John Gallagher’s layout, as featured, in a few issues of the Switcher in 2004.

The layout is 5’x12’ and was planned on RR Track software. See above.

The outside loop (red lines) has O-54 curves with inside curves (blue lines) being O-42. The switches for the outside pass by are O-54/72. The double cross over is a Ross custom switch. All other switches (green lines) are Ross O-42.

This picture shows the track layout before any scenery is done. This is a conventional layout where everything is operated from the foreground control panel and
transformers. The control panel and the transformers are: one post-war ZW, which operates the two main loops. One Lionel 1033 that operates all of the interior track, and a Marx 100w transformer to operate all of the accessories.

This is the downtown area of the layout. The buildings are just set in place while planning is still ongoing. The foreground will be a city park. Street lights, traffic signals, trees and other items will be added later.
Oil and it’s by products was and still is one of the major items carried on railroads.
Sometimes buildings don’t fit exactly where you thought they would. This modified Rico station had to be elevated above the tracks. Parts from an Erector set were used to elevate the station and parking lot above the tracks.

Since the station was elevated, the passengers had to have a way to get to the trains. See the stairways from the track platforms to the elevated station.
This is the industrial area of the layout. The elevated Rico station is in the background; the oil terminal to the far right and further right is the control panel with the transformers.
The downtown area is better defined after the inclusion of streets. The foreground will be a city park as noted previously.

This is the operator’s view of the entire layout. Many things have to happen before everything is finished. At this point the layout is about six months old.
A bird’s eye view of the layout from the operators end.