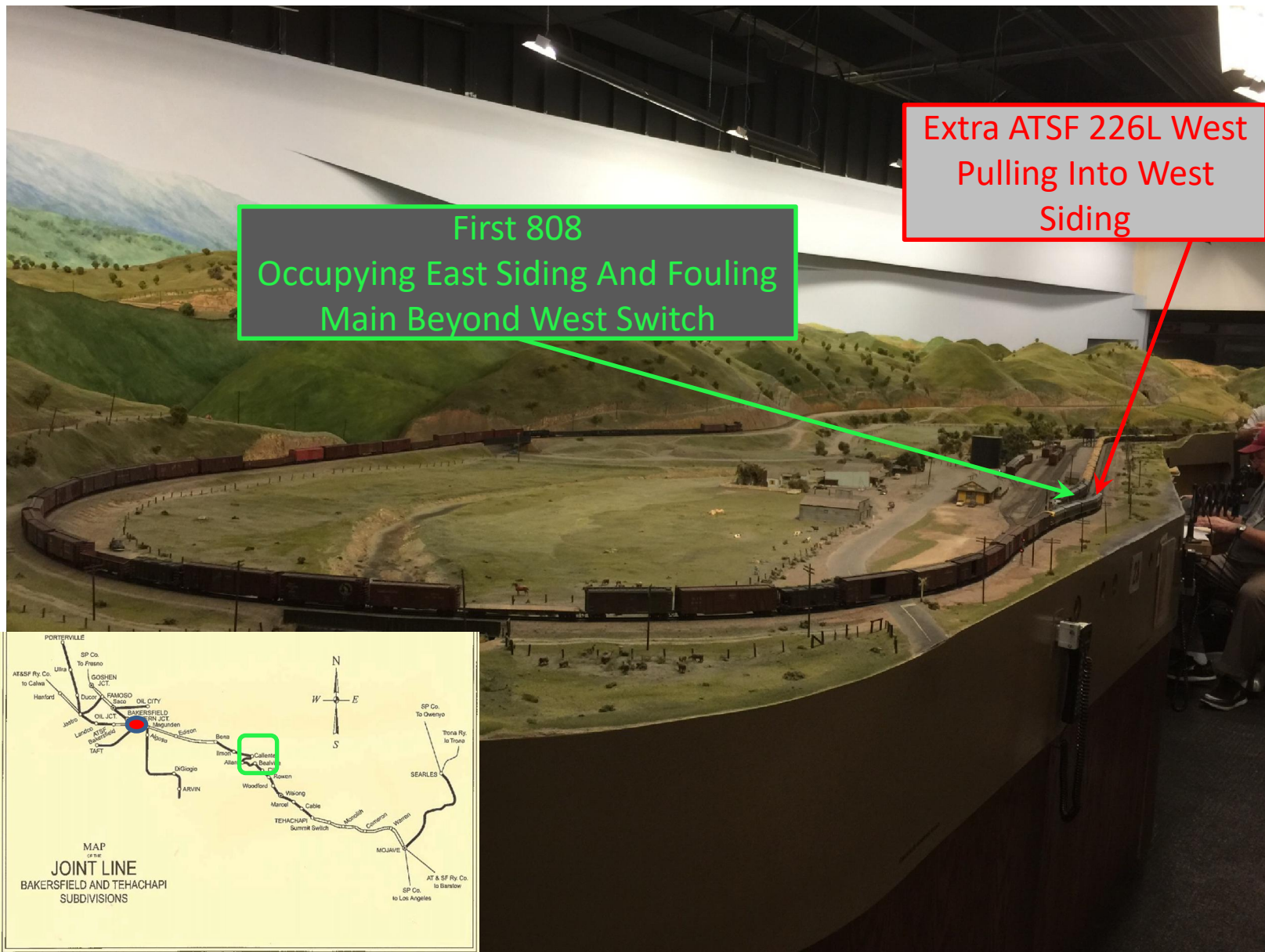
4 TEHACHAPI SUBDIVISION												Distance from Bakersfield	Timetable No. 9 Supplement No. 2 December 21, 1952
EASTWARD													
THIRD CLASS					FIRST CLASS								
Capacity of Sidings	808	806	804	802	56	4	52	24	58	60			
	Freight	Freight	Freight	Freight	Passenger	AT&SF Ry. Passenger	San Joaquin Daylight	AT&SF Ry. Passenger	Owl	West Coast			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard Limits {	BKWDOTYP				PM 9.55		PM 3.08		AM 4.55	AM 3.20	0.0	R BAKERSFIELD	
	KP	PM 8.00	PM 2.00	AM 8.20	AM 2.15	9.56	PM 6.14	3.09	PM 2.25	4.56	3.21	1.1 TO KERN JCT.	
	P	8.03	2.03	8.22	2.18	9.58	6.16	3.11	2.27	4.58	3.23	1.9 MAGUNDEN	
	P					s 10.00			s 2.29			4.1 1.1 EDISON	
	M-48	P 8.10	2.11	8.29	2.23	f 10.05	6.21	3.15	2.33	5.06	3.28	8.0 R 3.9 BENA	
58	P 8.13	2.14	8.32	2.25	10.10	6.23	3.17	2.35	5.08	3.30	9.5 1.5 IL MON		
E-45 W-45	WP 8.17	2.20	8.34	2.30	s 10.14	s 6.27	3.20	f 2.38	5.11	f 3.34	12.6 signal system TO CALIENTE		

The Journey of First 808

Complications At Caliente – Helper Crew Change

- Helper crew change required (due to reassignment / die on law)
 - Need to review orders, regular trains on ETT with new helper crew
- Underwear change required (due to close call with X6224W)
- Extra ATSF226L West approaches Caliente

Extra ATSF 226L West Arrives At Caliente – 9:52 PM



More Problems At Caliente – Train Length – 10:03 PM

First 808 Clear Of East Switch
On Caliente Main

Extra ATSF 226L West Clear Of
East Switch Caliente East Siding



First 808 Occupying East Siding And Fouling
Main Beyond West Switch

Extra ATSF 226L West In The Clear In The
Caliente West Siding

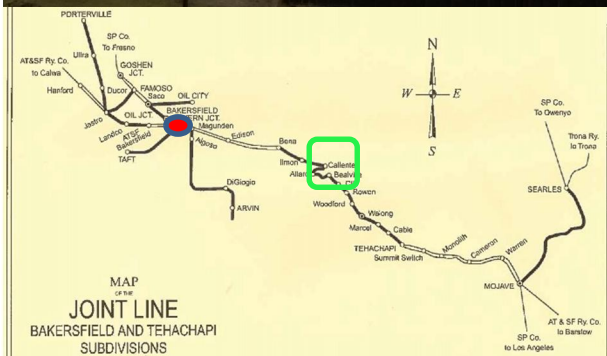


No 57 Approaches Caliente – 10:08 PM

No 57 Approaching Caliente – No required or flag stop indicated on ETT

Extra ATSF 226L West In West Siding

First 808 Occupying East Siding And Still Fouling Main Beyond West Switch



The Journey of First 808

More Challenges; E & W 1st Class Trains Approach

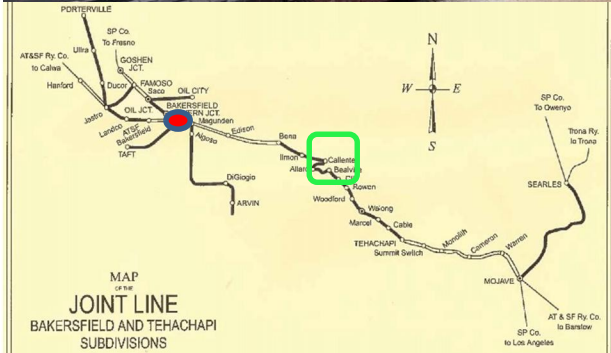
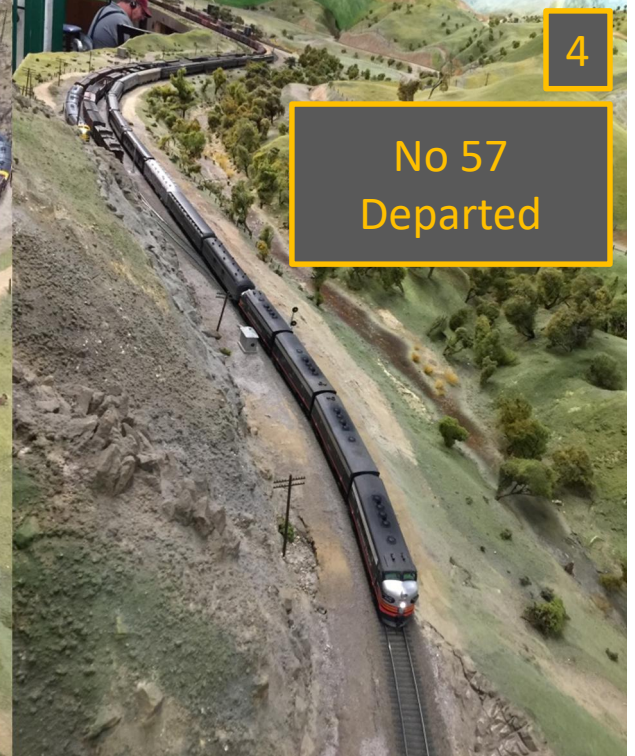
Inferior by direction 1st Class No 56 has timetable / "soft" meet with No 57 at Ilmon at 10:10 PM and 10:14 PM Caliente departure

4 TEHACAPI SUBDIVISION EASTWARD						TEHACHAPI SUBDIVISION WESTWARD					
THIRD CLASS						FIRST CLASS					
Capacity of Sidings	808 Freight Leave Daily	806 Freight Leave Daily	804 Freight Leave Daily	802 Freight Leave Daily	56 Passenger Leave Daily	55 Passenger Arrive Daily	23 AT&SF Ry. Passenger Arrive Daily	51 San Joaquin Daylight Arrive Daily	7 AT&SF Ry. Passenger Arrive Daily	57 Owl Arrive Daily	59 West Coast Arrive Daily
Yard Limits	PM	PM	AM	AM	PM	AM	AM	PM	PM	PM	AM
BKWDOTYP					9.55						
KP	8.00	8.00	8.20	2.15	9.56						
P	8.03	2.03	8.22	2.18	9.58						
M-48	8.10	2.11	8.29	2.23	10.05						
58	8.13	2.14	8.32	2.26	10.10						
E-45 W-45	8.17	2.20	8.34	2.30	10.14						
61	8.22	2.25	8.42	2.35	10.19						
W-46	8.25	2.29	8.45	2.39	10.21						
61	8.28	2.33	8.49	2.43	10.23						
No. 1 - 30 No. 2 - 25	8.34	2.40	8.55	2.49	10.28						
No. 1 - 58 No. 2 - 33	8.40	2.46	9.01	2.56	10.33						
65	8.47	3.01	9.08	3.03	10.38						
E-48 W-48	8.52	3.10	9.13	3.08	10.42						
50	8.57	3.15	9.18	3.13	10.45						
No. 1 - 46 No. 2 - 46	9.02	3.20	9.23	3.18	10.48						
E-82					10.50						
					10.53						
					10.55						
M-61					10.58						
Yard Limits BKWDOYP	9.25 PM	3.43 PM	9.41 AM	3.41 AM	11.08 PM						
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
	808	806	804	802	56						

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

Superior by direction 1st Class No 57 due out of Caliente at 10:07 PM and Ilmon at 10:10 PM

No 57 & First 808 Perform "Saw By" At Caliente – 10:09 – 10:17 PM



No 56 & First 808 Perform "Saw By" At Caliente – 10:24 – 10:26 PM



The Journey of First 808

At Caliente, OK To Proceed Caliente To Woodford?

- Check timetable (~10:35 PM)
 - 808's Caliente departure time (8:17 PM) has passed
 - No superior trains to meet or be passed by (Nos 56 and 57 departed)
- Check orders
 - Order 49 fulfilled (X6224W arrived at Caliente)
 - Order 51 fulfilled (XATSF226LW arrived at Caliente)
 - Order 53 (Meet X4287W at Woodford) still in effect
- OK to proceed from Caliente, through Allard, Bealville, Cliff and Rowen and on to Woodford!

First 808 Finally Departs Caliente – 10:37 PM, On To Meet X4287W At Woodford



At Caliente, First 808

- Met X6224W (NOT X6244W)
- Picked up 17 cars
- Met XATSF226LW
- “Saw by’d” for No 57 & No 56
- Rare “double varnish stab”
- Departed at 10:37 (~1.5 hrs)

The Journey of First 808

Considerations On The Way To Woodford

- Determine estimated arrival time at Woodford
 - Caliente departure time 10:37 PM
 - ETT says ~23 min trip time
 - Est. arrival at Woodford
 - 11:00 PM (10:37 + 0:23)
 - Over 40 min margin for No 59
- Actual arrive Woodford 11:04 PM
 - Order 53 fulfilled (Meet X4287W at Woodford)
 - Train order signal set to stop
- New orders waiting at Woodford

Capacity of Sidings		808 Freight Leave Daily	
Yard Limits	BKWDOTYP		
	KP	PM 8.00	
	P	8.03	
	P		
	M-48	P 8.10	
	58	P 8.13	
	E-45 W-45	WP 8.17	
	61	P 8.22	
	W-46	WP 8.25	
	61	P 8.28	
	No. 1 - 30 No. 2 - 25	P 8.34	
	No. 1 - 58 No. 2 - 58	WP 8.40	
	65	P 8.47	
	E-48 W-48	P 8.52	
	50	P 8.57	
Yard Limits	No. 1 - 46 No. 2 - 46	WP 9.02	
	E-82	P	
	P		
	P		
	M-61	P	
	Yard Limits BKWDOYP	9.25 PM	
		Arrive Daily	
			808

Mile Post Location	Timetable No. 9 Supplement No. 2 December 21, 1952		ARD	
	STATIONS		Distance from Mojave	West Coast
				Arrive Daily
322.5	R	BAKERSFIELD	50.0	AM 12.15
323.6	TO	KERN JCT.	48.9	12.14
325.5		MAGUNDEN	47.0	12.12
326.6		EDISON	45.9	
330.5	R	BENA	42.0	12.08
332.0		ILMON	40.5	12.06
335.1	TO	CALIENTE	37.4	AM 12.02
338.2		ALLARD	34.3	PM 11.58
340.1		BEALVILLE	32.4	11.56
341.6		CLIFF	30.9	11.54
344.6		ROWEN	27.9	11.49
347.3	TO	WOODFORD	25.2	11.45
350.2	ABS	WALONG	22.3	11.40
352.8		MARCEL	19.7	11.37
354.7		CABLE	17.8	11.35
357.3	TO	TEHACHAPI	15.2	s 11.32
358.2		SUMMIT	14.3	11.31
361.0		MONOLITH	11.5	
363.7		CAMERON	8.8	11.27
366.1		WARREN	6.4	11.25
372.2	TO-R	MOJAVE	0.0	PM 11.20
		(49.7)		Leave Daily
				59

The Journey of First 808

New Orders At Woodford

- New orders at Woodford
 - Order 57 Meet X5235W at Walong
- Time ~11:05 PM
- No 59 not due in Walong until 11:40 PM (plenty of time)
- Depart Walong 11:07 PM

CLEARANCE

To C & E FIRST 808

DEC 22 1952

I have _____ orders for your train as follows:

Orders (No. _____ No. _____ No. _____ No. _____ No. _____)

O.K. at 10 50 PM. DEM Chief Train Dispatcher.

Do not leave before _____ M.

(Fill in this line only when necessary to comply with Rule 221)

JLKSDA Operator. *Time _____ M.

Conductor and each engineer must have a copy and see that their train is correctly designated above, and the number of orders, and the numbers of all orders received correspond with the numbers inserted above. Operators must retain a carbon copy. *To be filled in only when clearance is not OK'd.

TRAIN ORDER No. 57 DEC 22 19 52

To C & E FIRST-808

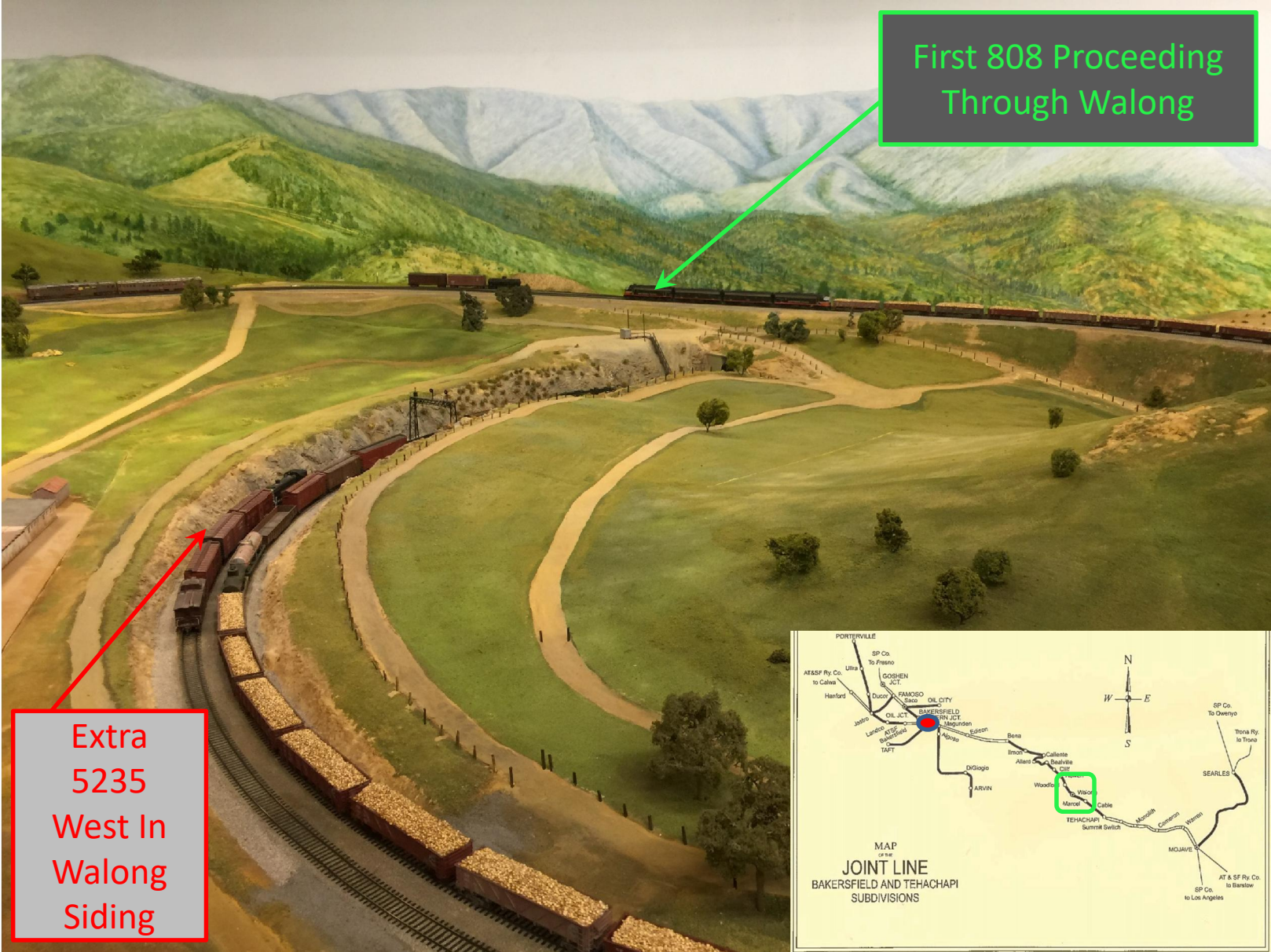
At WOODFORD STATION Op. M.

AFTER THE ARRIVAL OF EXTRA 5235 EAST AT TEHACHAPI ENGINE 5304 RUN EXTRA TEHACHAPI TO CALIENTE AND MEET FIRST 808 AT WALONG

DEM

Created and Complete Time 10 11 PM JLKSDA Opt.

Meeting X5235W At Walong – 11:13 PM



The Journey of First 808

Can First 808 Make It To Double Track At Tehachapi?

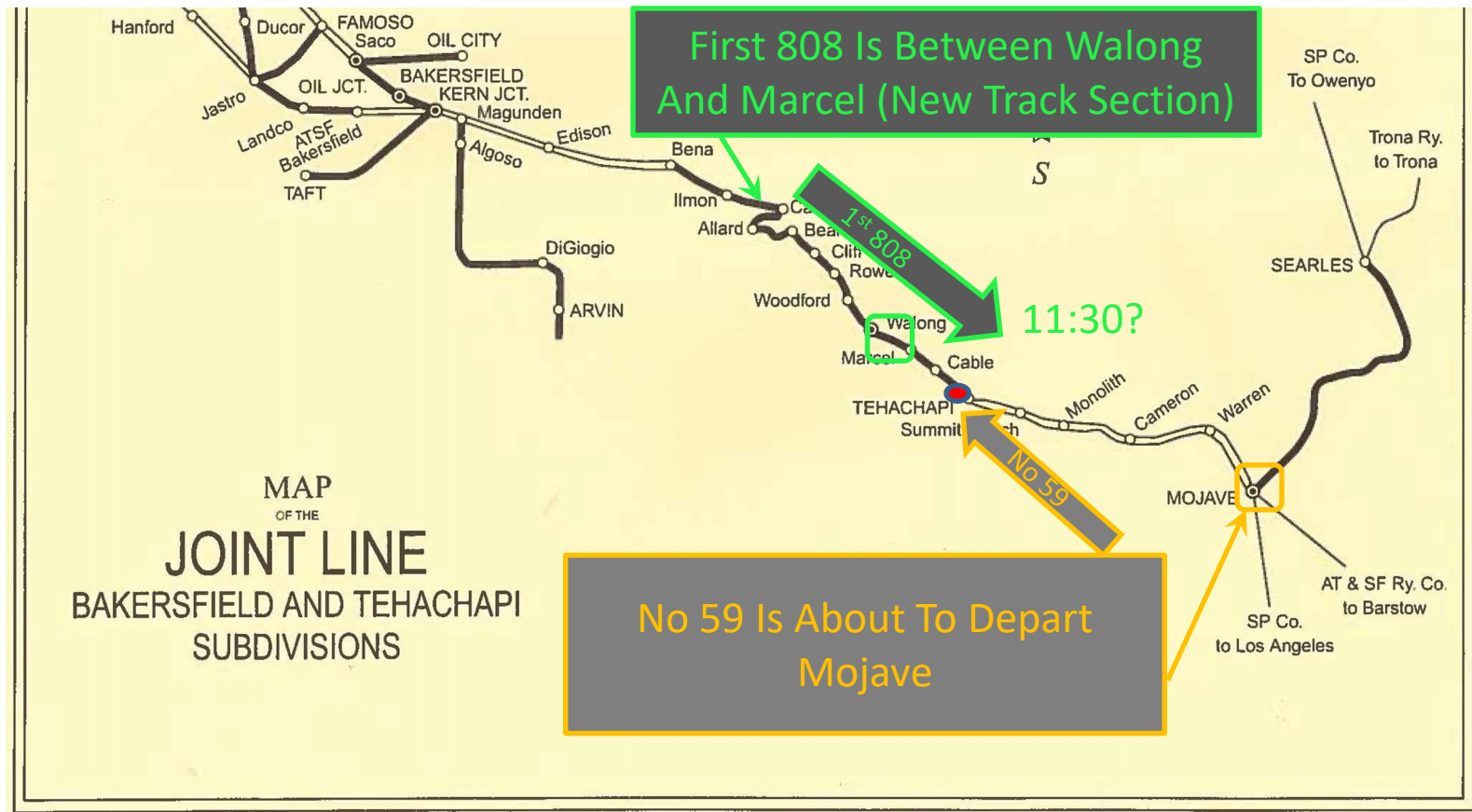
- Estimate arrival time at Tehachapi
 - Walong departure time ~11:13 PM
 - ETT says ~15 min trip time
 - Estimated arrival at Tehachapi
 - 11:28 PM (11:13 + 0:15)
 - Rule 86 ... clear ... main track ... Not less than two (2) minutes before the leaving time of an opposing superior train
 - No 59 departs Tehachapi 11:32
 - 4 min difference (2 min to spare)
 - If 1st 808 waits at Walong, only 7 min margin on ETT authority (3 hr rule) ↔
- Let's go! (What could go wrong?)

4		Timetable No. 9 Supplement No. 2 December 21, 1952		ARD	
Capacity of Sidings	808 Freight Leave Daily	Mile Post Location	STATIONS	Distance from Mojave	West Coast
Yard Limits	BKWDOTYP PM 8.00 KP 8.03 P 8.03 P 8.10 M-48 P 8.13 58 P 8.13 E-45 W-45 WP 8.17 61 P 8.22 W-46 WP 8.25 61 P 8.28 No. 1 - 30 No. 2 - 25 P 8.34 No. 1 - 58 No. 2 - 33 WP 8.40 65 P 8.47 E-48 W-48 P 8.52 50 P 8.57 No. 1 - 46 No. 2 - 46 WP 9.02 E-82 P P P M-61 P Yard Limits BKWDOYP 9.25 PM Arrive Daily	Arrive Daily	AM	PM	PM
		322.5	R BAKERSFIELD	50.0	12.15
		323.6	TO KERN JCT.	48.9	12.14
		325.5	MAGUNDEN	47.0	12.12
		326.6	EDISON	45.9	
		330.5	R BENA	42.0	12.08
		332.0	ILMON	40.5	12.06
		335.1	TO CALIENTE	37.4	12.02
		338.2	ALLARD	34.3	11.58
		340.1	BEALVILLE	32.4	11.56
		341.6	CLIFF	30.9	11.54
		344.6	ROWEN	27.9	11.49
		347.3	TO WOODFORD	25.2	11.45
		350.2	WALONG	22.5	11.40
		352.8	MARCEL	19.7	11.37
		354.7	CABLE	17.8	11.35
		357.3	TO TEHACHAPI	15.2	11.32
		358.2	SUMMIT	14.3	11.31
		361.0	MONOLITH	11.5	
		363.7	CAMERON	8.8	11.27
		366.1	WARREN	6.4	11.25
		372.2	TO-R MOJAVE	0.0	11.20
			(49.7)		Leave Daily
					59

The Journey of First 808

A Funny Thing Happened On The Way To Dbl Track

- Time between 11:15 and 11:20 PM
- Derailment on new track between Walong & Marcel; now what ?



The Journey of First 808

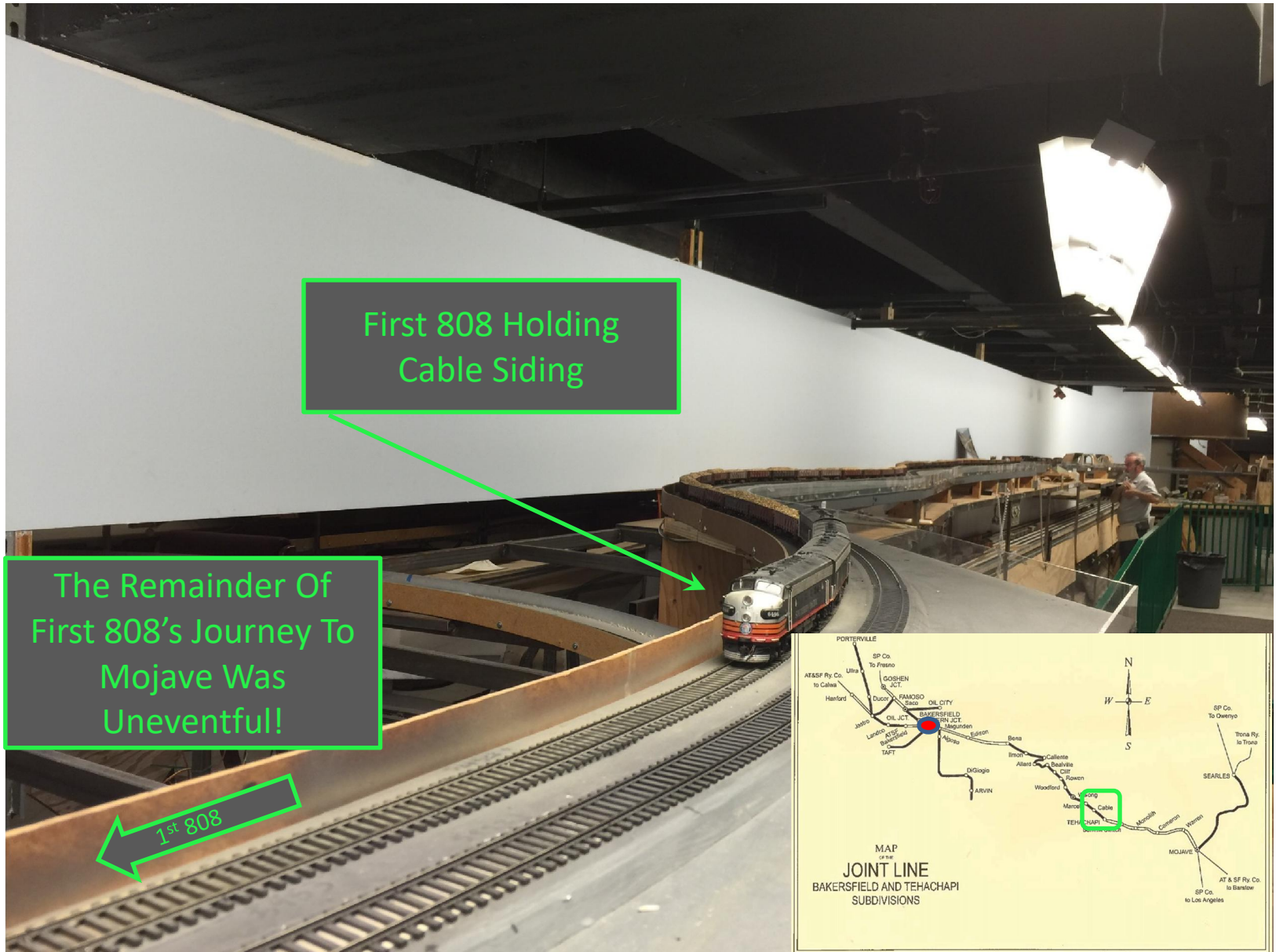
Can't Make It To Double Track; Where To Meet?

- Check sidings (1st 808 - 59 cars)
 - Marcel (next) 48 cars
 - Cable 50 cars
 - Walong (reverse move); 65 cars
- Not much time to decide
 - Chose to go to Cable (in hindsight, not sure why; Marcel better choice)
- First 808 fouling West switch Cable
 - Flagmen (Rule 99 deployed) at East switch Cable – proceed slowly and prepare to stop
 - “Rolling meet” with No 59
 - Not quite third “stabbing of varnish”

Capacity of Sidings		808
		Freight
		Leave Daily
Yard Limits	BKWDOTYP	8.00
	KP	8.03
	P	8.10
	M-48	8.13
	58	8.17
	E-45 W-45	8.22
	61	8.25
	W-46	8.28
	61	8.34
	No. 1 - 30 No. 2 - 25	8.40
	No. 1 - 58 No. 2 - 33	8.47
	65	8.52
	E-48 W-48	8.57
	50	9.02
Yard Limits	No. 1 - 46 No. 2 - 46	9.25
	E-82	PM
	M-61	9.25
	Yard Limits BKWDOYP	PM
		Arrive Daily
		808

Mile Post Location	Timetable No. 9 Supplement No. 2 December 21, 1952		ARD	
	STATIONS		Distance from Mojave	West Coast
			Arrive Daily	
322.5	R	BAKERSFIELD	50.0	12.15 AM
323.6	TO	KERN JCT.	48.9	12.14
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332.0		ILMON	40.5	12.06
335.1	TO	CALIENTE	37.4	12.02 AM
338.2		ALLARD	34.3	11.58 PM
340.1		BEALVILLE	32.4	11.56
341.6		CLIFF	30.9	11.54
344.6		ROWEN	27.9	11.49
347.3	TO	WOODFORD	25.2	11.45
350.2	ABS	WALONG	22.3	11.40
352.8		MARCEL	19.7	11.37
354.7		CABLE	17.8	11.35
357.3	TO	TEHACHAPI	15.2	11.32
358.2		SUMMIT	14.3	11.31
361.0		MONOLITH	11.5	
363.7		CAMERON	8.8	11.27
366.1		WARREN	6.4	11.25
372.2	TO-R	MOJAVE	0.0	11.20 PM
			Leave Daily	
			59	

Waiting For No 59 At Cable (First Known Meet There) – 11:43 PM



The Journey of First 808

Arrival & Register At Mojave – End Of Journey!

Mojave Eastward Register 12/23/52

20 BKS 1-81 EASTWARD STATION				MOJAVE				TRAIN REGISTER,				DECEMBER 23							
TRAIN	ENGINE No.	SIGNALS DISPLAYED	ARRIVED	DEPARTED	CONDUCTOR	TIME TRAIN CREW	ENGINEER	TIME ENGINE CREW	CARS IN TRAIN			HANDLED ON TRIP			CONDUCTOR				
						Meet On Departure Or Dis		Meet On Arrival Or Dis	Locals	Empies	MS	Locals	Empies	MS	Time	Seconds	Fast	Slow	To
1-808	6446	GRN	12:16A		A.G. DAUMANN		A.G. DAUMANN		59		8								
X	4173		2:20		C.M. TUCKER														
3/808	4242	No	4:00A		H. Paer		H. Paer												
1/60	6440	GRN	5:04A		S.W. Schiff	32a	S.W. Schiff	32a	13										
2-808	AT 415	GRN	1:43A																
2-60	4841	-	5:37	5:40	L.E. Brubaker														
58	6203	-	5:58	6:02			P.R. Voss	357a											
									56										
							S. ZEEBNIAC												

Register entry for arrival of 1st 808 at Mojave at 12:16 AM
3.5 hr journey

The Journey of First 808

Summary - Clinic Goals

- Encourage “apprentice” model railroaders to learn TT&TO
 - Become a road crew member on a basic layout operating under TT&TO
 - Develop a basic TT&TO operating scheme for an existing layout
- Encourage “journeymen” model railroaders to delve into TT&TO
 - Become a road crew member on a complex, prototypical TT&TO layout
 - Volunteer for an operator or dispatcher position on a TT&TO layout
 - Modify or build a layout designed for enhanced TT&TO operations
- Hopefully at least some of the above goals were achieved
- This concludes the eventful (and hopefully interesting) journey of First 808