

Yard area drawn for #5 turnouts
 Many standard tos should fit in plan,
 Atlas 80 standard (~#4), Peco Medium, Atlas 55 #5
 TOs may need to be trimmed to fit track spacing
 Blocks are to estimate spacing for above track
 switch machines, as Atlas standard

7 left, 5 right to.

I don't think trackage in green can be done with Unitrak,
 as it doesn't seem practical to shorten 481 tos as the
 mechanism takes up the entire underside

turnouts on blue trackage are #4 to possibly use Kato 481s

All Kato 718 TOs cut back to minimum length of diverging
 route, giving diverging angle of about 12 1/2° and track center
 spacing of about 33mm. Kato 718mm curves, cut back to
 match on #1 siding.

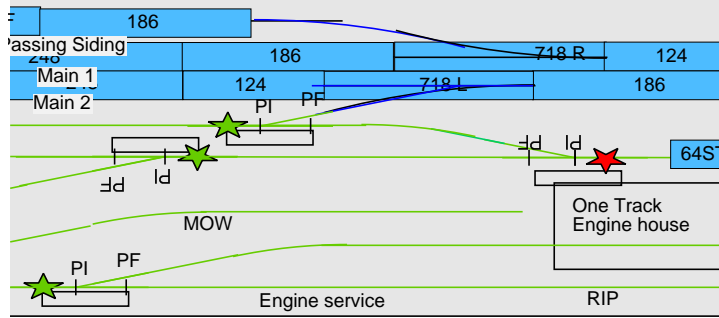
Left section scenery concept:

Urban business area with view block dividing the
 blob. Large retail and commercial buildings some
 as flats or low relief on divider.

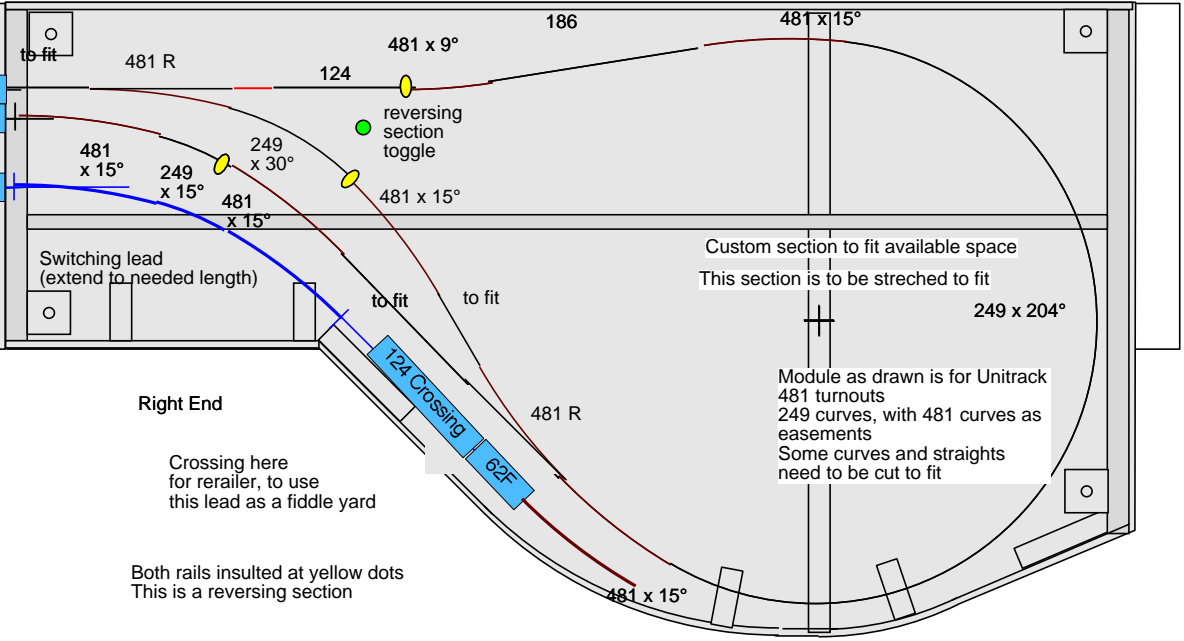
Street running in blob area.

Station in lower left corner.

Forward extension for passing siding, and rearward extension for more tracks



2



Right End

Crossing here for rerailer, to use this lead as a fiddle yard

Both rails insulated at yellow dots
This is a reversing section

Scenery concept for right blob.

Large industry or dense city area, not using rail service.
Building skyway over track at right. roads crossing at 124 crossings at top and left of blob, meeting at a sharp angle inside of building area so that buildings provide a viewblock across blob without being continuous.