101 TRACK PLANS
For Model Railroaders
LINN H. WESTCOTT

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Small railroads

10. Pittsburgh, Midvale & Ironton RR. Very sharp curve

Doubling back the main line gives the effect of a train going southwest after it completes its yard switching. To build this in the space shown, a 4½-radius curve must be used. This kind of plan is easy to expand into a bigger railroad you might build someday.

11. Logan Street Yard. Conventional curves

You can operate this small corner-type yard just as it is, but if you have a longer space, extend the track to the left. You can put a lot of superstructure into a plan like this. The conventional curves will handle any load.

12. Mechanic Street Yard. Conventional curves

This yard also uses conventional curves and No. 6 switches, so that if you make it a part of a large layout later, you can handle any length of locomotive. The track work is made particularly complicated for so small a yard in order to make both construction and operation more interesting.

13. Elizabeth & Rahway River Ry. Sharp curves

This type of railroad is easy to put together and lends itself well for window displays, portable table railroads and beginner's projects.

14. Blue Valley RR. Sharp curves

Figure-eight plans don't look quite as toylike as a simple oval, but either can be vastly improved by good scenery. Here's one of those rarities where one bridge is built above another.

15. Lake District Ry. Adapted from a design by W. R. Budd. Sharp curves

This railroad won a prize in a contest for small railroad plans. We've modified it to use standard sizes of switches. Curves are sharp. The three laps are cleverly arranged to give a long run.
57. Baltimore & Hudson RR. Conventional curves

58. Grand River Western RR. (Opposite page.) Conventional curves

When the feature "Layout of the Month" was first running in Model Railroader, one plan showed a way to add return loops and a better yard to a double-track oval. This plan became the most popular of all model track plans. Here it is revised to take a little less space, above, or a little more space, below. Notice that the main line is not level. This makes the loop grades much easier. The lower plan was developed from the upper by the scissors method explained on page 46. Notes in color show the changes that were made. This same idea is an easy way to enlarge any other plan you might like.
89. Bednigo & Pine River RR. Conventional curves

While this is shown as a one-level railroad, the line could be easily reconfigured for two levels or even for one level of track. Plan allows terminal-to-loop, oval, and terminal out-and-back operations.

90. Atlanta, Birmingham & Columbus RR. Broad curves

The members of the HO club in East York, Ontario, built a railroad from this plan but they added more yards across the open space between Fayette and Hadley. This improved the railroad so it was a bit roomier on yards, at least for a club.