

Operations on a Timesaver

Appendix to Clinic on “Shelf Layouts for Operating Fun”
An HOn30 Timesaver Shelf Layout Operating Scheme

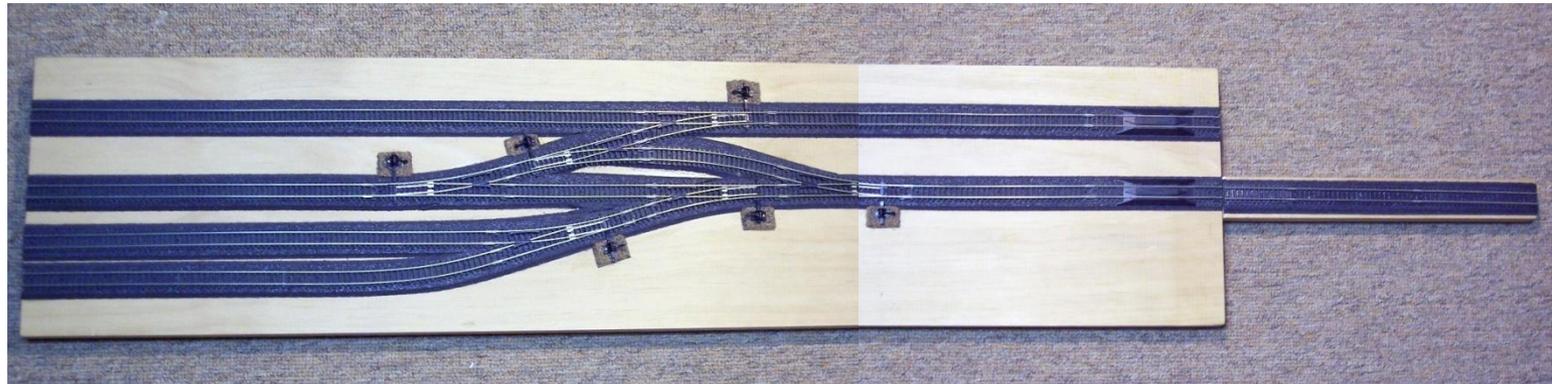
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The Timesaver Layout

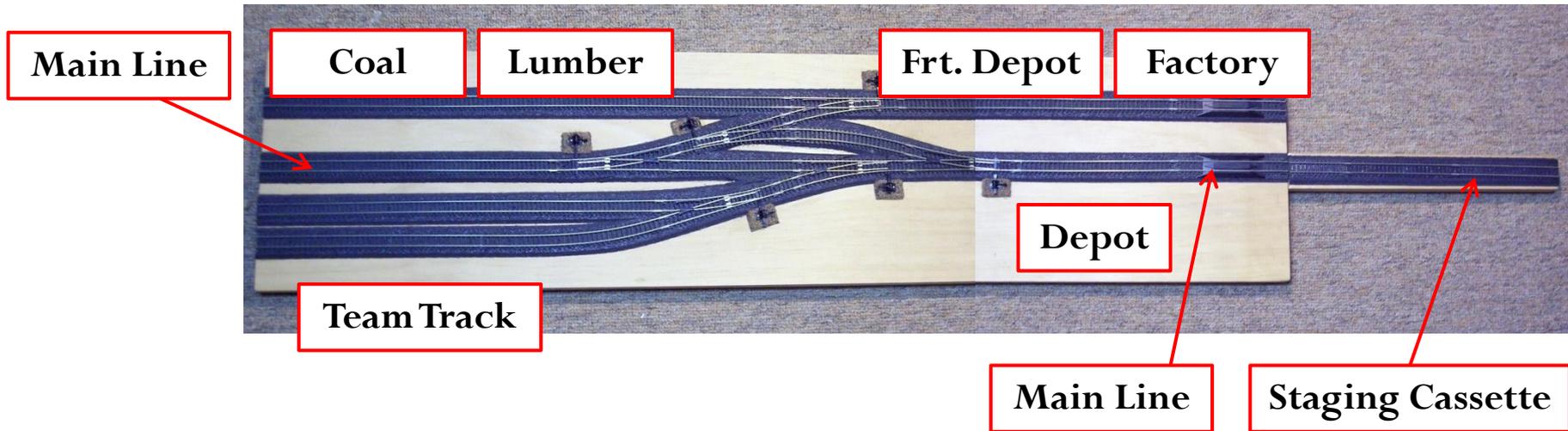
- Track Plan
- Car Spots
- Initial Set-up

The Track Plan



- **Approximately 43 in. long by 10 in. wide, with a 12” long staging Cassette**
- **Clear Pine shelving used for a base**
- **N-Scale Atlas Track**
- **Caboose Industries manual ground throws for turnouts**
- **Note additional siding at the bottom left!**
- **Can be either N-scale or HOn30!**

The Track Plan - Operations



- End-of-Line Terminus Operating Scheme
- 5 Locations for spotting up to 8 cars
- Variety of car types needed
- I chose to use HOn30 rolling stock

Car Spots



Left End

Right End

Six Car Spots – could squeeze in two more



Initial Set-Up



Left End:

- Empty coal gondola for pick-up
- Lumber car still loaded – stays put
- Empty box car and loaded pulpwood car on team track ready for pick-up

Right End:

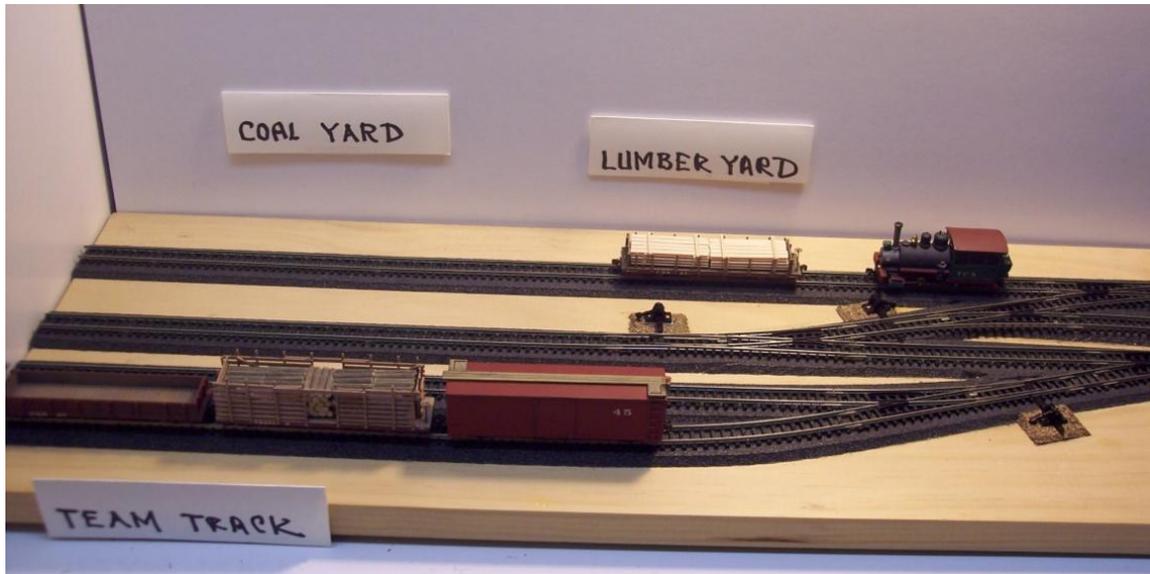
- Box car at Industry – hold for later pickup
- No cars at Freight house
- Incoming train (3cars + caboose) on staging cassette



Operating Session Example – Step 1

- Switcher locomotive collects out-going cars from car spots
- Switcher spots out-going cars on team track
- Switcher parks on run-around track
- Incoming train pulls to the end of the main line

Operations, Step 1



Switcher collects out-going cars, spots them on the team track for pick-up. Switcher then parks out of the way of the main line.



Incoming train pulls into town, heads for the end of the line, with 3 cars to drop off.

Operations, Step 1 - Continued



Incoming train parks at end of the line. Switcher uses run-around track to get behind the incoming train.



Switcher gets behind incoming train and couples onto the caboose.

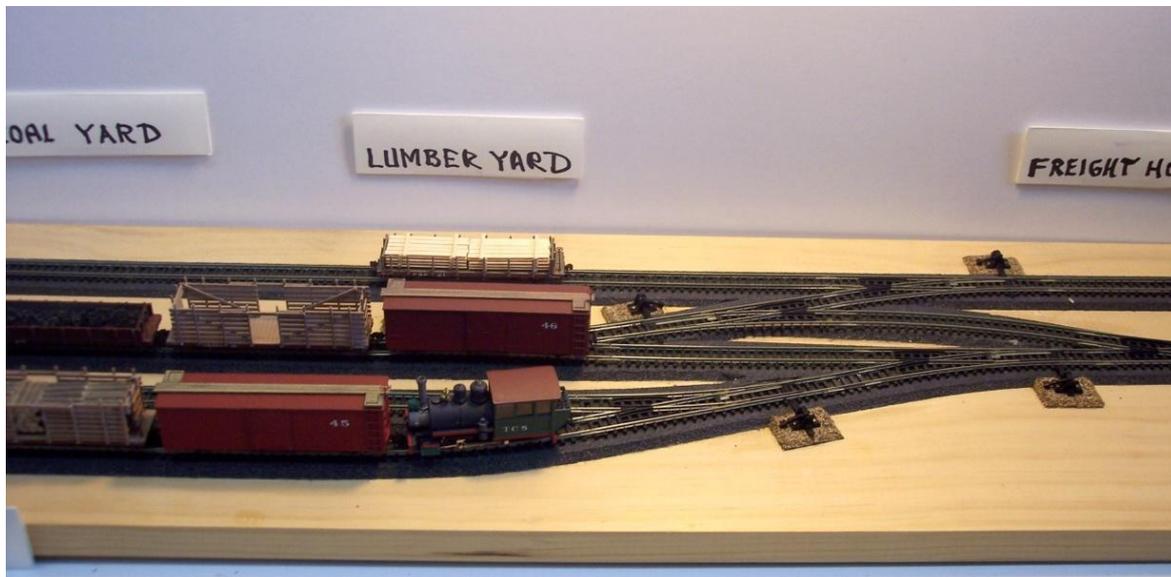
Operating Session Example – Step 2

- Switcher removes caboose from incoming train
- Switcher shoves caboose to end of empty track
- Switcher takes outgoing cars from team track and couples them onto waiting caboose
- Switcher removes remaining cars from incoming train and parks them on team track

Operations, Step 2



Switcher shoves caboose down the empty siding.



Switcher picks up outgoing cars from team track.

Operations, Step 2 - Continued



Switcher shoves outgoing cars into siding with caboose – this then becomes the outgoing train.

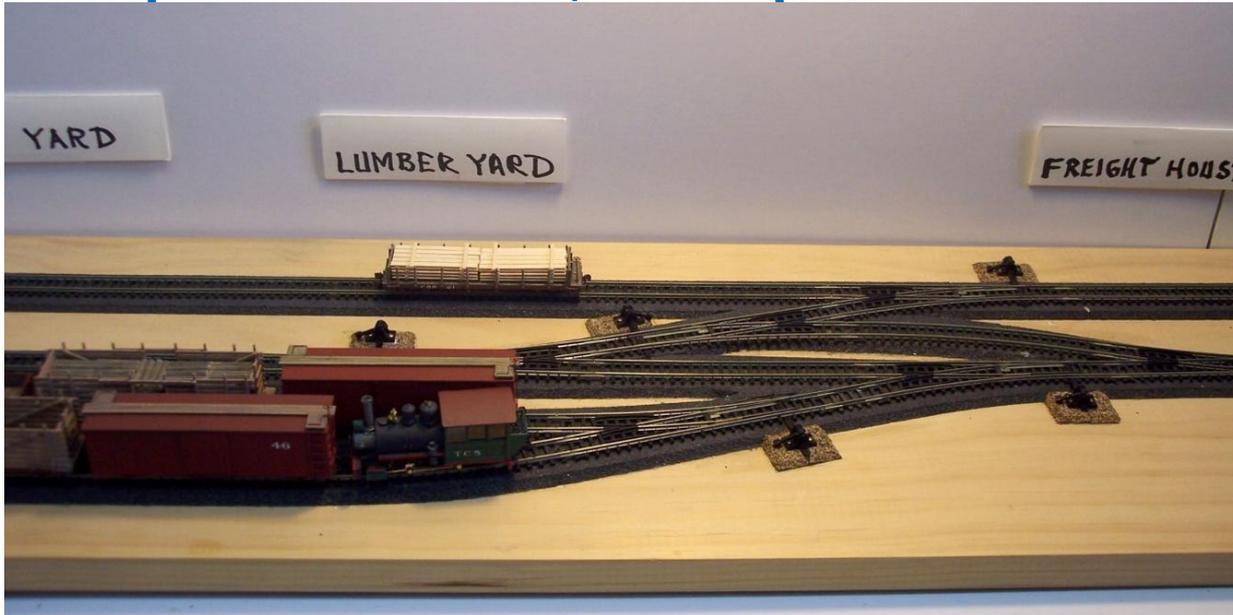


Switcher now gets incoming cars from the road locomotive on the main line, and shoves them into the team track.

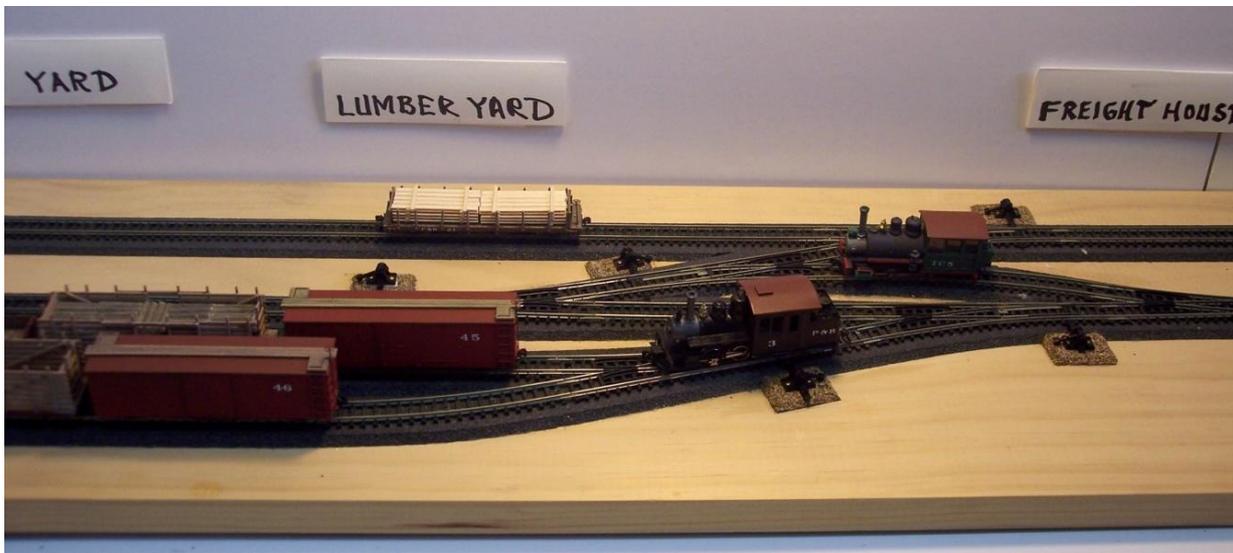
Operating Session Example – Step 3

- Switcher retreats to run-around track
- Road locomotive couples on to outgoing train cars
- Train departs from end-of-the-line town
- Switcher then spots incoming cars at respective industries and car locations

Operations, Step 3



Switcher has spotted incoming cars on team track, now retreats to run-around track.

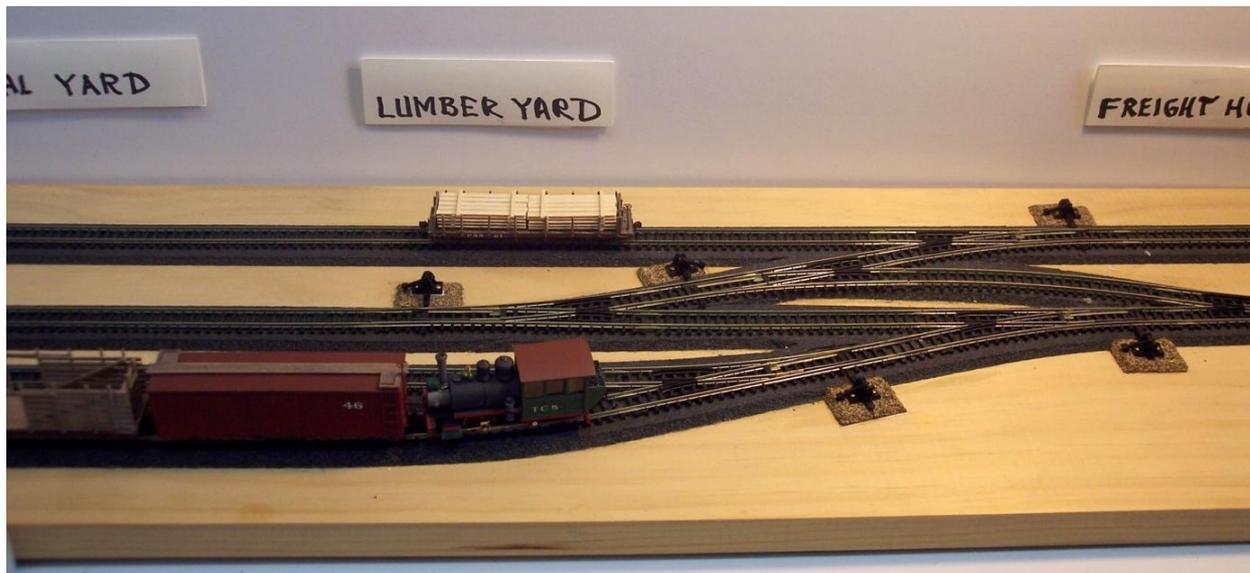


Road Locomotive backs out of main line and pulls into track holding outgoing train.

Operations, Step 3 - Continued



Outgoing train leaves town, stopping at the depot to pick up a few passengers and mail.



Switcher now gets to work to spot the incoming cars at their appropriate spots.

Final Configuration



Empty pulpwood car spotted at team track, loaded coal car spotted at coal yard.



Loaded box car delivered to freight house. Switcher locomotive parked and tied up for the day!

Summary

- The timesaver design, with an added siding and a little longer spurs, can provide an interesting operating sequence, using two locomotives.
- Two locomotive operation requires (for DC) an isolated section and a power switch for the incoming train locomotive at the end of the line, and an isolated section and power switch for the switcher on the run-around track. If using DCC, these are not required.
- A realistic operating sequence can be worked out, knowing the industries' loads/empties requirements.
- Car cards and/or switch lists can be used to determine what car types need to be shipped and delivered, and their frequency.