

### Medium Size Passenger Station

This is a fully functional vignette layout, based upon an educational example illustration from the book "*Track Planning for Realistic Operation*", by John Armstrong. It represents a generic medium sized through-style passenger station (with its own switcher), of the type one might have found in the very early 1960s, where a large amount of passenger car switching will take place throughout the day.

This linear shelf track plan is a close reproduction of the one described in the illustration, except that it has been horizontally compressed in order to fit within a 2.25 x 20 foot space. Spur lengths therefore had to be shortened so that exposed Fiddle Tracks could be built on each side of the station (so Track Numbers other than the ones described in the illustration may have to be used when performing switching operations). The layout is intended for a long hallway, but can also be shoehorned into a standard garage. Creatively it could also be built outdoors along a wall under the eaves of a house.

The layout is a double-track plan, with the crossovers between the main lines using O-54 turnouts. All other turnouts are O-42, so as to create sufficient space between parallel tracks for station platforms. For more efficient use of real estate, the Express/Mail building had to be relocated slightly. To compensate, Track 6 was given sufficient length so as to keep a 50' express car parallel with the loading platform.

Although the station tracks are short, they were sized so as to be efficient at accommodating both full size O-scale passenger cars and O-27 passenger cars (Track 3 for example can hold two full O-scale streamlined sleepers). Obviously you can have longer trains if you use mostly O-27 rollingstock.

The mainline tracks on each end of the layout double as visible Fiddle Tracks. In a narrower hallway it is suggested that the benchwork in front of these tracks be trimmed away. If you have the space, widening the layout horizontally will be beneficial. The fiddle tracks could also be curved around a corner.

The fiddle tracks could be expanded into multi-track staging yards. Also, because this is a double track main line, you could theoretically modify the layout to be a continuous run "dogbone" layout, which would eliminate the need to fiddle uni-directional locomotives into their proper orientation.