

**CHESTERFIELD FREIGHT TERMINAL**  
Typical of Bob Sherman schemes, this track plan has plenty of space for accessories. In fact, the freight terminal features a Lionel no. 12741 intermodal crane, one of the most engaging accessories ever made. This large operating lift crane not only occupies a 14½- by 8½- by 12¾-inch footprint, but it also needs room to traverse the length of a siding.

The terminal segment of the CT&T track plan can function as an independent line. Here, a layout operator can freely switch or transfer cars between opposite points of the layout — all without slowing down trains on the “trunk” segment of the plan.

Broad-radius curve sections on the outer trunk loop let you operate large, semi-scale locomotives that require at least O-42 curves.

Everything on a layout is best situated within arm's reach — about 4 feet from the edge. If, like here, that isn't possible, then you'll want to include plenty of access spaces or hatches. To build the access hatch suggested for the CT&T, follow the steps in Peter Riddle's November 2005 CTT story, “How to hide access hatches.”

A dead-end spur like this may seem a waste of track and real estate. Add a self-reversing motorized unit, such as a Lionel no. 50 gang car or a no. 69 maintenance car, and you'll end up with one of the most entertaining and least expensive accessories on a layout!

**CHESTERFIELD**  
A Lionel 12812 illuminated freight station sits at the edge of this quaint township. While the station and the town industries sit at the same level as the track, most of the homes are perched on a hillside that rises 6 inches above the tabletop.

Long segments of straight track along the main lines provide room for both freight and passenger trains to operate at high velocity with minimal risk of derailling.

An engine-servicing area doesn't have to be a massive facility. A Lionel no. 12897 single-stall engine house represents the largest structure in this terminal, but you'll still find all the essential outlets for fueling and watering both steam and diesel locomotives.

The trunk segment of the plan may not look like much more than a pair of concentric loops of track. However, Bob Sherman's genius shines through when you take a closer look at the two pair of track switches he's included on opposite sides of the loops. These switches allow an operator to move trains — headed in either direction — from the inner route to outer route or from the outer loop to the inner loop.

Most of the structures in Chesterfield can be modeled using commercial products available from Atlas O, Bachmann, Lionel, MTH, and Walthers. You may also consider scratch-building or kitbashing to give some homes and buildings unique characteristics. For tips on customizing structures, check out the special project section, “How to build better Plasticville structures,” in the July 2006 CTT.