

Trolley layouts

INTERURBAN, street car and, to a lesser extent, heavy electric railway operations are ideal themes for railroad modeling because the trains are short, the curves are sharp, and even station and yard layouts are less pretentious. Few trolley fans ever build a big layout, perhaps because they have so much to do in just keeping up with rolling stock.

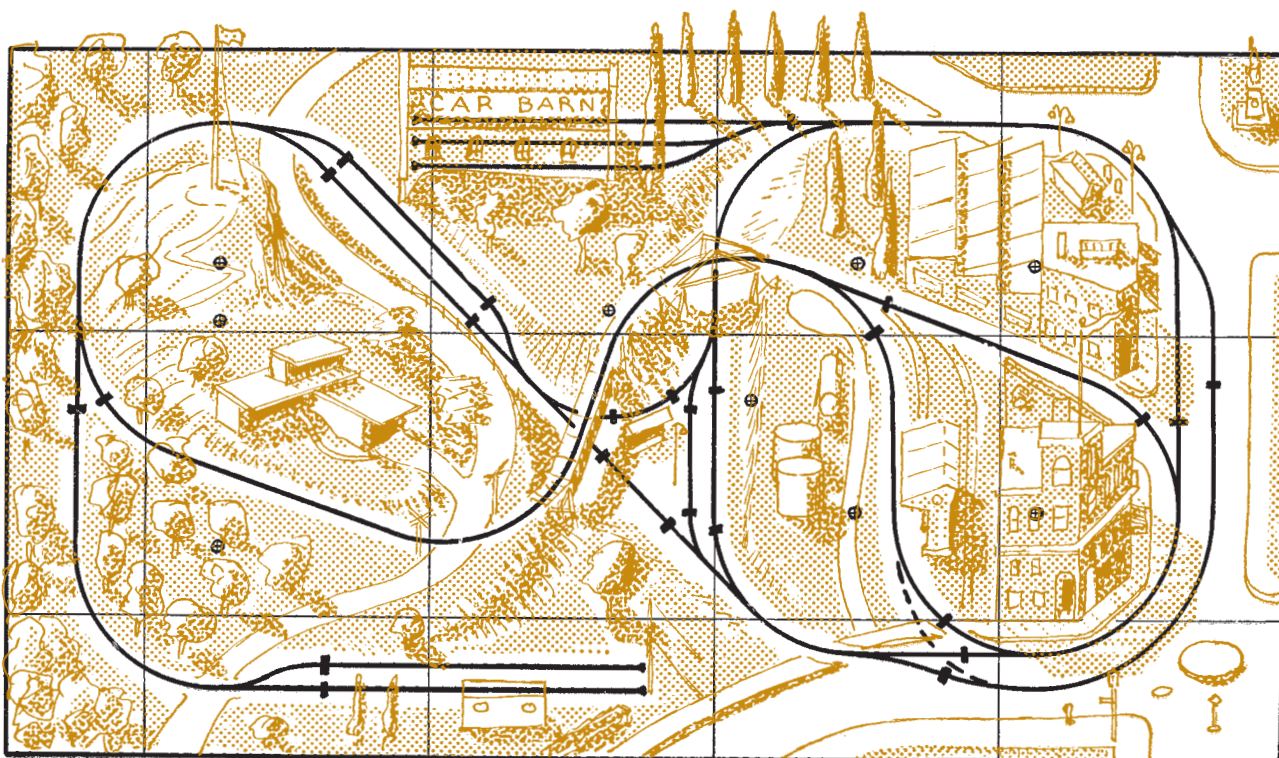
We offer these trolley plans with the idea that you can build only parts of them and still have an interesting operation.

Perhaps the most important trick in making a trolley system seem realistic is in some of the settings. Typical are the cemetery at the end of the line; running along the side of a road; short stretches of private way between streets; left and right turns in the residential sections; spurs for baseball, amusement park, railroad station and other special cars, and a quaint way of meeting almost every engineering problem with a low-cost answer.

69. Union Bay Transit. Very sharp curves

Street car, interurban, suburban, excursion, and park trolley runs are offered by this system layout. A railroad as large as this is about all a man can maintain in a trolley system. The idea of building through the communities around a bay offers variety and the convenience of easy access without any sacrifice to realism. Track at lower right is a steam (diesel) road interchange.

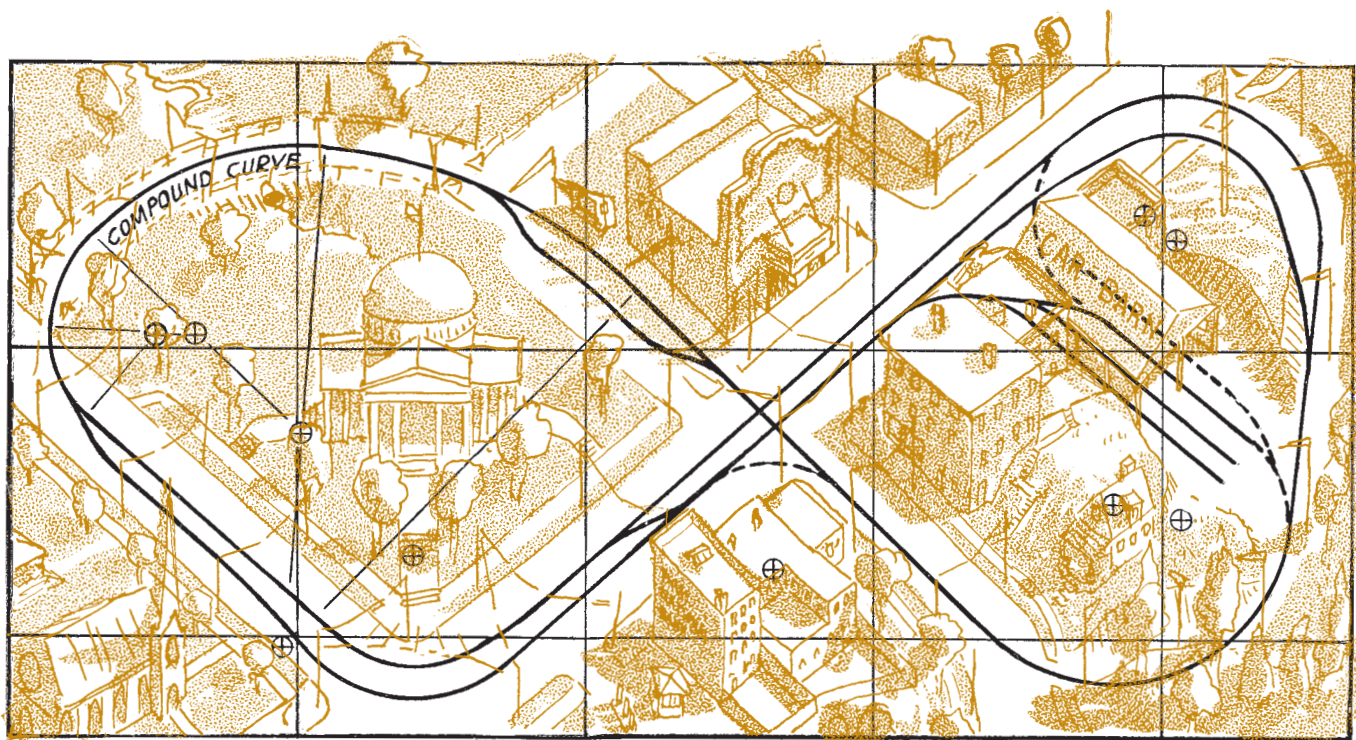




70. Springfield Electric Lines. Very sharp curves

At the two overpasses the upper track should be 4" above the lower (HO) and the grades connecting the upper and lower level should be uniform.

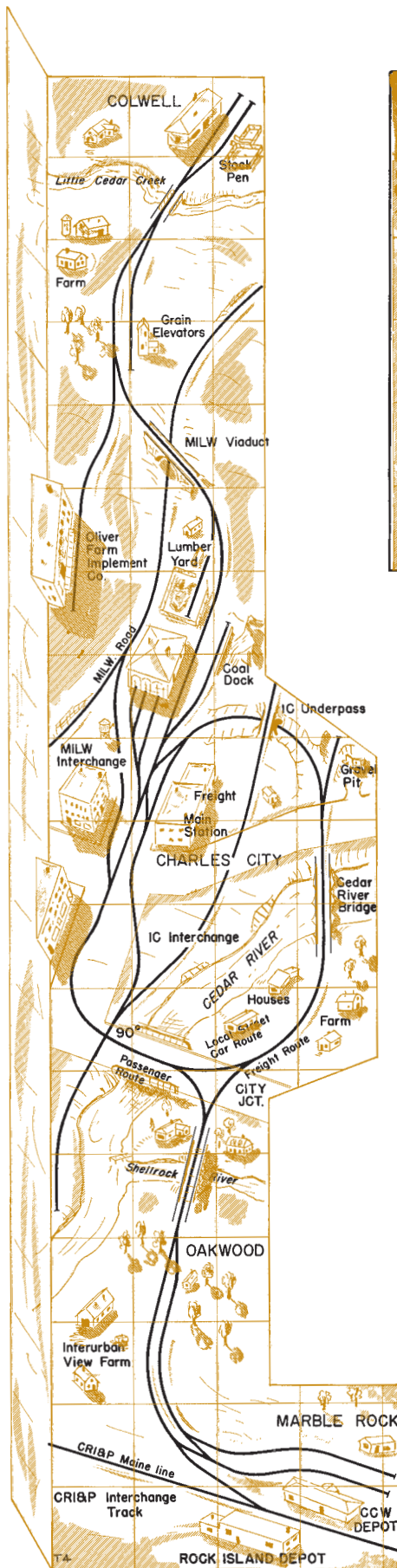
Ruled lines across plan are:
Plan 69 Plans 70, 71
6" apart in N 12" apart in N
9" apart in TT 18" apart in TT
12" apart in HO 24" apart in HO
18" apart in S 36" apart in S
24" apart in O 48" apart in O
See page 70 for more data.



71. Hillsboro Traction Co. Very sharp

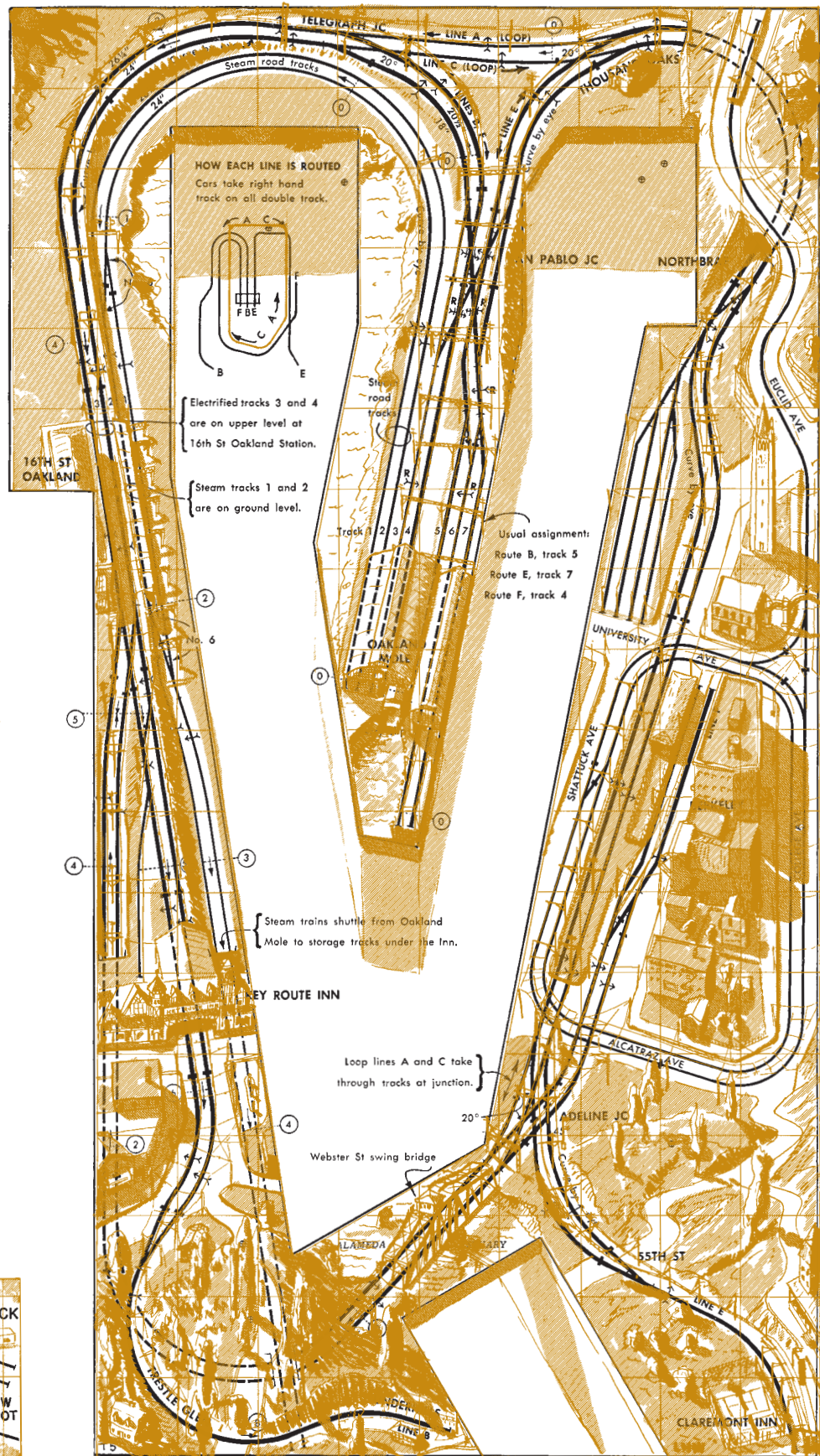
This electric railroad could be a real gem with the trolley wire well strung and the scenery nicely done. Putting the streets at an angle increases the apparent size of the space.





72. Charles City Western RR. Very sharp curves

Good industries along the line, plus interchange connections with three large railroads, have kept the real CCW going for years. Our plan is similar to the real track routes.



73. Golden Key Route. Sharp curves

The "East Bay" cities along San Francisco Bay used to have a wonderful suburban service operated by competing companies. Much of the track was at street level and the automobile hampered the running of trains. Little of this is left today, but I've tried to recapture highlights in this composite system. The Berkeley street car has $7\frac{1}{2}$ " curves.



18. Turtle River Industrial District. Sharp curves

Scenery and structures will look good on a plan like this. This type of plan is excellent for the man who wants a good effect without complication.