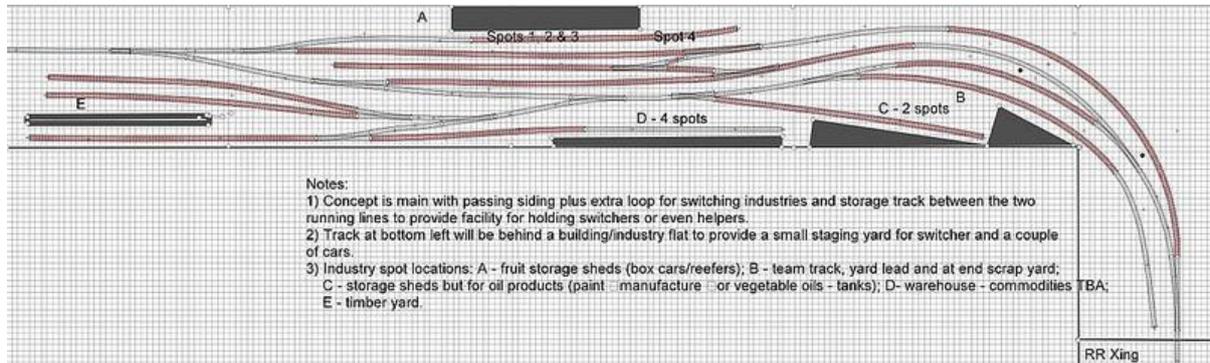


# MIKE ARNOLD'S MODULES

## DILLON

### Measurements

17' 2" by 5' 2" L shape to provide a corner section/90 degree curve



### Theme

Small town in Texas with passenger depot (on outside curve) and multiple industries for optimum switching activity (see above illustration). The layout has two passing sidings which can prove useful though disruptive to switching operations since the inner loop provides access to the majority of industries. The spur track at bottom right is actually a scrap yard offering two more car spots for gondolas. The timber yard at left provides two spots for lumber loading (E) and two for wood chip loading.

The modules comprise three 4' x 2' boards, one at 5' 2" by 2' and another at 3' 2" by 2'.

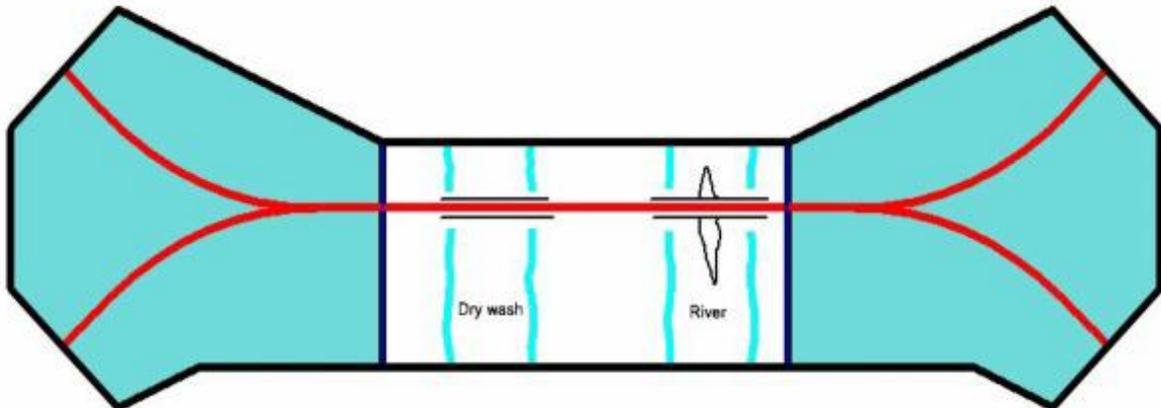


## MIKE ARNOLD'S MODULES (CONTINUED)

### TWIN RIVERS

#### Measurements

11' 4" by 3' 6" (at widest points), provides a link to modules built to the "FreeMo" specification adopted by NMRA British Region. Provides 90 degree curve (or 45 degrees with only one adapter board added).



#### Theme

The central board depicts a river crossed on a two span plate girder bridge and a dry wash crossed on a concrete segmental bridge and measures 4' by 2'. The outer Y boards have Essex Belt Lines specification 24" by 4" inner end boards but plain 18" by 4" inch end boards on the outer ends.

As shown above single track FreeMo boards can be attached at all or any of the four points as the set up of the day requires. Wired with Lenz adaptor panels but can be run on any DCC system.

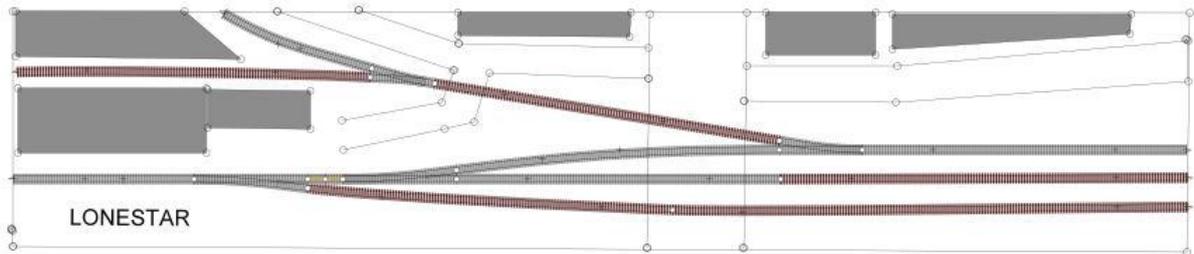


## MIKE ARNOLD'S MODULES (CONTINUED)

### LONESTAR

#### Measurements

8' by 2' two board set up (will be extended) provides two spurs either side of the single track mainline plus one cold store industry.



#### Theme

Currently there are two stub ended spur tracks either side of the single track main line. One on outside can serve as a team track; the other acts as a head shunt for a short kick-back siding into the rear of a cold store with two can spots (turnout leading in to it is purely cosmetic and non-operative).

Eventually this set up will be extended out to 16' by 2' adding an additional industry (probably a small cement works) and the two spur tracks will be converted into sidings for run round/passing loops. The outer track may also have an extension to the board edge to line up with other "front of house" boards such as the intermodal yard or the ethanol plant.

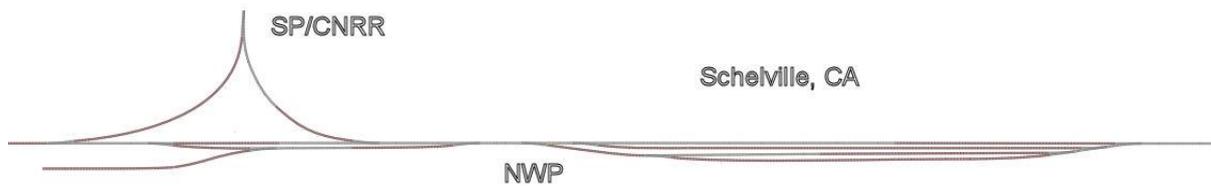


## MIKE ARNOLD'S MODULES (CONTINUED)

### FUTURE PLANNED MODULES: SCHELVILLE

#### Measurements

TBA but will be an elongated L with a curve providing 90 degrees for any set up followed by a four track yard for the remainder of the modules to the right with a kick back to the left providing access to a branch line and one industry (lumber yard) off the branch line. It may also incorporate a complete triangle giving access all ways.



#### Theme

Based on Schelville, California, the division point where during the period to the late 1990s the SP and latterly the California Northern met the North Western Pacific at the Schelville yard. The lumber yard was actually off old SP trackage that came across the NWP tracks at right angles and was off a spur beyond the next field! But modeller's licence dictates it be closer and as latterly operated after the SP line was removed.

The NWP trackage, still there today but with only a three track yard, proceeds off the right in a compass South direction before heading West and then North. The SP/CNRR trackage heads East to Suisun where the SP (now UP) main line is.