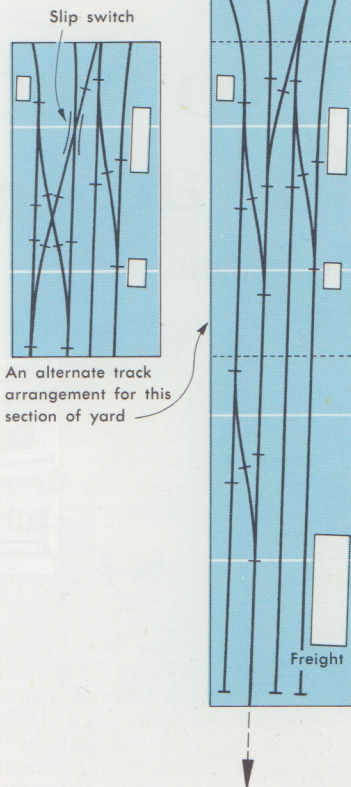


	SAYERVILLE				
	N	TT	HO	S	O, Q
Width, each side	6"	9"	12"	18"	24"
Length, each side	3'-6"	5'-3"	7'-0"	10'-6"	14'-0"
Grid spacing	6"	9"	12"	18"	24"
Minimum radius	12"	18"	24"	36"	48"

Scale: 3/4" = 1'-0"



An alternate track arrangement for this section of yard

A yard and a quorner long

Track plan for compact shelf space can also be the beginning of a larger pike, or can be used with fiddle yards

By Raymond A. Klatt

PLANT a few trees behind the turntable; use a little paint to weather the yard buildings; take a board or two out of the express office walls; lay a crooked rail: this kind of off-the-beaten-path atmosphere sets the scene that justifies operating Sayerville.

Sayerville is a very compact place, well suited to modeling in an apartment, a bedroom corner, or even on a pantry or potato cellar shelf. The shelf is only 1 foot wide if you model in HO, 2 feet in O, 6" in N. Other scales are comparatively narrow. The shelves extend 7 feet each way in HO, only 3½ feet in N, and so on.

In spite of its settled atmosphere, Sayerville has a team track across from the passenger station, and Cordwell Lumber Co. has a truck there waiting for almost every freight that happens through. The freight station is at the other end of town—as well as on the other side of a three-track yard which is small and confused at best.

A runaround, big enough for two cars, provides a way for the switcher (which could be an O-4-0T or a Plymouth diesel) to shuffle cars as necessary to distribute them to the local sidings, and to block cars headed for other destinations. That central yard track gets filled with refrigerator cars at harvesting time when fresh lettuce, carrots, and beans are shipped from the nearby farm acreage of the Blue Midget Food Packers.

Sayerville also just happens to be midway between two towns that provide much of the gainful employment of the area, so passenger service for factory and office employees is required in two directions morning and evening. Not much passenger service, admittedly—but a couple of cars in a couple of trains a day have to be spotted at the station. One of the trains carries a head-end bag-

gage-smoker combine that has to be turned on the turntable for each trip in the other direction.

For construction interest, a double slip turnout can be engineered into the turntable lead as shown in the dash-outlined inset. The turntable itself services a medium and a long track for loco storage. There is also a very short track for trucks, wheels, a handcar, or what have you—just so it's a bit cluttered around the area. The water tank can be left as it comes, or you can add interest by putting an extra spout on the turntable approach track side of it. The mainline side should have a spout, regardless.

If you ever drop by the railroad facilities at Sayerville, give my regards to the yard foreman. Get him to tell you about the time no. 17 plowed into the water tank when a fishplate gave way on that 24" radius curve—one of the more exciting moments in somnolent Sayerville.

Other ways to use the plan — including a "fiddle yard"

Raymond Klatt's Sayerville plan can be used just as shown for a good deal of switching; it is fine when space is very cramped. If you have just a bit more space, even if only temporarily, the "fiddle yard" principle can be added for greatly increased interest. Some of your friends will think a fiddle yard is "un-American"—we have a sort of unwritten law that you don't touch equipment with your hands. Sometimes we are the losers for being too strict about this. Why not try it, at least? On this pike, all you need do is add a couple of feet of simple track at one or both of the mainline approaches: if you can hide this behind

a tunnel portal or underpass, so much the better. Keep the extra track in the open beyond the portal or bridge. When a train has left the station area, switch it by hand on this hidden one-track "fiddle yard." Turn the loco and rearrange the cars, or even substitute other cars from a shelf or drawer. Then, at the proper time, the train reenters the layout area for operations of the more conventional "hands off" sort.

If you have lots of space, Sayerville would make a good station point on a larger layout. You might want to lengthen the yard tracks to suit the lengths of your average trains.