

The attached PDF file is the area of Bridge 60, the Hyde Park Wye and the west end of the freight yard. These are all about as close to the real maps for the 1960s that I have (for example, Bill Shepard's). It then also includes my freelanced engine repair facility that takes its cues from parts of the Scranton facility.

The grid size shown is 3" minor line and 12" major line (if you can tell the difference ☺)

Having got to this point, I believe that simplification is due, as, although it's nice to have it exactly accurate, (a) almost nobody except myself would know or care and (b) it's too complex for a model IMHO.

First I'd like to describe what I think the purpose of each track is broken up into prototype and freelance. Then I'd like to offer up some suggestions for simplification.

Prototype Tracks

Track	Name	My thoughts on usage and my comments
1	West Main	
2	East Main	
3	Arrival/Departure Track	Too short to be a yard lead (the true lead is at the east end).
4	??	3 rd main west of Linden Road. Leads to Bloom from west. Also leads to engine yard.
5	Low Bloom	Route from Mains to Bloom.
6	High Bloom	Route from engine yard to Bloom
7	?? Razzle	Provides access to fruit market team tracks and other freight destinations. On my layout, currently, there are no other industries off of this track.
8	Engine Yard In (or Out)	Don't know which is in or out or if bi-directional. I will use this as inbound. This is a parallel line to 9, which gives a parallel pair off of 3 & 4. Using this as inbound fits with 16 as the inbound route to the roundhouse.
9	Engine Yard Out (or In)	Ditto.
10	??	Seems to avoid 2 turnouts by avoiding going down to 4
11	??	Leads to scales and one other yard line
12	Yard Ladder	Leads to 4 yard lines, yard runaround, TOFC and cabooses track 13
21	Fruit Market Team Tracks	Represents one of the industries on the north side of the mains. I am not modeling any more.
22	DH Interchange	Eventually would cross Lackawanna Avenue and ultimately interchange with DH track 25.
23	Repair Shop	In prototype, one spur comes from the Hyde Park Wye. This is a simpler setup.
24	Hyde Park Wye	Route from Westbound mains to Bloom.
25	DH Main	DH main along east side of Lackawanna River.

Freelanced Tracks

Track	Name	My thoughts on usage and my comments
13	Caboose Track	Yard ladder 12 is really the caboose track, but that effectively makes the yard a stub ended yard by blocking the ladder. Adding this track for 6 or 7 cabooses allows the yard

		to be operated out of both ends.
14	Wrecker Track	Although this is a spur from the inbound track 16, it has quick access out of the engine facility to the mains or Bloom.
15	Inbound Engine track #2	Original I had 15 & 16 as my inbound and outbound engine tracks. Since they are now both inbound, 15 really seems superfluous, though I like the crossing with 14 because the real yard has a similar crossing by the round house. This could be the RIP track, though I prefer to hang that from 18.
16	Inbound Engine Track	Using this as inbound means that 8 is the inbound and 9 is outbound.
17	Fuel and Sanding Track	This is my original thought as 19 is outbound. I will also put some sanding and fueling facility off of 19 towards the engine yard 20. There is a possibility of having the RIP track hung underneath (north) of this track, though that put the RIP track on the outbound side, though I am thinking that 18 will be bi-directional so you don't have to go through the roundhouse to get to the engine yard.
18	Engine Yard Lead	A bi-directional track. Provides access to both engine facilities (20) and leads 8 and 9. It is over 500 scale feet long past the turnout to track 8 to allow for long MUs. A RIP track could be hung below (north) of it between the turnouts to 9 and 20, which would parallel and rejoin 17 shortly before 19.
19	Turntable Outbound track	Engines only exit turntable via this track (inbound only via 16 or 15).
20	Engine yard	Provides storage for engines and has a 3-track repair house at the end.
26	Pittston Junction Interchange Track	Interchange area with the LV.
27	Bloom Main	Single track main at Pittston Junction.
28	LV Main	Single track main at Pittston Junction. Disappears into a tunnel to form a continuous running loop with the EL mains 1 & 2 east of Scranton.
29	Bloom Main	Bloom continues single track on towards Rupert and interchange with Reading.

Simplification Suggestions and Ideas

1. Remove track 10. Whatever the purpose served by this (other than parking something), it does not seem necessary. Removes two turnouts.
2. Remove track 6. For this layout it serves no purpose other than being a passing track with 5. Requires the removal of track 10. It does not provide a double track loop because there is no direct route from 6 to either main 1 or 2. Removes 2 turnouts in addition to those removed by 10. Also allows for the enlargement of the access hole (the blue line surrounding part of track 25) by 3 more inches at its widest point. If this were eliminated, having a curved turnout closer to the wye can elongate the passing/interchange track 26.
3. Turnout A could change to single slip from double slip, eliminating the route from track 1 to 2. Going from track 1 to track 2 or vice versa contravenes the direction rules for both mains, does not help serve the industry at 21 or 22 and seems unnecessary. The route from 2 to 5 needs to be retained to get to the Bloom from 2. Thus the single slip minimum. This removes two turnouts. An alternative would be to have the double slip but fix the track 1-2 route to be straight, so I get the appearance of the double slip with the function of the single slip (there's not much difference in the cost of the Peco double versus single slip).
4. Turnout B could also be changed to single slip. There seems little use for the route from 2 to 3. The route from 3 to 5 needs to be retained to go from 3 to the Bloom. Same other

- thoughts as turnout A. Note that double slip C needs to be retained. The route from 4 to 5 is required to enter the Bloom and the route from 4 to 3 is required to allow outbound engines access to the main yard.
5. Remove crossover D. I like the fact that D exists because it means the inbound eastbound on 2 does not foul any of the engine facility trackage or yard leads when a train is delivered to track 3. Saves two turnouts and a S-bend, but I don't really want to remove it. If removed, the inbound eastbound train would enter 3 at its source from track 2 (in the middle of the wye).
 6. Remove track 15. First, this is freelanced. Second, the access port can be made wider near the back of the layout (north). On the other hand, this provides a direct routine to track 9.
 7. Simplify the engine access by eliminating track 9 (and with it, 15). Use 8 as an inbound and outbound track to the engine facility. This would eliminate 3 turnouts and two crossings. It also answers the dilemma of whether 8 or 9 should be the inbound. Track 8 has direct access to the main yard via 3. For 9, you need to go down 4, slip across double slip C to get to 3 to get to the yard (or you go down 8 instead). When you get rid of 9, you could actually remove 4 from 9 to 23 and have track 3 start at 23 rather than branch off of 2. However, I like the two tracks 8 and 9 since it gives the impression that the engine facility is a busy place.
 8. Eliminate the Lackawanna River and Bridge 60, along with track 25. This simplifies the automation of the turnouts A, B and C because they are no longer on a bridge. These cannot be manual turnout throws because the reach is quite a way, but more importantly, there's a lot of switches to throw. Automation makes the most sense. It also eliminates two bridges (the one at the confluence of tracks 5 and 24 on the wye). On the other hand.... It's part of Scranton.

My thoughts on these, on a scale of 0-10 (never to mandatory) are something like:

1. 9
2. 8
3. 7
4. 7
5. 3
6. 6
7. 6
8. 5