



Construction Log Raffle Layout 2010

Primary Construction Crew:

Bob Williams

Ray Bennett

Kevin Bergeman

In the Beginning was the "Plan"

1/16/2010

To begin with we had an existing layout table (55 1/2" by 34") which had been donated to SANTRAK. Based on the track components we had available, Ray Bennett came up with a concept sketch (Figure 1).

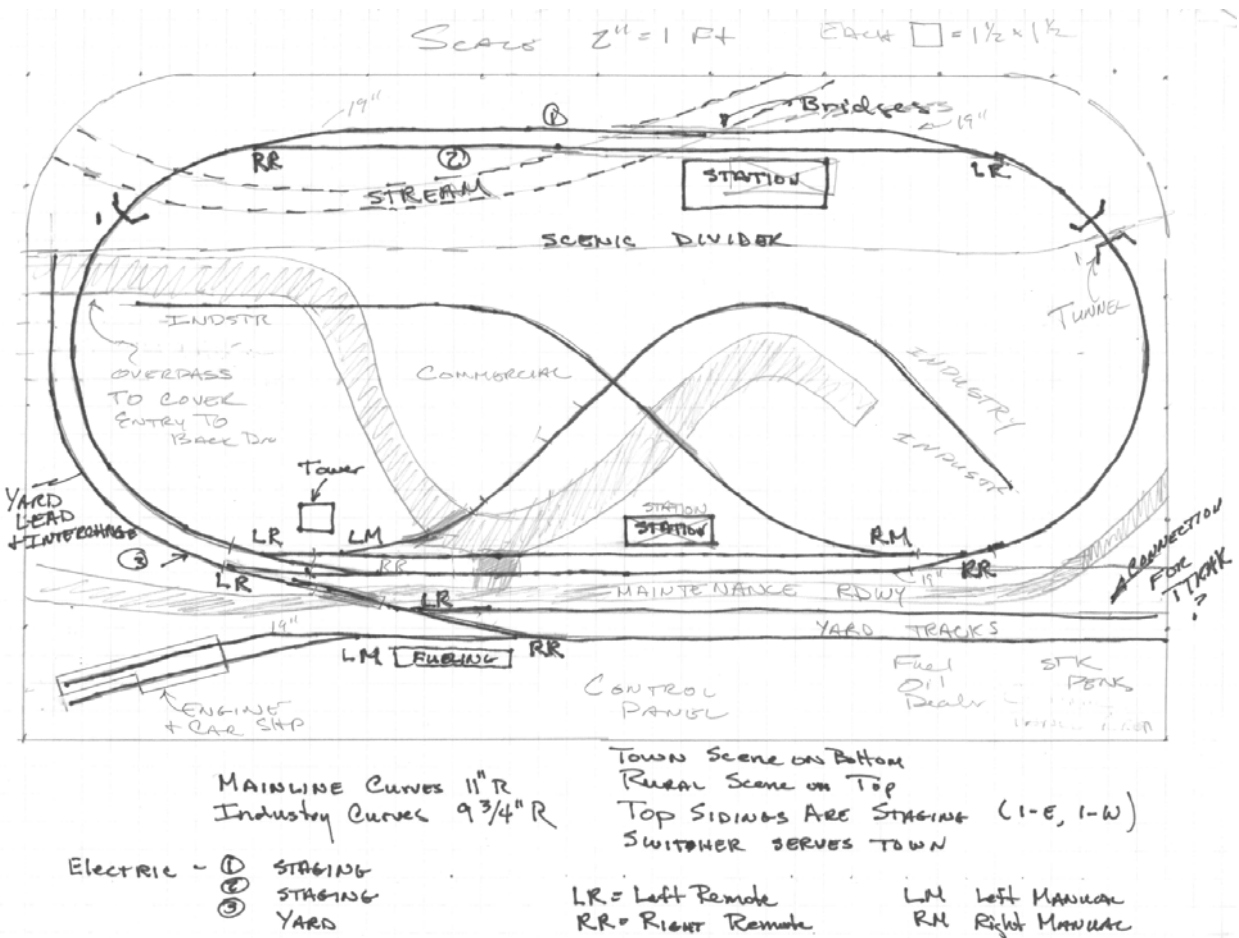


Figure 1. Concept Plan by Ray Bennett (60" x 36")

Unfortunately, Ray was told the table was 60" by 36", so Kevin Bergeman had to take Ray's plan and redraw it to scale (in XTrkCad) to fit the actual table dimensions (Figure 2).

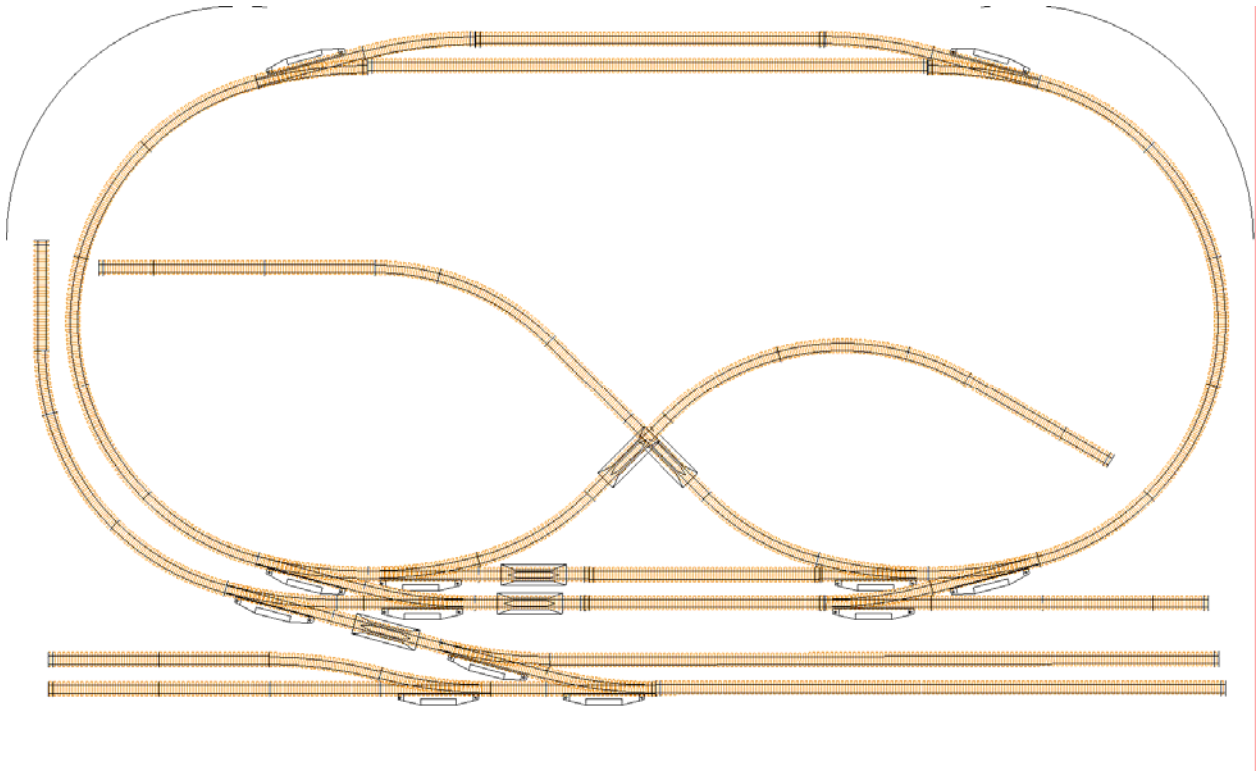


Figure 2. Re-drawn to fit the layout table (55 ½" x 34")

Scenery Base and Track Construction

1/23/2010

Bob Williams and Kevin Bergeman cut and glue the 2" extruded foam base to the table (Photo 1).



Photo 1. Half of the 2" extruded foam glued to the table as a scenery base

2/6/2010

A full size copy of the track plan is printed and Bob Williams and Kevin Bergeman tape it together and lay it out on the table (Photo 2). Everyone seems happy with the plan. We need to figure out how to accurately transfer the track plan to the foam base. And we need N scale roadbed, cork or foam.



Photo2. Full size track layout

2/13/2010

At the monthly SANTRAK Business Meeting a call goes out for roadbed donations. Gary and Susan Griffin donate the locomotive and freight train that Susan won with the previous raffle layout.

2/20/2010

Charlotte Boord donated and brought in about 24 feet of cork roadbed. After marking the track centerlines through the full size diagram, Ray Bennett drew in the centerlines onto the scenery base (Photo 3).



Photo 3. Ray Draws in the Track Centerlines

Ray and Kevin started to lay the roadbed down along the drawn centerlines, but soon realized that the sectional track to be used for the curves would be very unforgiving of any mistakes. So they decided to layout and assemble the sectional track directly on the scenery base to get an accurate centerline for the roadbed (Photo 4).

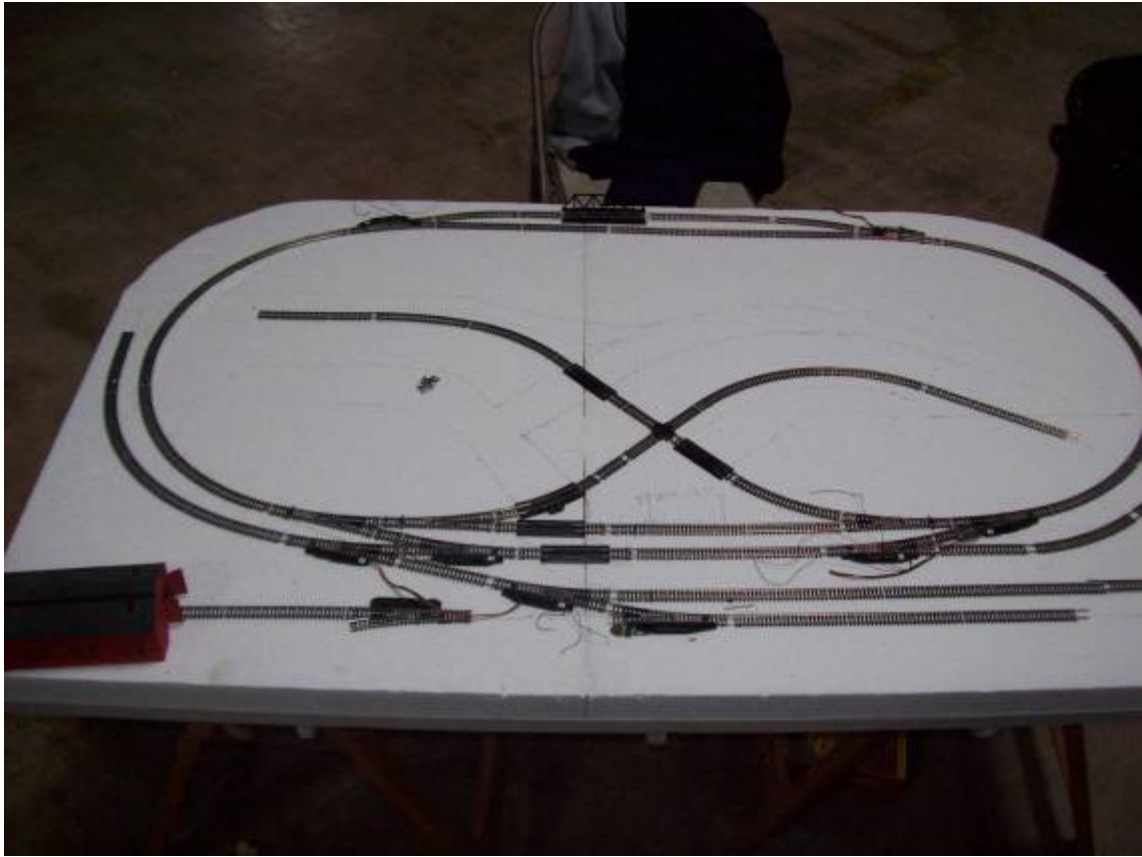


Photo 4. Sectional track assembled the directly on the scenery base

For aesthetic reasons Ray and Kevin decided to only put roadbed under the “Mainline” tracks; the yard and industry tracks will be laid directly on the scenery base. This will follow “common prototype railroad practices”, help to differentiate the mainline, and provide some elevation change to an otherwise flat track plan.