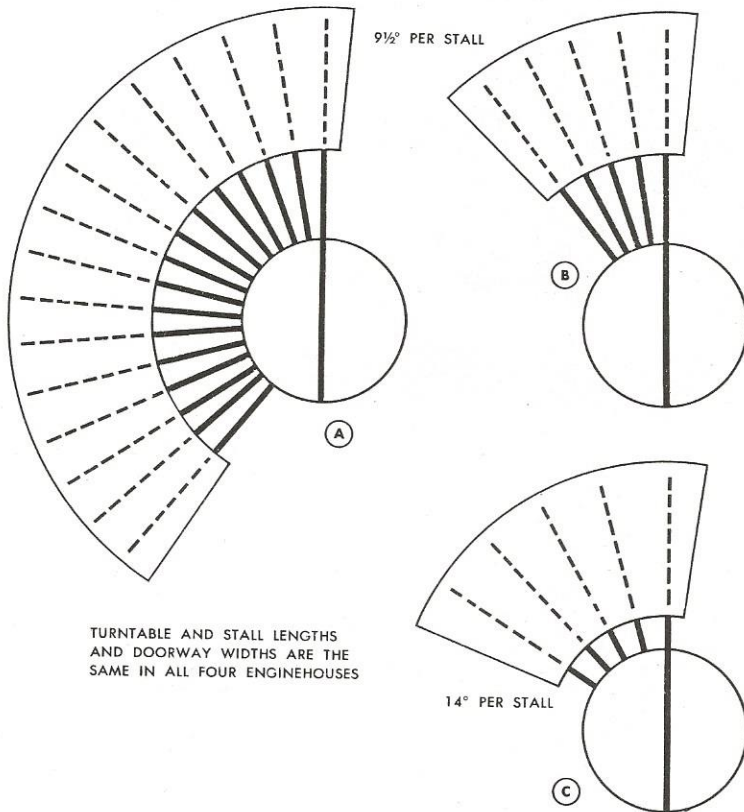


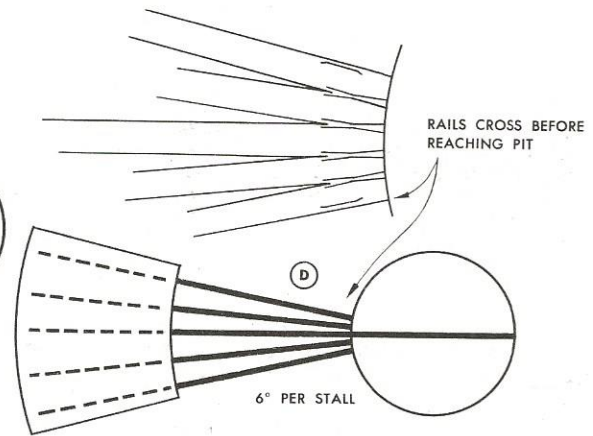
Fig. 4-5 Condensing a roundhouse



MOST ROUNDHOUSES ARE PROPORTIONED LIKE "A," WITH ANGLES OF 12°, 8°, OR EVEN LESS BETWEEN STALLS AND WITH THE DOORWAYS OF THE STALLS A FAIR DISTANCE FROM THE TURNABLE PIT.

REDUCING THE NUMBER OF STALLS TO THAT REQUIRED FOR THE AVERAGE MODEL ENGINE TERMINAL BUT OTHERWISE FOLLOWING PROTOTYPE, AS IN "B," ACTUALLY LOSES SOMETHING OF THE PROTOTYPE "FLAVOR" BECAUSE THE "ROUNDHOUSE" IS NO LONGER SO OBVIOUSLY ROUND.

THE DISTORTED ARRANGEMENT IN "C," WITH 14° PER STALL AND THE DOORWAYS NEAR THE PIT, ACTUALLY RETAINS MORE OF THE ROUNDHOUSE SHAPE, TAKES MORE WIDTH BUT LESS LENGTH. PROTOTYPE ROUNDHOUSES USE SUCH WIDE STALL SPACING ONLY RARELY BECAUSE MORE ROOF AND FLOOR AREA IS REQUIRED PER LOCOMOTIVE, BUT THIS IS PERFECTLY CORRECT FOR CRAMPED SPACES.



VERY NARROW STALL SPACING, AS IN "D," MAY LET YOU GET MORE STALLS INTO THE ENGINE TERMINAL IF WIDTH IS THE LIMITING FACTOR. IF COMBINED WITH A SHORT TURNABLE, FROGS MAY BE NECESSARY IN EACH STALL TRACK. THIS IS A COMPLICATION BY NO MEANS RARE IN THE PROTOTYPE.

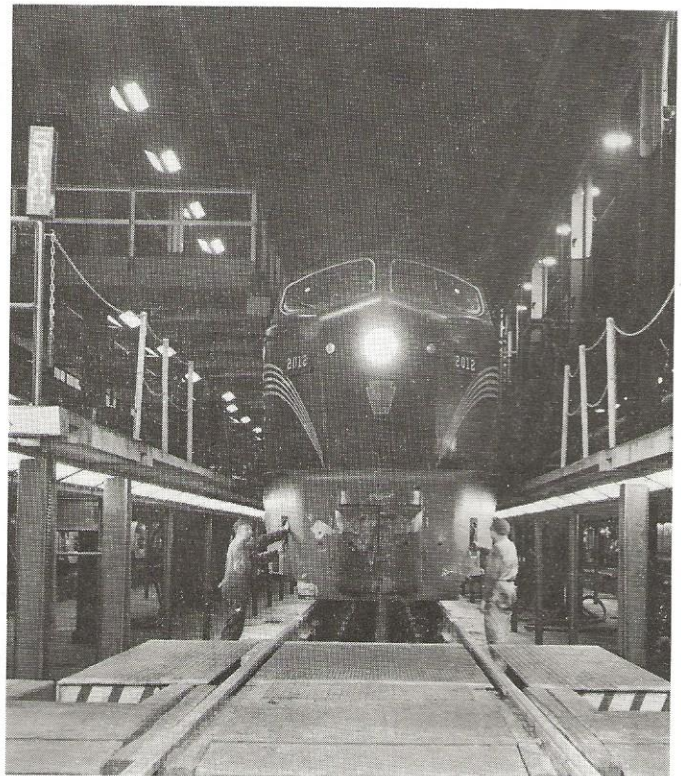
(or marginally serviceable) equipment than even the less affluent class 1 railroad, and you already have more than enough squirreled-away new and old car parts to represent the wild clutter. So, it might not be a bad idea to provide a working-model rip track at some handy, well-lighted location, complete with a hook near by for your NMRA gauge and other nonprototypical but essential model tools.

Coach yards

Passenger train cars, unless serviced right on the station track at the terminal, will lay over in a coach yard between runs. Fig. 4-9 shows a typical arrangement associated with a stub terminal handling both through and commuter trains. Fig. 4-10 shows the platforms provided for servicing cars in the Washington Terminal coach yards. As the second largest in the country, these aren't exactly typical of what the average model railroad should copy literally, but the principle of either-end access to each coach track from thoroughfare tracks leading directly to the station approach tracks is applicable.

Other service trackage

Tracks needed for other aspects of service to trains and the commodities they carry tend to be associated with particular classes of cars. For the wreck train and the snowplow, for example, a ready-storage track near the engine terminal is needed. While in these days when wrecks are happily few it is no longer practice to keep steam up in the wrecking crane, it is still necessary to be able to face the crane promptly in the right direction to pick up a spill, in whichever direction from the division point it may occur. The first available motive pow-



Philip R. Hastings.

Fig. 4-6. Typical diesel shop provides four levels for mechanics: the pit, the basement, the main floor, and an overhead porch. The steel plates in center foreground will be raised to provide a continuous walkway on the main floor. They are lowered only to