



One way of making your layout seem bigger is to have the trains make two trips around the table before it gets back to the starting point. This track plan does just that. It also includes a couple of sidings for you to pick up and drop off cars. If you have more room and can put in more straight track, this plan can become very realistic.

NUMBER DESCRIPTION

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|------|------------------------------------|
| (4) | MTH 40-1018 3.5 in straight |
| (20) | MTH 40-1002 O-31 curve |
| (3) | MTH 40-1019 30 in straight |
| (7) | MTH 40-1001 10 inch straight |
| (1) | MTH 40-1006 90° cross |
| (3) | MTH 40-1017 4.25 in straight |
| (2) | MTH 40-1012 5.5 inch half straight |
| (1) | MTH 40-1005 O31 lefthand switch |
| (1) | MTH 40-1004 O31 righthand switch |
| (1) | MTH 40-1016 5.0 in straight |
| (2) | MTH 40-1024 track bumper |

THE SCENIC ROUTE

The style of scenery you want will also determine the shape of your layout. Mountains and bridges will require more up and down space than fields and forests. A desert will make a big open, flat area, that may require a mountain to hide the other end of the track. Cities can look great and provide a real contrast with rural scenery, but buildings do take up considerable space. Tracks move differently through different kinds of terrain, with a mountain logging railroad having a very different track plan from the Union Pacific roaring across the Nebraska cornfields.

TRAIN TIME

Tracks were also used differently at varying points in history. If you are modeling the 1850s, there won't be much call for double-track mainlines or complex switchyards. On the other hand, if you are modeling today's high-speed container trains, complex yards and multi-track should be the rule.