

## Trailers-1

### **Intermodal track.** - (origin)

Inbound cars =

incoming 28 foot (one or two) and/or 45 foot (one) trailers on piggyback flatcars

Outbound cars =

outgoing 28 foot (one or two) and/or 45 foot (one) trailers on piggyback flatcars

Scene elements =

long spur with paralleling wide paved area for truck trailers  
truck trailer side loader vehicle (i.e., a "piggy packer")

A long spur, capable of holding at least FOUR piggyback flatcars, parallels the front edge of the layout. Between the track and the front edge is a chopped-off paved area just big enough for the layout operator to manually maneuver a "piggy packer" to load/unload a truck trailer to/from a piggyback flatcar. The paved area which is assumed to extend beyond the layout's front edge includes a truck waiting area and office. It is preferred that you acquire a toy piggy packer which can really lift trailers on/off a piggyback flatcar, but this side loader can just be a piece of scenery, and you instead lift the trailer loads with your hand. A typical workday begins when a string of trailers on piggyback flatcars are dropped off in the morning by a passing priority through freight. The piggy packer unloads them, and big-rig tractors then haul them away. Late in the evening outgoing trailers are trucked in, and are then quickly loaded onto the empty piggyback flatcars. The entire string of full flatcars are then picked up by a passing priority through freight train (the flatcars are sorted for their proper destinations when the through freight arrives at the next interchange yard).