

# WEST PASCO MODEL RAILROAD

## DESIGN TEAM MEETING NOTES

**DATE:** 06/30/2023 (Friday)

**ATTENDEES:** Ralph, Bill, Tom, Neil, Keith

**TITLE:** Rethinking, but approving the main lines

After several meetings about the design of the track plan, one last review of any new issues/items that have come up was performed.

- Rethinking of having a through track at Union Station. This way not every train has to back in. This will be reevaluated after the mainline in Rockville is put in place and the station/platform can be fitted to see what is possible.
- The logging camp, sawmill, coal mine area had some rethink. A way to have the lower level flattened and easier to work. This means the only grade issues will be working to very top with a locomotive stationed in the area that can handle the track pattern. Also, this helps with a small yard on the bottom area that would work the industries and make up a cut of cars to be picked up by a through train or local.
- Significant discussion about the wye/drill track/flyover at the wall that enters the yard. A large amount of discussion ensued and fitting to the main line is critical.

A vote of the team was taken that approved beginning with the main line construction.

The first priority is to get the WYE at the yard junction resolved because that is the keystone.

Attention needs to be paid to the backdrop between the two sides on the walkway side behind the refinery. It is a sculptured structure made with back to back Masonite or similar that will be rigid. It will have "pegs" on the bottom to mount to the base frame to prevent external supports. It is sculptured sine it will fade in levels on the ends following the terrain pattern.

Can a small roundhouse be entered at the proposed engine facility at the corner by the door to the meeting room? It needs to be located and measured to see if it fits once the main lines are established.

Due to some discussion about clearances for bridges and flyovers, Bill did some measurements and calculations to locate the correct clearance specification.

*The absolute minimum clearance needed between top of cube and structure above is 3" so if we add another 0.5" for grade buffer, 0.75" for sub-roadbed, 0.25" for cork, and 0.1" for rail, the minimum rail to rail vertical height is 4.6 inches (or 4-5/8"). So Ralph's suggestion of 5" for rail to rail height would be more than adequate.*

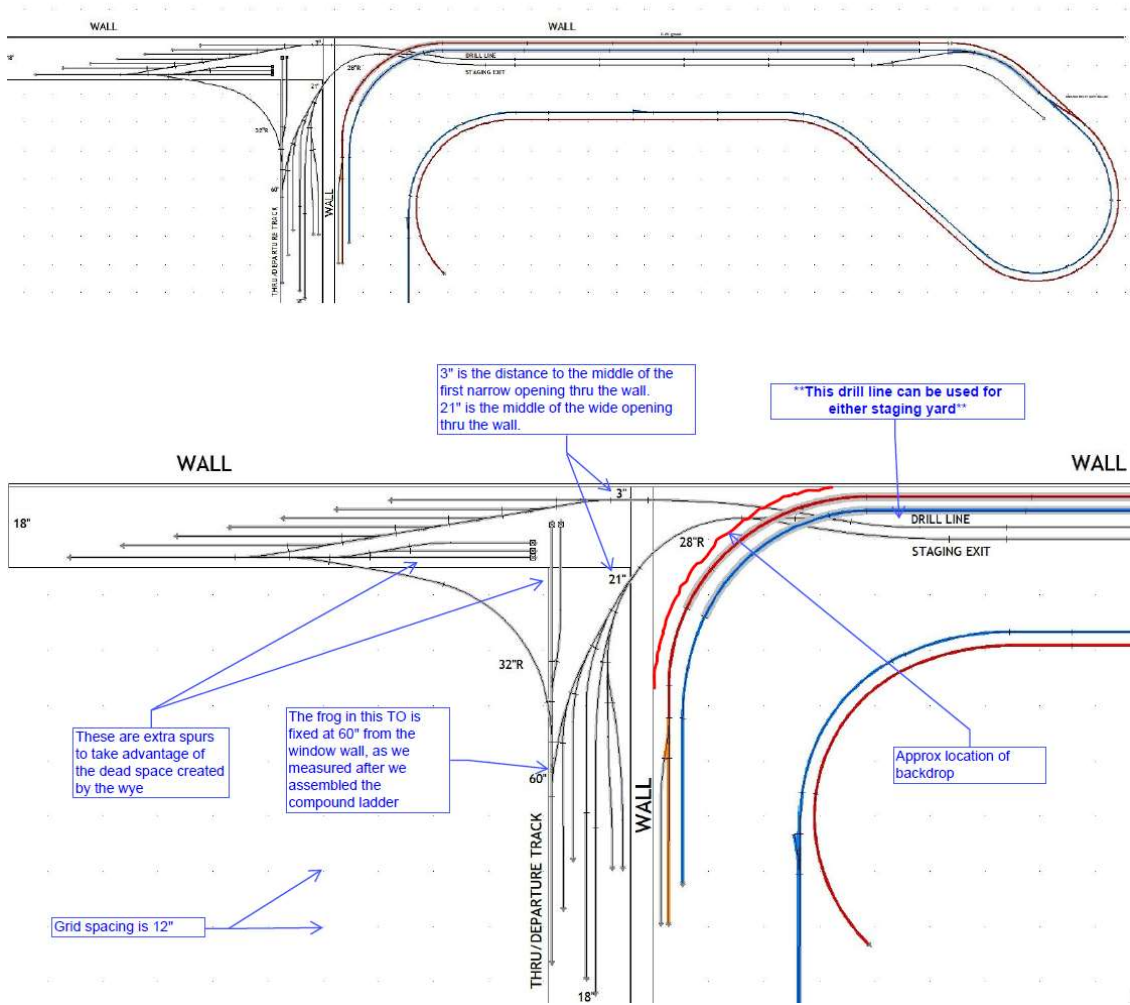


There is a listing of locations for the track plan. Some have been located, some have not. This was done to have a tracking mechanism for locations to be finalized. Because some people have expressed the desire to build a certain area, a column will be added to document who has the assignment for an area. This is to control someone infringing on another's assignment as approved by the HO Superintendent Ralph. He must approve each assignment.

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The corner where the WYE comes through at the yard entrance by the dividing wall has had some spirited discussion as to how to construct the "Hot Corner". Bill has done some CAD designs for that area:

[Overall view](#)  
See next page for zoomed in version of staging wye area



Using some turnouts, a physical representation was used for proof of concept to determine that this design is possible.

