

# Harper's Ferry Vignette

This layout, patterned after a small portion of a real railroad, features simple operation and excellent modeling possibilities in a minimum of space

By John Armstrong

LET'S suppose you like big motive power and mainline trains — in fact, that you have already built an eight-car abbreviation of the *Capitol Limited* with three F-3 units to haul it. As a thorough-going Baltimore & Ohio fan, you have remodeled a kit Pacific into a big blue *President* and scratch-built a "Big Six" 2-10-2. You have already built enough freight equipment to load down the articulated you are seriously considering as the next motive power construction project. But you look at the space situation and are forced to the conclusion that, if you use suitable curve radii for the big locomotives, a Christ-

mas tree oval is just about all there's room for. What can you do?

Well, you can build glass cases and put the models in them. You can switch to branchline or old-time stuff — but that's strictly a second-choice proposition. You can sell the equipment, go into a smaller gauge, and give up a lot of the detail, heft and realism of the bigger gauge you started in.

But let's think it over. Since you chose to put your time into the construction of fine rolling stock, you're probably not primarily interested in timetable or complicated point-to-point operation. Perhaps a layout would be well worthwhile if it could provide a single scene, detailed as painstakingly as your models, in which

your *Capitol Limited* could be shown off in reasonably lifelike operation.

For ideas on how to accomplish this, we can study the theater, where there have been a few hundred years of experience in showing a realistic portion of life in a small space. First, all the action is made to take place in a compact but completely enclosed area — the stage itself. Only the characters

## Dimensions

	TT	HO	S	O
Scale of drawing	1"	3/4"	1/2"	3/8"
Size of squares	18"	24"	36"	48"
Length overall	7'-6"	10'-0"	15'-0"	20'-0"
Width overall	4'-6"	6'-0"	9'-0"	12'-0"
Minimum radius				
Main line	18"	24"	36"	48"
Branch line	13 1/2"	18"	27"	36"
Multiply track elevation figures by	3/4	1	1 1/2	2
Turnouts	Main line and Brunswick are No. 6; branch, No. 4.			

Gaps necessary only for automatic speed regulation not shown.

