

## STOVEPIPE WELLS

The main town on the layout has a turntable (Atlas O no. 6910) and a siding to allow a locomotive to drop off a train, turn around, and then re-couple to its train in the opposite direction. Additional spurs can be added for industries, and the siding can be lengthened as space allows

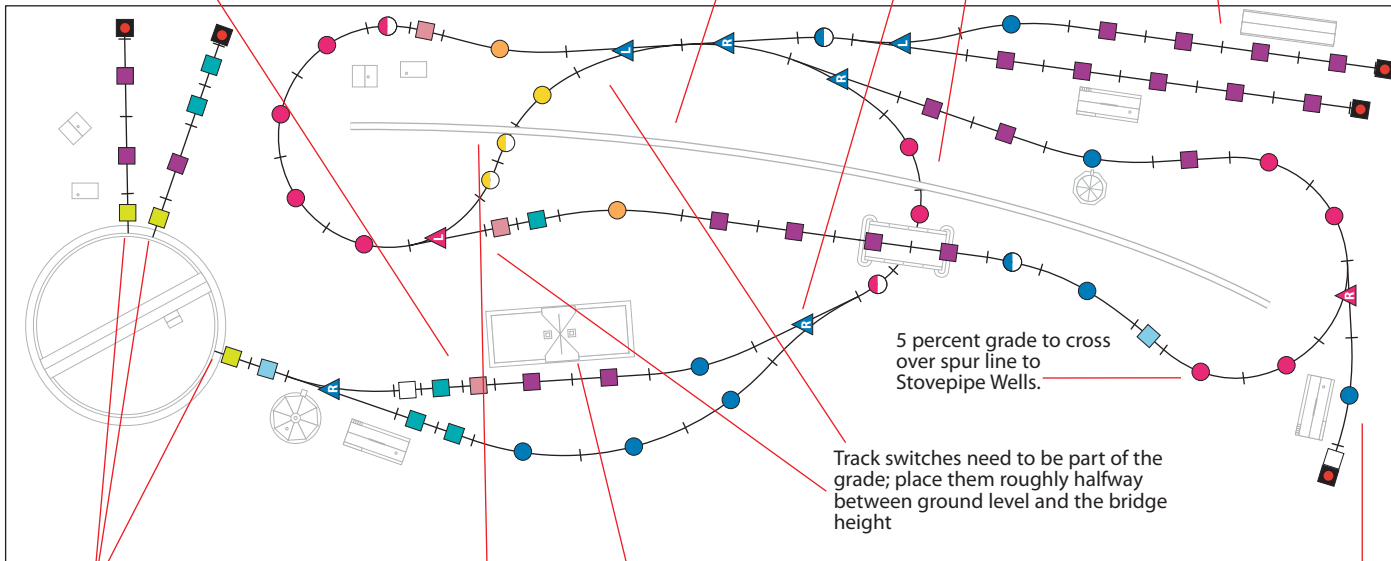
Scenic divider running the length of the layout breaks it into two sides, creating the appearance of a much larger layout; ends of divider can be squared off and painted sky blue with a nondescript rocky area at the bases. Scenery elsewhere will distract visitors' eyes; so don't be too concerned that the divider "ends" before the outer edges of the layout

Spur track to Stovepipe Wells can be moved outward by changing this angle, creating an L- or T-shaped layout instead. Spurs can also incorporate return loops

Tunnel portal cuts through scenic divider just beyond bridge (MTH no. 40-1014)

## CLEMENTINE

This small-town stop hosts an MTH no. 30-9006 platform



5 percent grade to cross over spur line to Stovepipe Wells.

Track switches need to be part of the grade; place them roughly halfway between ground level and the bridge height

MTH no. 40-1011 transition sections are shown here, but you may be able to skip the transition pieces by cutting off RealTrax pins and clips and carefully aligning sections to meet the Atlas O rails on the turntable

MTH no. 30-9087 country station

Additional portal through scenic divider

For future expansion or imaginary connection with other lines