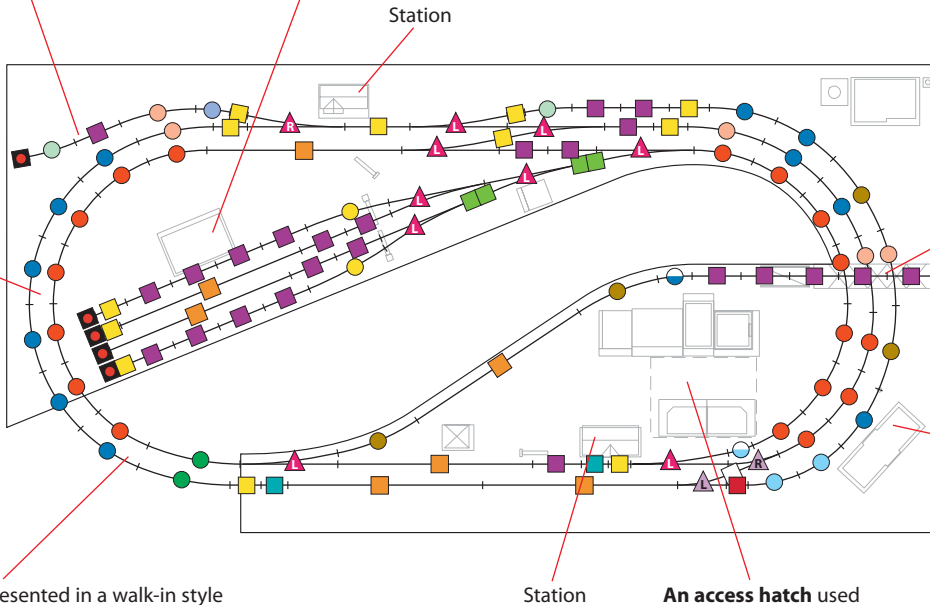


EARNHARDT TRANSPORTATION CENTER

This downtown commuter terminal is the hub for trains running in and out of the city. You can install an Atlas O no. 6027 double-slip turnout (see CTT's October 2006 special trackwork feature, "Double-duty double-slip track switch") to add operating interest. However, if your commuter trains include a bi-directional cab car, then there's no need for an escape switch at the end of terminal tracks. Learn more about prototypical passenger train operations in the pages of *The Model Railroader's Guide to Passenger Equipment & Operation* (Kalmbach no. 12244)

A short spur isn't long enough to park an entire train, but it will easily accommodate a few maintenance-of-way cars

Concentric loops of track help form a double-track main line that's able to handle as many as four fast-moving trains independently operating using a Lionel TMCC or MTH DCS command-control system



A flyover route crosses the main line to provide a path for layout expansion

SUBURBAN STATION
This location can be either the last or the first stop on the line. You'll want to add plenty of station accessories and figures in business attire along the platform. Also, be sure to include room for a taxi stand and parking lot adjacent to the station so commuters can make it all the way home

Though this plan is presented in a walk-in style with a duckunder or lift-out section at the room entrance, you can easily construct it as a stand-alone layout at the center of a large room or garage space. Just be sure to provide 2 to 3 feet of aisle space for visitors and operators to move about the perimeter. Additionally, you may want to erect a vertical view-block (positioned diagonally) to create two different scenes

An access hatch used to reach remote track switches can be installed following the instruction in CTT's November 2005 feature, "How to hide access hatches"