

Trails, Rails, & Tails – Volume 5, Number 1

Newsletter of the Chisholm Trail Division NMRA

New Temporary Editor

I recently agreed to temporarily assume the duties of editor for Chisholm Trail's newsletter to help Alan out of a bind. I can tell you that I won't be putting out the same extensive newsletter you have come to expect from Alan. Despite that, I will still need input in the form of scheduled events and articles.

Also, due to my own schedule, I know that I will not be able to work on an actual newsletter until about February. I called this little update Volume 5, Number 1, but that is mostly just to make me feel good that I put something out.

So please bear with me as I learn new-to-me software and try to get this thing going.

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An Experiment in Framework by Jim Marlett

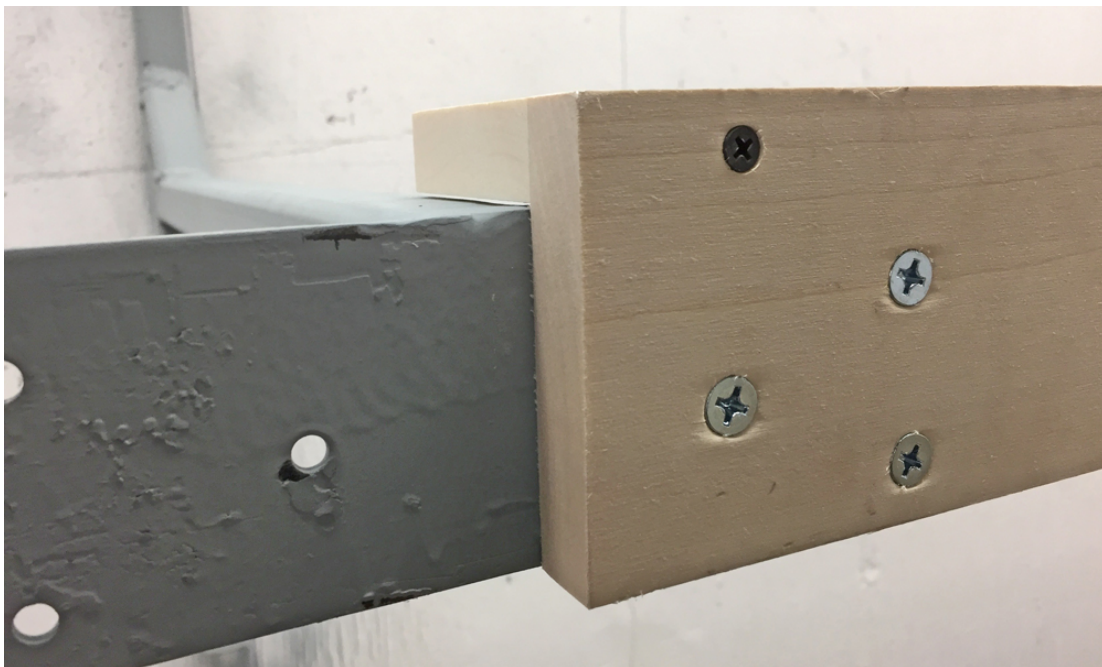
To provide you with a little content, I thought I would throw in a few pictures of the very slow progress of my own railroad, the HOn3 "San Juan Southern." I have been working on an upper deck over a future lower deck. I decided to make this a hybrid of open grid and L-girder by building unusual L-girders capable of hiding lights underneath them and providing the flexibility that I love about L-girder construction. To that end, my Ls are vertical 1x4s, but with 1x3s screwed and glued to the upper side of the 1x4s instead of putting them on the top of the vertical 1x4s. The picture makes this clearer. Since the L-girders would be at the outer edges of the layout, I chose 1x3s over 1/2s so I could screw in the cross pieces farther from their ends and reduce the likelihood of splitting.



I decided to weld two support brackets that could be fastened to the concrete walls of my basement. The fact that there is a ledge in this area was helpful. The walls are not straight, so I spaced the brackets with washers until they were square and level. Please don't make fun of my ugly welding.



The L-girders in the front rest on the brackets and are bolted to the flanges.





The L-girders against the wall were leveled with the front L-girders and attached with Tapcon concrete screws. They required shims to fit against my crooked walls.



The front girder has a leg on each end, but legs are not novel except that mine are tied into the concrete wall to keep them from moving around. At this stage, I have laid some cross pieces and some existing track and roadbed from my previous layout more or less in place and loosely connected it to the roadbed to the roadbed on the part of the layout that is up and functional, though obviously not finished. It was enough to know that I would be able to re-use a significant amount of roadbed from my old layout. Notice how the cross members come right to the edge of the L-girders. This is not typical L-girder construction and has a purpose related to the future deck below it.



Now things are on hold until I can get back to it. The next challenge is engineering a lift up section for access to a walkout. We'll see how that goes!

Events to keep in mind

The Wichita Train Show & Swap Meet – “The Best Train Show”
February 2 & 3, 2019

<https://besttrainshow.com/>

The 2019 NMRA Mid-Continent Region Convention,
June 20-23, 2019

<http://wichitamcor2019convention.tripod.com/mainx.html>