

### Diningroom Layout

This compact layout is designed to fit in a small Diningroom or a Master Bedroom, being only 15 1/2' X 10 1/2'. The minimum main line curves are O-63 for passenger car esthetics (O-45 minimum allowed on layout), and it uses the minimum amount of turnouts, achieved by having several industries sharing the same spur. The focus is 80's era equipment, and particularly commuter passenger operations (like CalTrain).

There are eight freight destinations. A newspaper (Hi-Cube boxcar in captured service providing paper rolls). A petroleum wholesaler (which also pipes diesel to the locomotive fueling platform). A readymix concrete plant (with an unloading magnet so an operating side-dump gondola can physically drop aggregate). A dry pet food manufacturer (an industrial switcher, such as a 44 ton or Lionel Small Motorized Unit, can be parked on the tail track to pull cars into the unloading shed). A builders supply (primarily receiving large lumber shipments). And a tool and die (which now primarily does injection moulding, requiring an airslide hopper). There is also an Interchange track (that receives any imaginable type of car), and an offline Team track (which, thanks to a "piggypacker", also handles Trailer-on-Flat-Car intermodal traffic).

On the end of the team track is a track scale for weighing LCL loads (which is simulated using a MTH unloading track, so an operating car can also toss loads out of a boxcar door). The petroleum wholesaler makes a great location for an operating American Flyer Oil Drum Loader.

There are two express destinations. A freight house operated by the railroad (capable of servicing two express cars simultaneously). A privately operated express depot (capable of servicing only one express car at a time).

The commuter passenger station (at the end of the line) is supported by a three track passenger yard. There is NO "Y" or Loop to turn trains. If you do not have double-ended passenger equipment (which is most likely), then you must use diesels that can be operated in either direction (older cab locomotives can be MUed into an A-A configuration). To perform the turn around, the inbound train will be pulled into the station for unloading. The locomotive will uncouple and move onto the switch marked "engine pullup". The switcher, which was waiting on the fueling spur, will come up behind the cars and push them into the stations tail track. The locomotive will then back out through the station onto the curve and wait. The switcher will pull the cars back into the station for loading, uncouple, and head back to the fueling spur. The locomotive will return and recouple onto the opposite end of the train, allowing the passenger cars to be pulled from the station for their return run.

Here is an example commuter train timetable for this station (long distance train moves to yard to allow the commuter train to use station):

| <u>Departure</u> | <u>Arrival</u> |   |
|------------------|----------------|---|
| 4:45 am          |                |   |
| 5:45 am          |                |   |
|                  | 6:30 am        |   |
| 6:45 am          |                |   |
|                  | 8:30 am        |   |
|                  | 10:30 am       |   |
| -----            |                |   |
| 3:45 pm          |                |   |
|                  | 5:30 pm        |   |
| 5:45 pm          |                |   |
|                  | (6:50 pm)      | = Long Distance Passenger Train using station |
|                  | 7:30 pm        |   |
| 8:30 pm          |                |   |
| (9:15 pm)        |                | = Long Distance Passenger Train using station |
|                  | 10:15 pm       |   |
| 10:30 pm         |                |   |
|                  | 12:15 am       |   |

Note that the commuter passenger trains are NOT static, and that train lengths will change throughout the day. A few of these trains will also be given a head end Express car to be delivered to the opposite end of the line. Upon arrival commuter trains will have to have trash removed, and many will also have to be re-configured with different equipment from the yard, so as to balance the amount of "wheel time" on each passenger car. Passenger cars are expensive, and if there is enough time between runs, a railroad will NOT have a full set of cars parked in the yard for each scheduled train, and instead keep each car rolling as much as possible by re-assigning them to different trains.

All spurs face the same direction, except for the one servicing the Readymix Plant. If running around is too much of a burden during a busy operating session, the Readymix Plant can be assumed to not need cars that day. To service the Interchange; a locomotive would pull new cars towards the interchange track, push outgoing cars parked on the track forward onto the station tail track, drop the new cars into the vacated interchange track, then reverse direction and pull the outgoing cars through the station and away.

To save on both space and the cost of purchasing turnouts, the staging tracks are built on a pullout (similar to a desk drawer), and share space with a tail track. This layout can be operated by one or two people. With two, one person would operate the station, station yard, and the local switcher. The other person would operate the staging tracks, road locomotives, and the industrial switcher.