

# *FUN*TRAK Times!

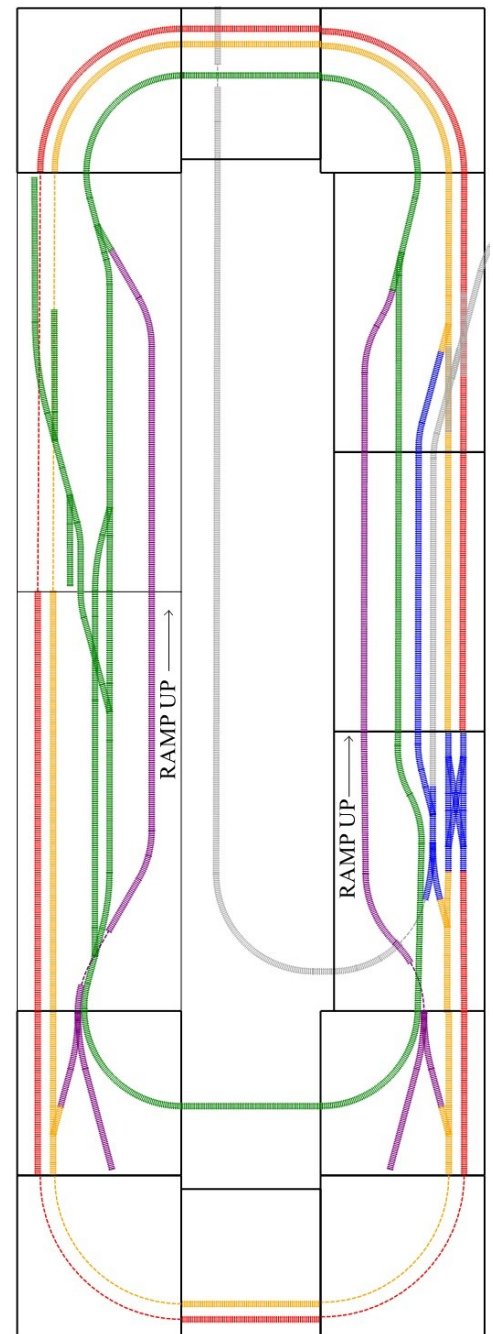
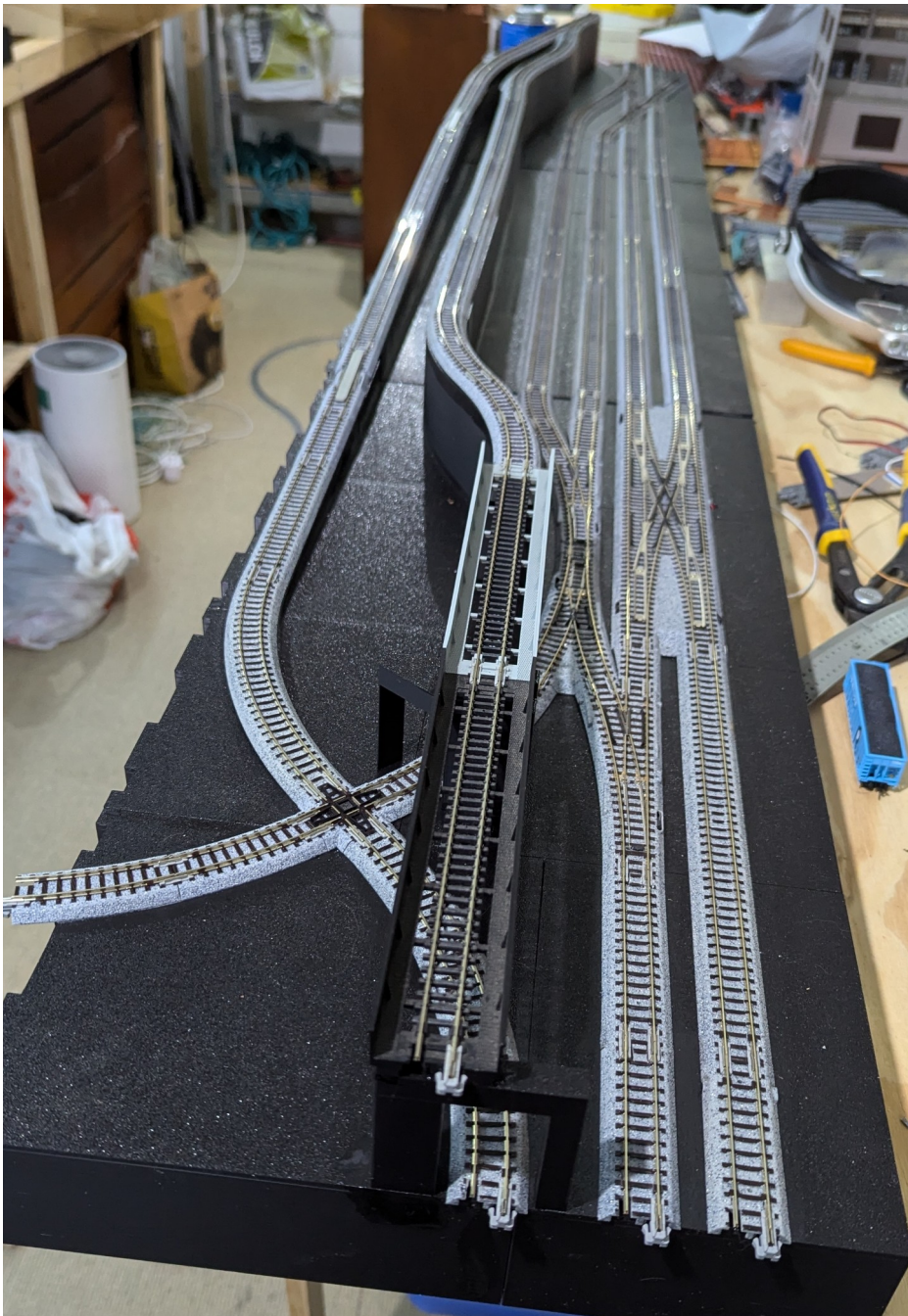
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FREE

## 3D T-TRAK



Here are our Australian member Mark Bean's 3D printed T-trak modules with Kato Unitrak affixed. The layout diagram on the right is the eventual plan for these modules along with future modules that will accommodate One-trak as well as the standard T-trak mountain and non-mountain modules. Read more about this exciting endeavor in Mark's Hobos Fire in this issue.

# Hobos Fire:

Hello everyone,

I've been busy 3D printing T-Trak modules and laying track for an eventual exhibition layout. Brian's been bugging me for photos, so I thought I'd go an extra step and talk about what I'm doing.

Why am I 3D printing the modules?

Because, apparently, I can't cut lumber straight to save my life. I measured everything twice and used a very sharp pencil to mark up the lumber before carefully applying a table saw. When it came time for assembly, however, it was still wonky. Then there was the question of building plinths for the mountain line which would require dozens of fine, accurate cuts. That was the start of the 3D printing, actually. I figured I could make very accurate plinths if I printed them. It wasn't long after that that I smacked myself on the forehead (literally) and decided I should print everything. The cost is comparable to lumber, the accuracy is far superior, and I'm not disturbing the neighbours with the noise nor making a huge pile of sawdust and offcuts that I then must deal with.

So, what am I making? On the left side of the diagram are 2x standard corners with a standard single length module in between. The corners are showing their tracks as hidden because they will have a solid scenery shelf which the trains will run under. One corner is a working drive-in theatre whilst the other is a haunted house with flickering lights and a sound module.

Next to them is a pair of passthrough mountain corners with just a length of mountain track between them. That track will most likely be some sort of arch bridge. The spur on the upper passthrough will most likely be an industry whilst the bottom one will have a minimalist engine facility. Why would I do that? Because that's where the helper engine will be parked. The ramp up on the bottom side only starts rising after the purple line has crossed over the grey line which means I have about an 8.5% grade getting up to the mountain line (green). Yes, a single engine could pull a short train up without issues, but helper service adds all kinds of interest at an exhibition. Imagine handing a throttle to someone in the crowd and talking them through helping to get a train up the hill. Getting people involved is often the first step in them becoming a member.

The upper side modules are a pair of triple length which are 300mm deep and are, hopefully, self-explanatory. The lower modules (a trio of double length also 300mm deep) have a lot going on so I'll spend some time on them. On the left-hand module, the mountain track starts with a pair of standard Kato bridges. The purple and grey lines, both at base level snake their way through

the piers supporting the bridges. Purple, on both sides of the layout, represents the transition between the yellow and green lines whilst grey represents the oNeTrak portion of the layout. The crossing is a Kato 90-degree diamond. The blue track can be used either as an interchange track between grey and yellow or as a passing siding for the yellow.

The middle double can be left out of the layout although that mean replacing one of the triple length modules on the upper side with a single length module to balance out the length. I would lose having a complete green loop but there are thoughts to adding the electronics to allow the green line to act as a point-to-point trolley line when in this configuration. I would also lose the ability to transition from yellow to green.

The grey line, as stated, is oNeTrak and the plans for what I'm going to do are in their infancy. I know there's going to be a lot more shunting opportunities and I want to have a "robotic" ferry. The plan is to add motorised wheels and control electronics to a two-track ferry. Pressing a button will cause the ferry to find and drive towards a light located under the slip it currently isn't at. That could be twelve inches away or it could be six feet away. Once it's snug in its berth, the motors will stop and the engine at that end is free to exchange cars. Another press of the button and the ferry heads back to where it started from. Another thought is to have a yard in the middle of the loop rather than the single track. I've also found a photo of a prototype 5-point wye that I would love to model for one end of the line.

Future plans? I had an idea for "offset" T modules which, instead of the pair of 382mm radius curves that are used on a standard T module, have a 382mm radius along with a 481mm radius curve. The third track obviously can't then be straight but must dog leg to maintain track spacing. A single offset T module can still be used to connect your loop to someone else's via their T module, but you would need a mirrored pair of the offset T modules if the other loop was connecting directly to yours.

I'm also thinking about an inside corner with mountain track. I should consider adding mountain track to the T module(s) as well. That's all well down the road though.

That about does it for now. I'm visiting the states and should be in upstate NY at the beginning of October. I'm hoping there is some sort of event happening we can all meet at.

Until then,

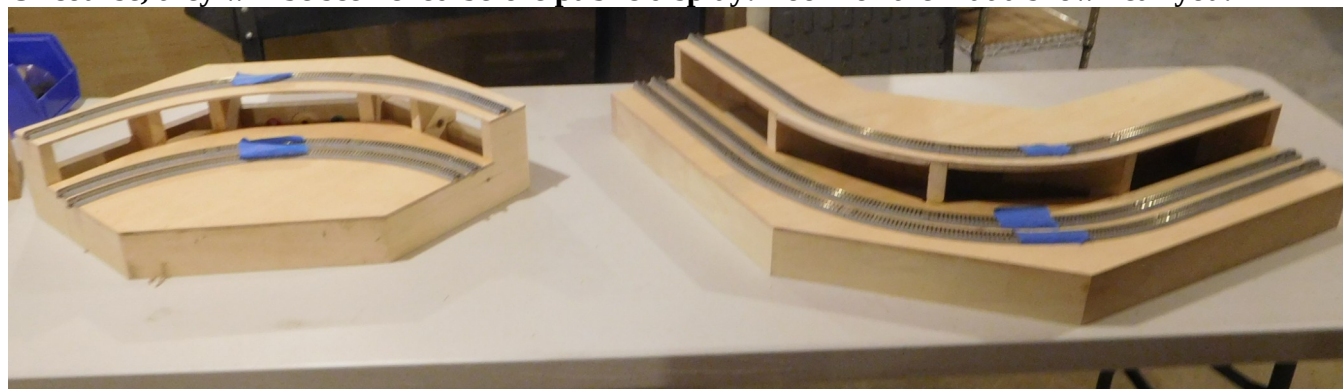
**Mark**



# MOUNTAIN INSIDE CORNERS



Jeff and Adam sit proudly behind their fine handiwork. These are *FUNTRAK*'s newest contributions to the model railroading hobby, mountain inside corners. These will allow longer layouts by forming an "L" shaped layout thus extending the length of the run around the layout. Of course, they will be scenicked before public display! Look for them at a show near you.



# EVENTS

## 183<sup>rd</sup> Annual Fonda Fair

21 South Bridge Street  
Fonda, New York 12068

Wednesday, August 28, 2024 through  
Monday, September 2, 2024

General Admission – \$12.00

Senior Citizen's Day (62 years & Older) —

Wednesday & Friday – \$5.00

Children 6-11 years – \$2.00

Children under 6 years – FREE

Parking – \$5.00

Info: Phone: 518-853-3313

Fax: 518-853-3310

E-mail Address: [fondafair2012@yahoo.com](mailto:fondafair2012@yahoo.com)

## 37<sup>th</sup> Annual Thousand Islands Train Fair

Clayton Arena  
Route 12

Clayton, New York

Saturday, September 8, 2024: 10 am - 5 pm

Sunday, September 9:, 2024 10 am - 4 pm

Admission: Adults \$7, Children under 12 free

Info: Tom at (315) 489-1856

**Plan for the 21st  
PicNik  
August 4, 2024**

FUNTRAK has scheduled a meeting at Fat Cat's on Wednesday, August 14<sup>th</sup> starting at 5:00pm, weather permitting.

### FUNTRAK Officers

President: Lorenzo Franchi (315)867-4976

Vice President: Greg Brockway

Treasurer: Brian F. King (315)292-7066

# Schedules

## August 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
<b>PicNik</b>	5	6	7	8	9	10
11	12	13	Fat Cats	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
Fonda Fair (Aug 28-Sep 2)						

## September 2024

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	Massena
Massena	23	24	25	26	27	28
29	30					

# More Events

15th Annual St Lawrence Valley  
Model Train, Toy, & Collectible Expo  
presented by

Norwood Mode Railroad Club

Massena Arena

180 Harte Haven Plaza

Massena, New York 13662

Saturday, September 23, 2023 10:00am to 5:00pm

Sunday, September 24, 2023 10:00am to 4:00pm

\$5.00 Per Person, Age 10 and under free

# MONTHLY QUIZ

How much does a typical modern locomotive weigh?

Tier 4 locomotives weigh a whopping 432,000 pounds — the same as 108 hippos weighing in at 4,000 pounds each. These 6-axle engines have 4,400 traction horsepower and can reach a maximum speed of 70 miles per hour pulling thousands of tons of freight.