

## **Air Express Transloading**

Air transport is an important link in the express cargo business (it is also not unheard of for rail service to drop off and pick up airport passengers). "Airfield.scarm" models the time-sensitive cargo transfer action at a smaller county airfield, that is large enough to handle regional commercial traffic (think Cleveland's "Burke Lakefront Airport").

Near the left side of the module, between the main line and the rear of the module, is a small modern passenger shelter, such as the Lionel Amtrak Shelter #6-34102 (or similar). This shelter serves as place for the airfields small commuter plane passengers, with their carry-on luggage, to wait for a connecting passenger train. Passengers walk across the drop-off area between this shelter and the little airfield passenger terminal with integrated tower (such as the Bachman Airport Terminal #45985), located in the left rear corner of the module. The terminals passenger airfield exit doors are aligned so they face the runway, imagined to be located behind the rear of the module.

A spur extends from the main line along the edge of the airfield property. Note that this spur appears slightly angled from the point of view of the main line, but it actually sits parallel with the landing field alignment, and all the supporting equivalently angled airfield buildings (terminal, hangers, beacons, etc.). An O-45 switch is used, so that long passenger car type express (baggage) cars can use the spur without problems.

To the right of the drop-off area, at the head of the spur, is a hanger building, such as the Bachman Airport Hanger #45986 (or similar). The hanger doors are aligned to face the right side of the module. This hanger is used by air-express carriers to hold express air cargo being transferred between small cargo planes and railroad express cars (including those fictionally labeled as privately owned, by air-carrier companies such as "FedEx"). Transfer takes place at the head of the spur (over a UCS track section), and all types of express cars arrive here. Examples are express boxcars of emergency repair parts, express reefers of floral arrangements, fantasy bobbing zoo-animal/horse transports (finally a legitimate destination for these fun cars), etc.. Here also is where a flatcar transporting normal airport supplies, such as larger spare airplane parts, can be unloaded for mechanics.

Note that there is enough clear area around this particular UCS track section, that it can also be used as a safe spot to launch those fantasy flatcar mounted helicopters.

At the end of the spur is where an aviation fuel tank car is parked. In front of the tank car parking area, on the module rear side of the spur, is an aircraft re-fueling pump and hose reel. Fuel is pumped directly from the railroad tank car into general aviation aircraft fuel tanks, or an airport owned fuel truck that will drive over to the larger commercial aircraft. At least once a week, the tank cars will have to be swapped out.

While the terminal building obscures the left side of the airfield, the area between the spur and the main line on the right edge of the module can be used for placing an airfield locator beacon, such as the Lionel Rotary Beacon Tower #494 (or similar), to obscure the right side of the airfield.

For the purpose of tarmac ambiance, you could park a small private pilot airplane near the fueling area and/or a small cargo transport vehicle near the cargo hanger.

The long main line that crosses the module provides an opportunity to use a girder bridge for scenic ambiance. Assume the ground under the main line in front of the airfield beacon is a little muddy from runoff or is crossing over a tarmac rain drainage culvert, so an open-top girder bridge, such as the Lionel Plate Girder Bridge #214, had to be added (flush on the ground) to spread the track load.