

# 101 TRACK PLANS For Model Railroaders

LINN H. WESTCOTT

## Plans

Railroads for very small tables .....	2
Small shelf railroads .....	6
Small table railroads .....	10
Railroads for 4 x 8 tables .....	14
Railroads to 6 x 10 .....	18
Railroads up to 9 x 12 .....	22
Railroads for 12 x 16 spaces .....	33
Trolley layouts .....	42
Larger shelf railroads .....	45
Railroads for a single garage .....	48
Railroads for large spaces .....	4, 8, 57
Plan index .....	70

## Other features

How to choose your track plan .....	3
How to build your railroad from plans .....	5
How to change plans to suit your needs .....	9
If I had a million .....	60

©1956 by Kalmbach Publishing Co. All rights reserved. This book may not be reproduced in part or in whole without written permission from the publisher, except in the case of brief quotations used in reviews. Published by Kalmbach Publishing Co., 21027 Crossroads Circle, P.O. Box 1612, Waukesha, WI 53186. ISBN-13: 978-0-89024-512-5

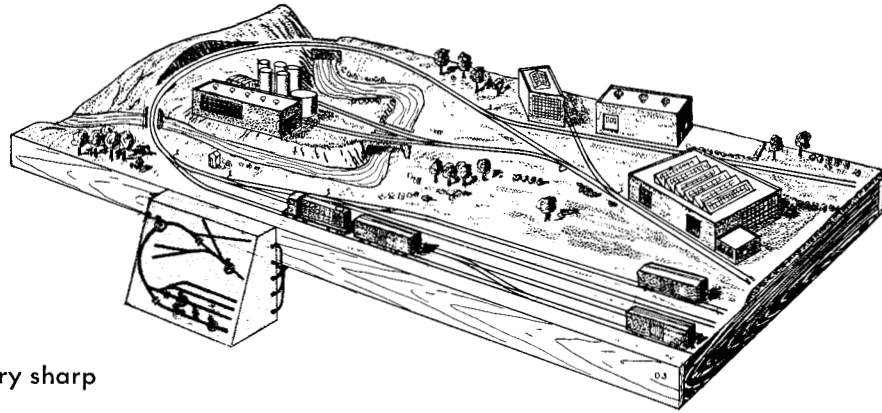
Printed in the United States of America

First printing, 1956. Second printing, 1957. Third printing, 1961. Fourth printing, 1963. Fifth printing, 1967. Sixth printing, 1969. Seventh printing, 1970. Eighth printing, 1972. Ninth printing, 1974. Tenth printing, 1975. Eleventh printing, 1976. Twelfth printing, 1978. Thirteenth printing, 1980. Fourteenth printing, 1982. Fifteenth printing, 1984. Sixteenth printing, 1987. Seventeenth printing, 1988. Eighteenth printing, 1989. Nineteenth printing, 1992. Twentieth printing, 1993. Twenty-first printing, 1994. Twenty-second printing, 1996. Twenty-third printing, 2000. Twenty-fourth printing, 2002. Twenty-fifth printing, 2004. Twenty-sixth printing, 2007. Twenty-seventh printing, 2008.



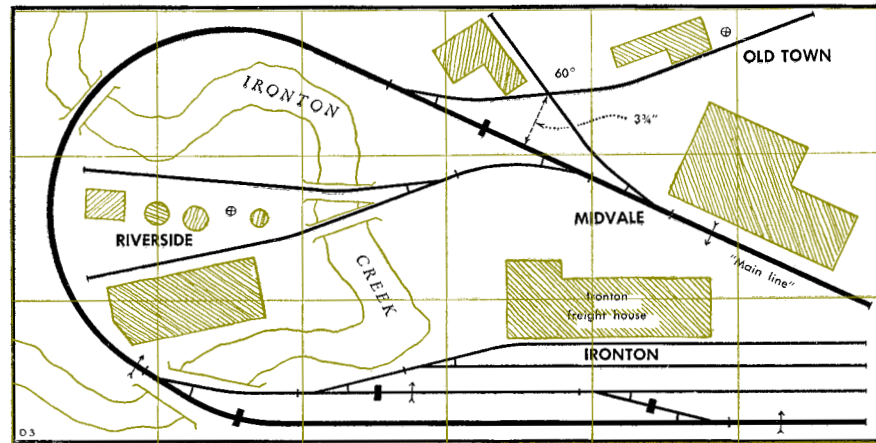
# Small railroads

All plans to same scale.



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

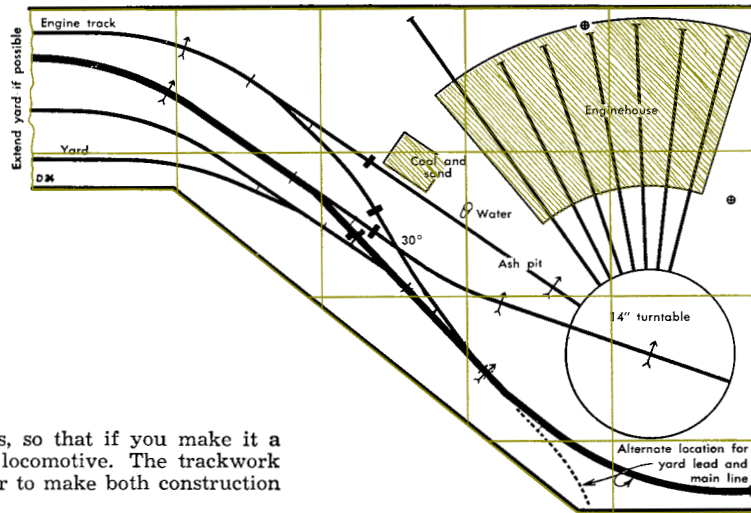
Doubling back the main line gives the effect of a train going somewhere after it completes its yard switching. To build this in the space shown, a 15" radius curve must be used. This kind of plan is easy to combine into a bigger railroad you might build someday.



Ruled lines across plan are:  
 6" apart in N  
 9" apart in TT  
 12" apart in HO  
 18" apart in S  
 24" apart in O  
 See page 70 for more data.

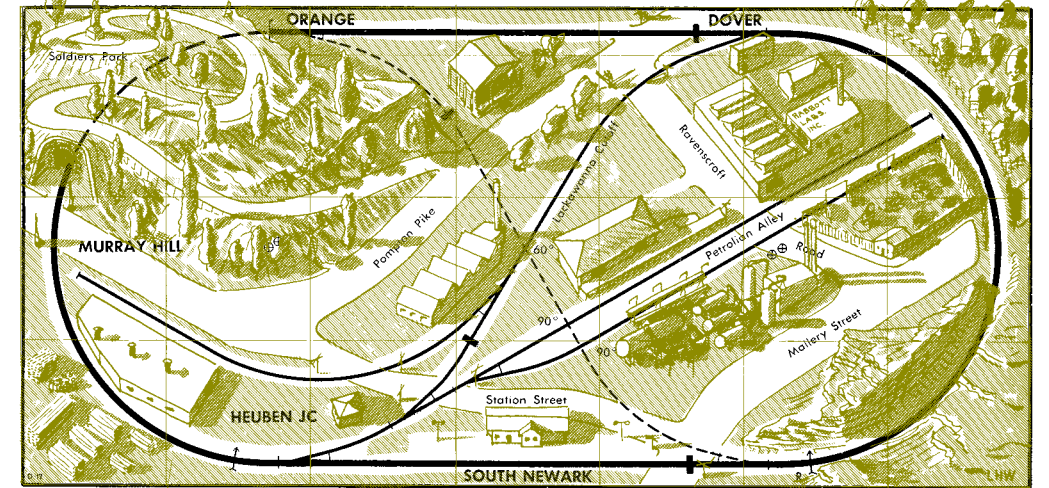
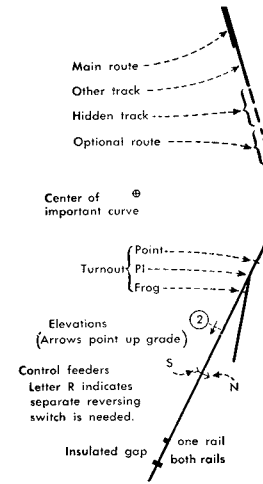
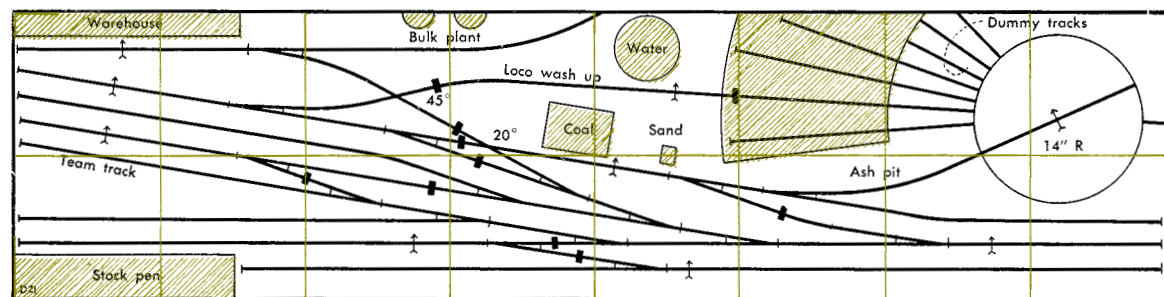
## 11. Logan Street Yard. Conventional curves

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 superdetail into a plan like this. The conventional curves will handle any loco.



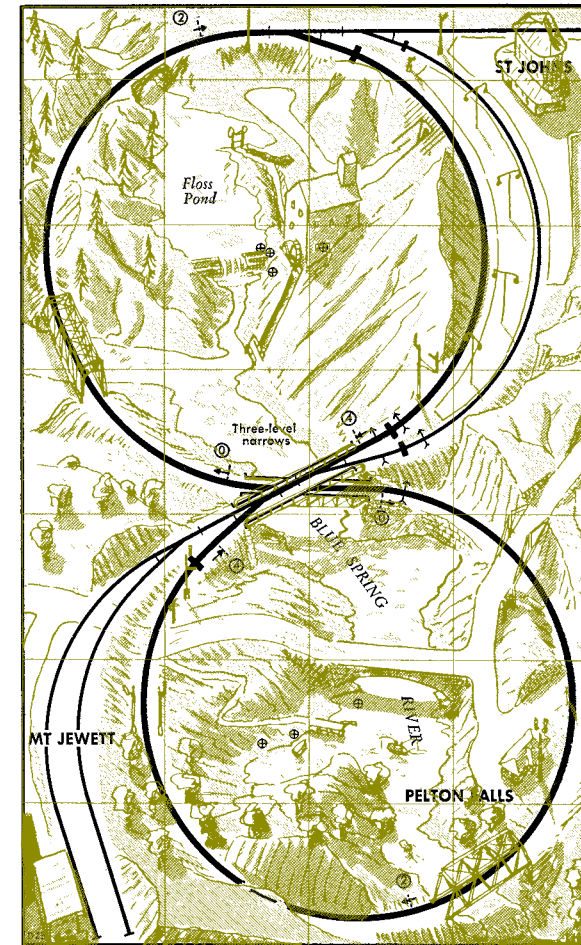
## 12. Mechanic Street Yard. Conventional curves

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 trackwork is made particularly complicated for so small a yard in order to make both construction and operation more interesting.



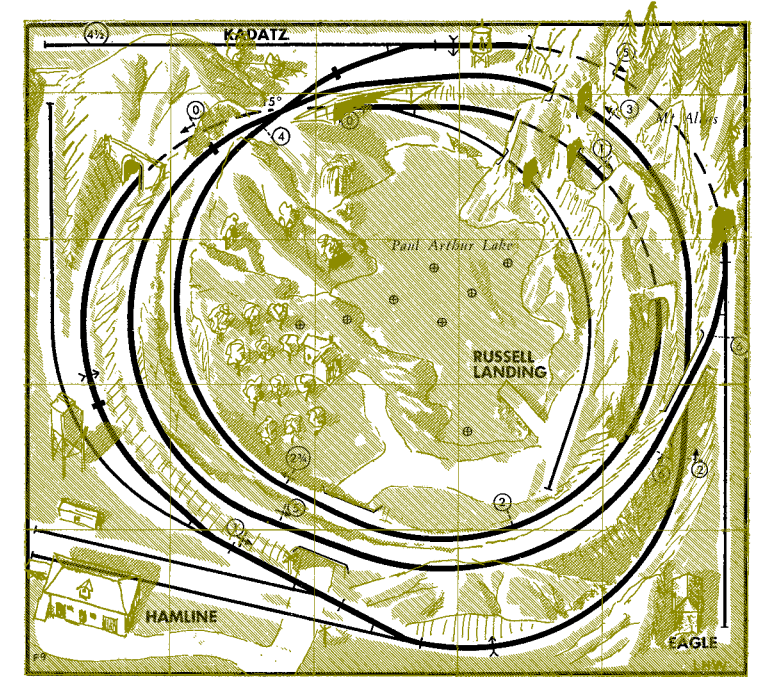
## 13. Elizabeth & Rahway River Ry. Sharp curves

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

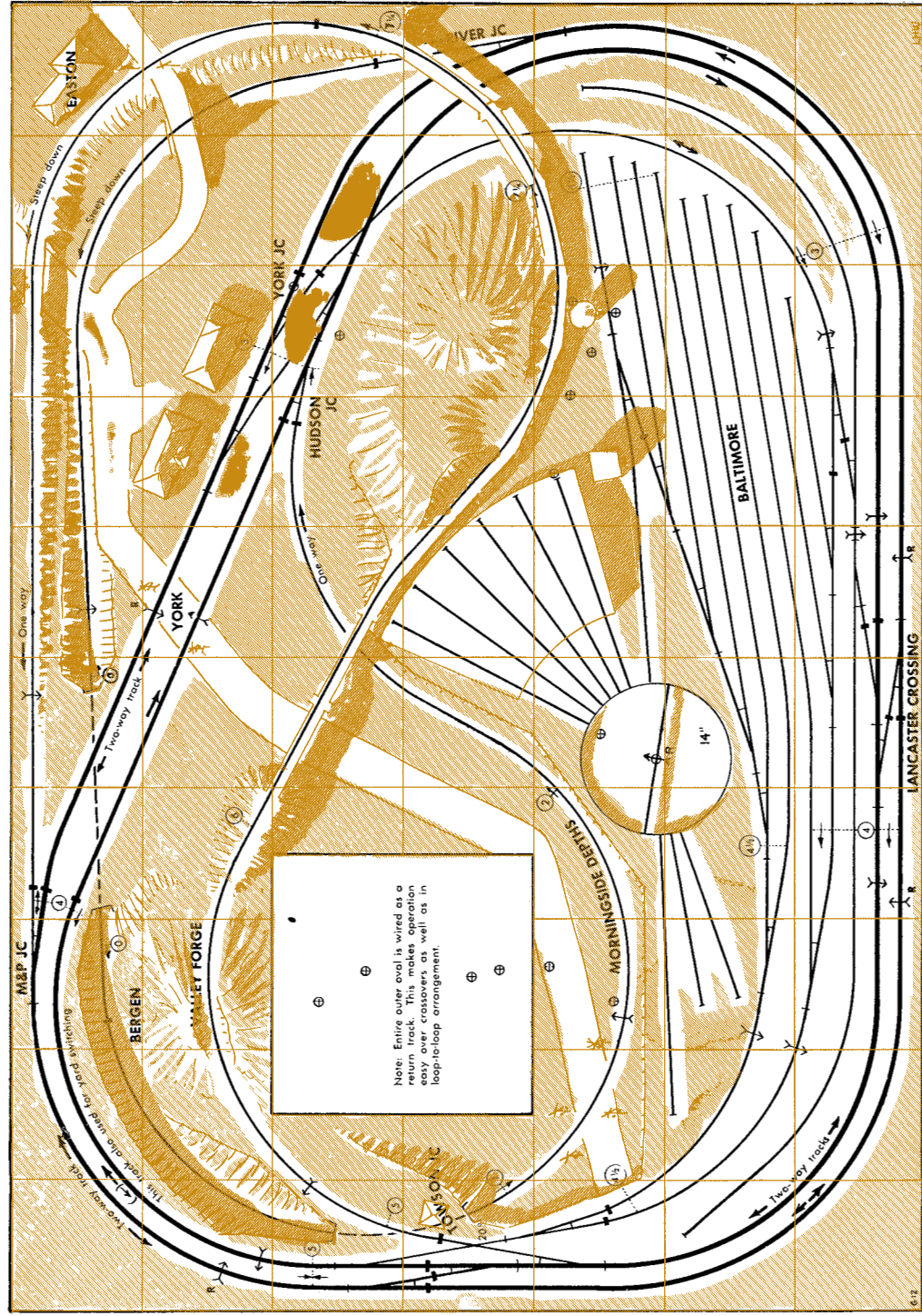
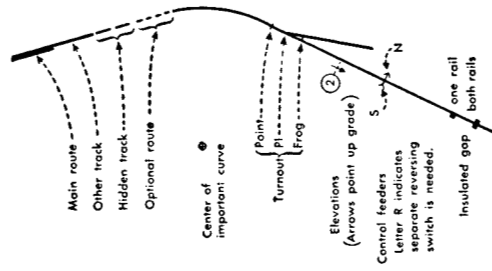
Figure-eight plans don't look quite as toylike as a simple oval, but either can be vastly improved by good scenery. Here's one of those rarities where one bridge is built above another.



## 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.

Multiply figured dimensions and elevations by:  
 1/2" for N  
 3/4" for TT  
 1" for HO  
 1 1/2" for S  
 2" for O  
 Crossing angle is the same in all scales.



# Railroads for 12 x 16 spaces

(Except plan 60 which is 4 1/2 x 11.)

**57. Baltimore & Hudson RR.** Conventional curves

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

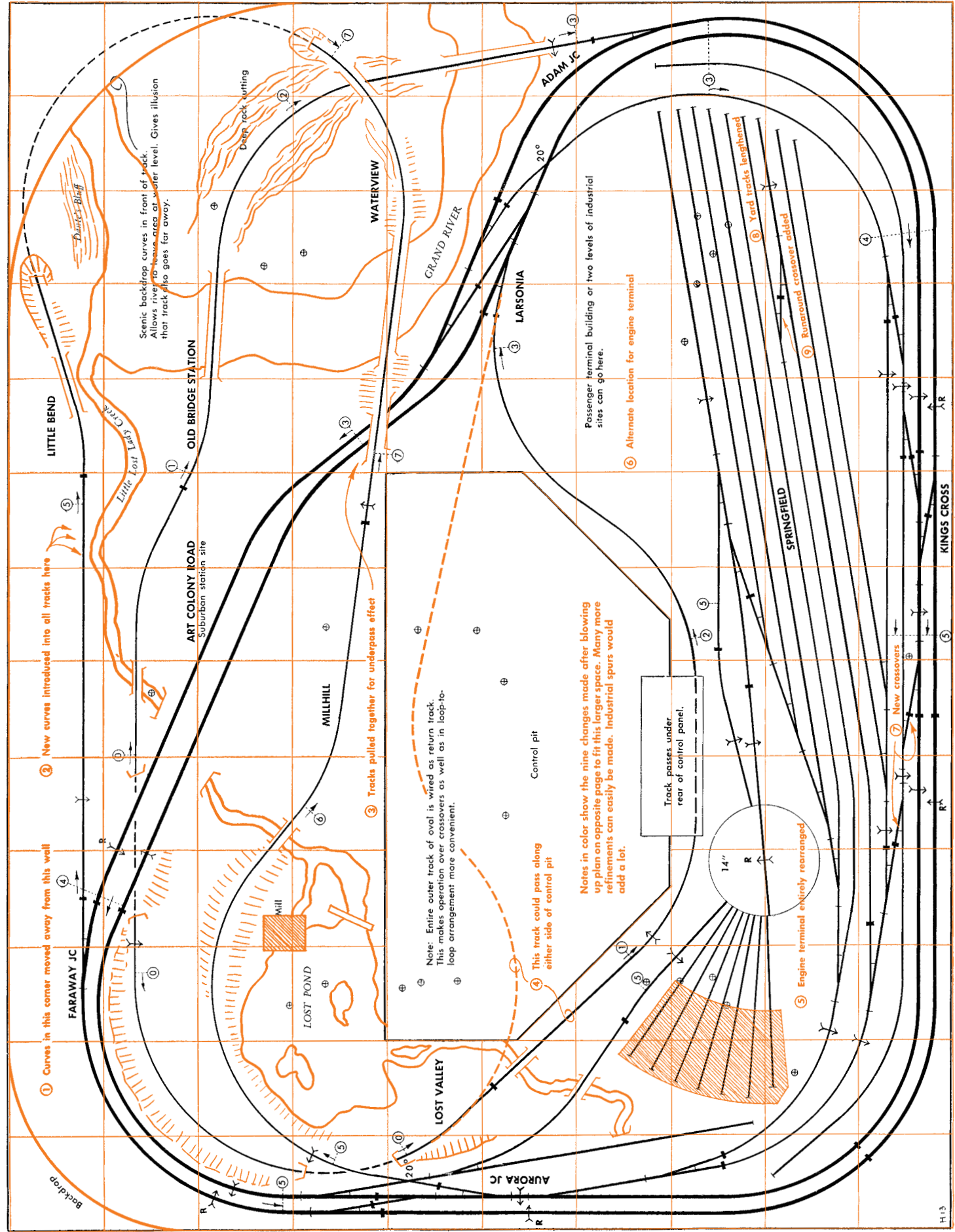
When the feature "Layout of the Month" was first running in Model Railroader, one plan showed a way to add return loops and a better yard to a double-track oval. This plan became the most popular of all model track plans. Here it is revised to take a little less space, above, or a little more space, 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 40. Notes in color show the changes that were made. This same idea is an easy way to enlarge any other plan you might like.

Multiply figured dimensions and elevations by:  
 1/2" for N  
 3/4" for TT  
 1" for HO  
 1 1/2" for S  
 2" for O

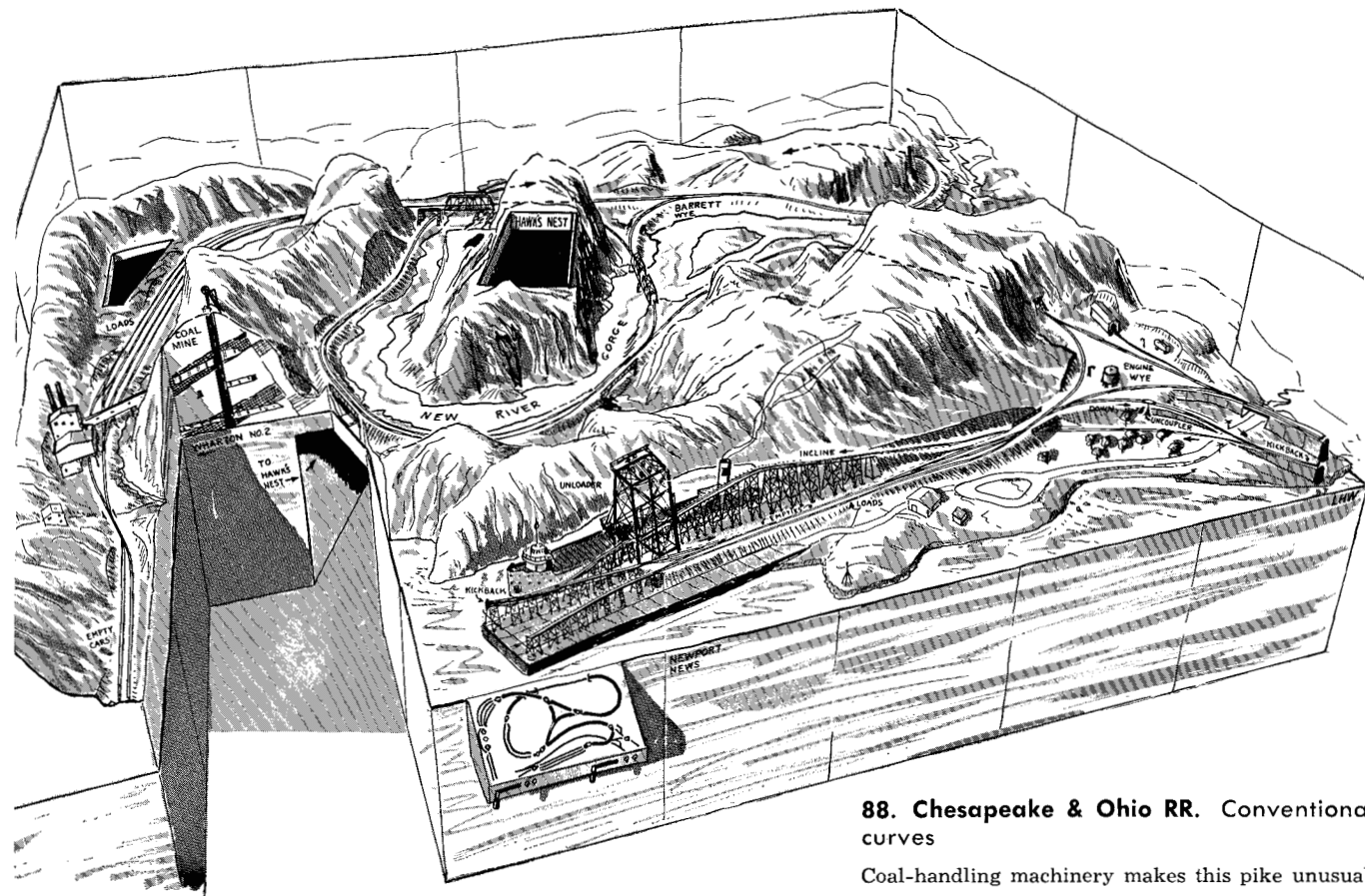
Crossing angle is the same in all scales.

Ruled lines across plan are:  
 6" apart in N  
 9" apart in TT  
 12" apart in HO  
 18" apart in S  
 24" apart in O

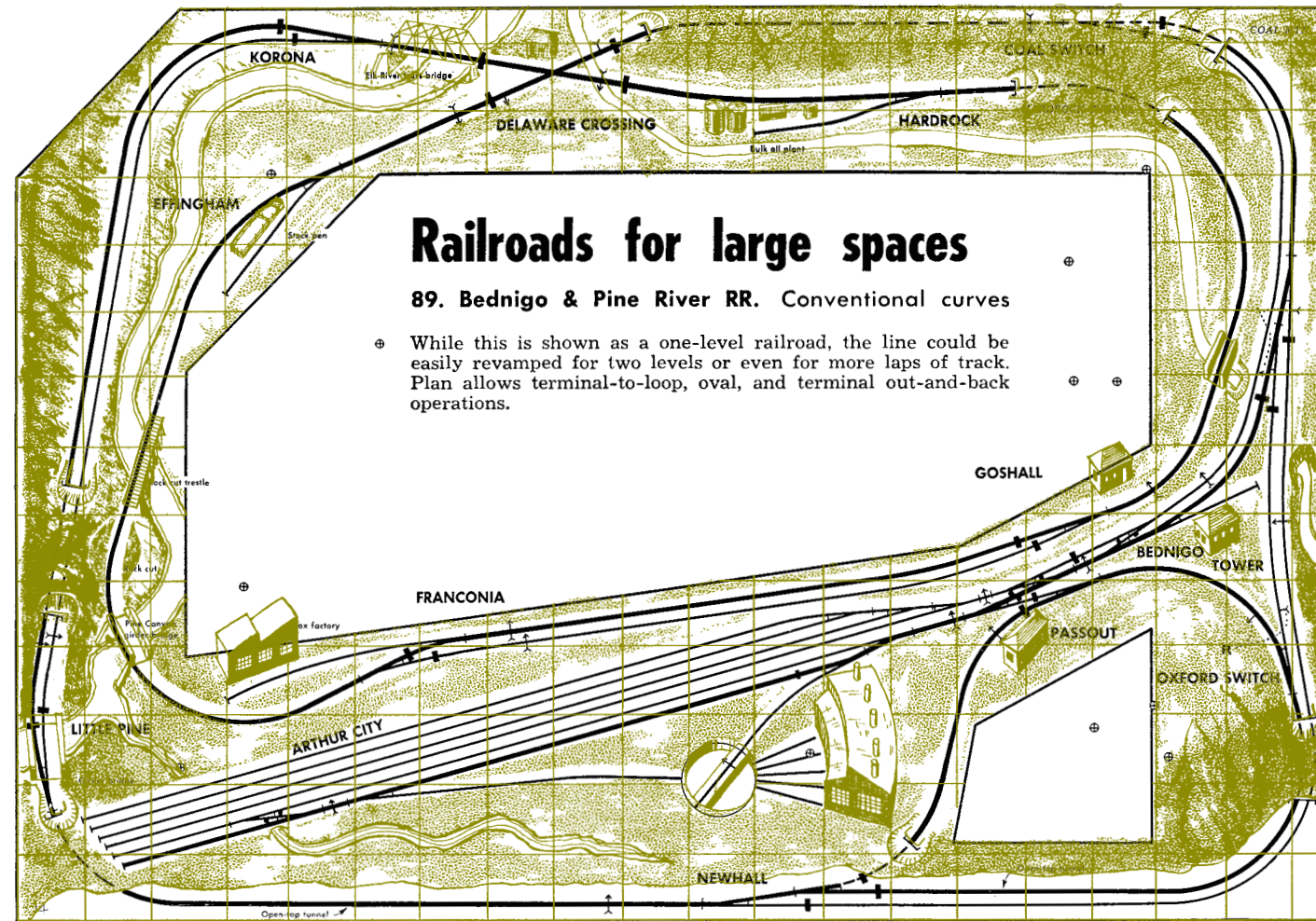
See page 70 for more data.



Notes in color show the nine changes made after blowing up plan on opposite page to fit this larger space. Many more refinements can easily be made. Industrial spurs would add a lot.



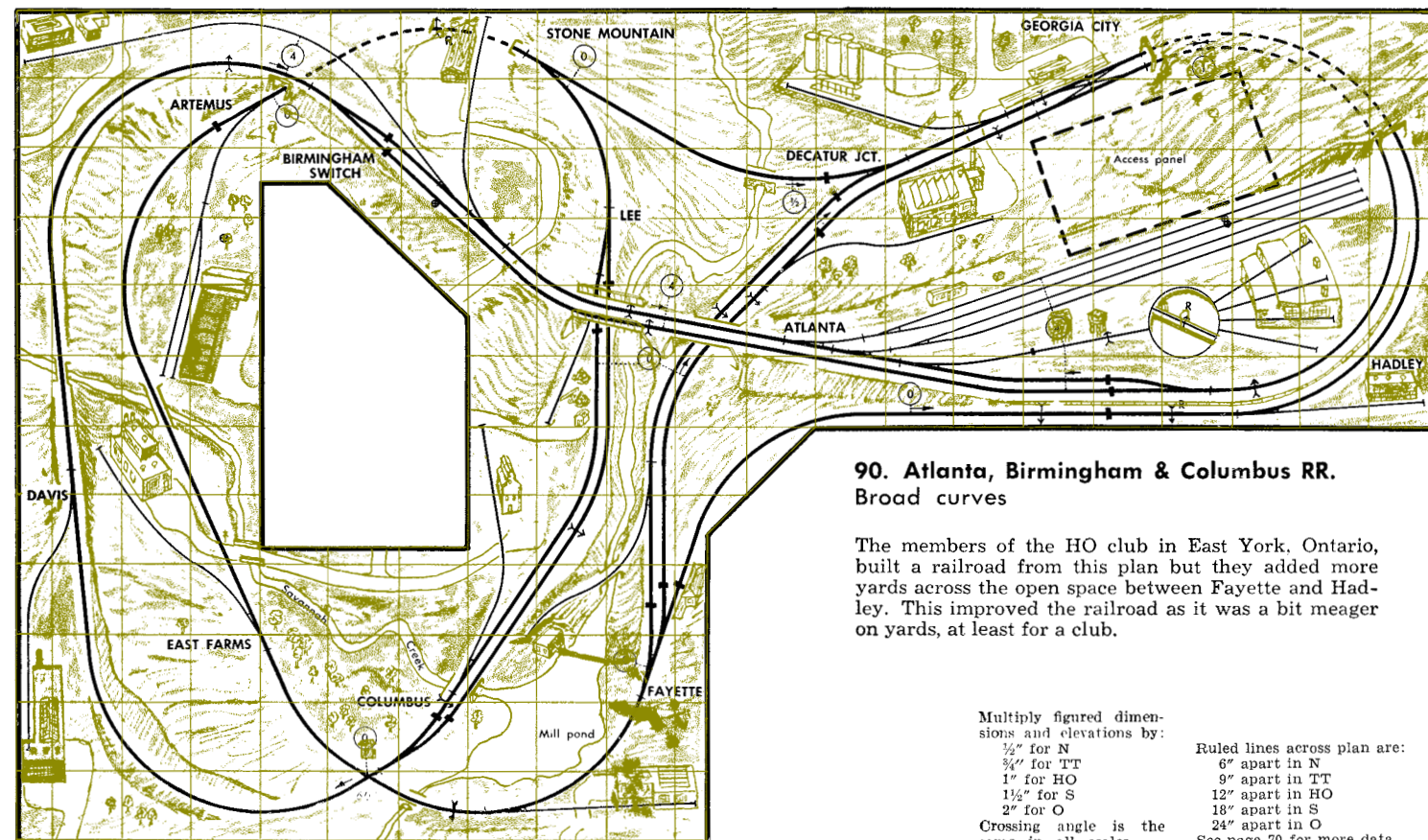
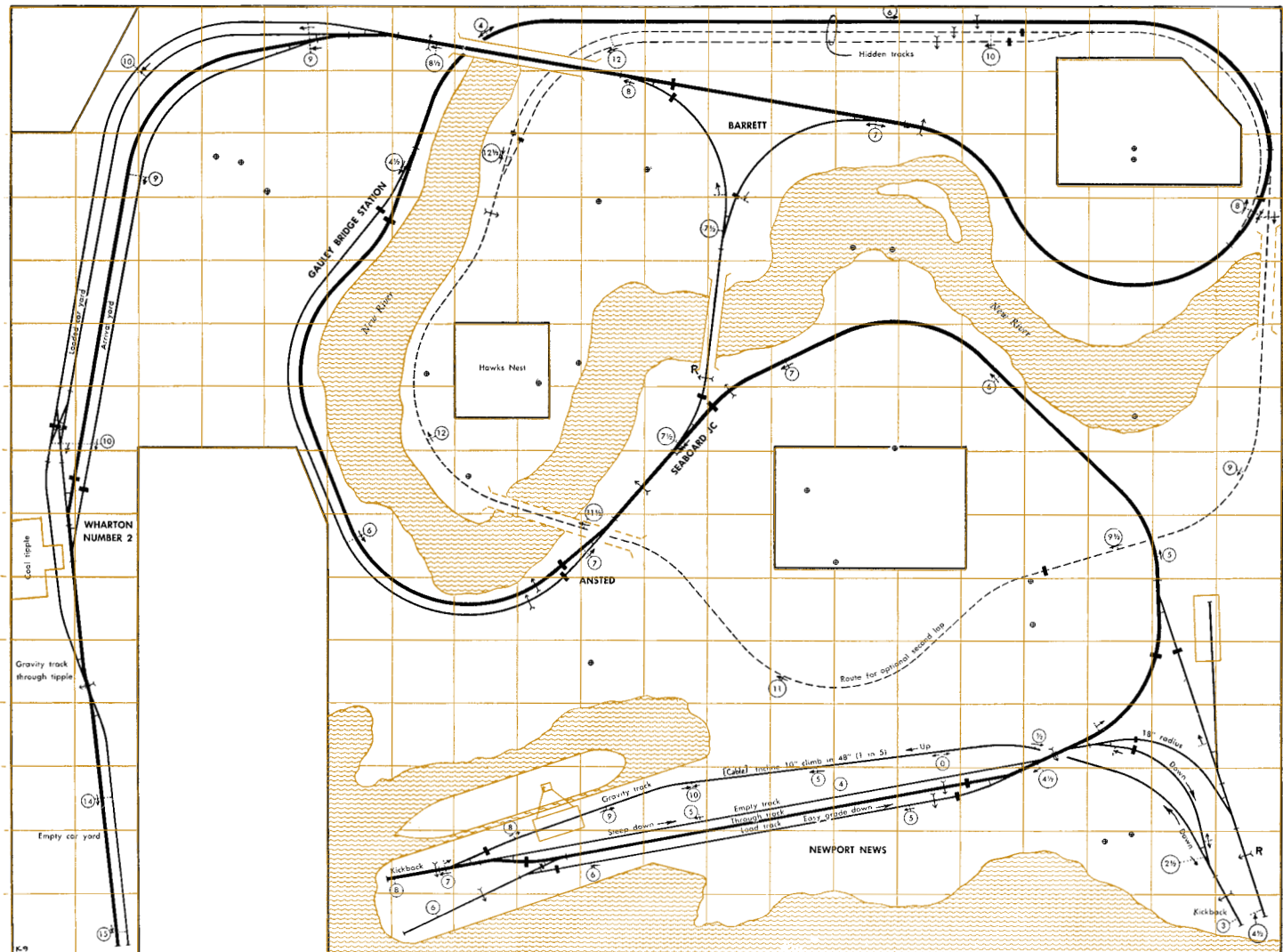
**88. Chesapeake & Ohio RR. Conventional curves**  
Coal-handling machinery makes this pike unusual.



### Railroads for large spaces

**89. Bednigo & Pine River RR. Conventional curves**

While this is shown as a one-level railroad, the line could be easily revamped for two levels or even for more laps 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 as it was a bit meager on yards, at least for a club.

Multiply figured dimensions and elevations by:  
 1/2" for N  
 3/4" for TT  
 1" for HO  
 1 1/2" for S  
 2" for O  
 Crossing angle is the same in all scales.

Ruled lines across plan are:  
 6" apart in N  
 9" apart in TT  
 12" apart in HO  
 18" apart in S  
 24" apart in O  
 See page 70 for more data.