

The new MR&T

OUR NEW layout room is a beautiful place, an open, rectangular space with a tile floor, drop ceiling, central air-conditioning, and its own lab-size sink. The doorway alcoves and the column along one wall (to the left of the sink on the track plan) do impose some design restrictions. However, as John Armstrong likes to say, even a war is no fun if you don't have an enemy.

The new MR&T will follow the same concept as the old railroad, and the operating schematic will be similar too. We liked the railroad that old "Myrt" evolved to be, so there's no reason to make any basic changes. The connecting Troy & Northern short line is the same railroad we built in the old building, reinstalled with only minor alterations.

The new railroad will have a better traffic pattern for entertaining visitors. Guests will be able to see the port and city scene through the hallway windows even before they enter the room. Coming in through the lower doorway, the first thing they'll see will be the "roundhouse" scene with its collection of motive power.

Visitors will have a wide aisleway in front of them leading around the layout, and the slightly narrower interior aisle has wide places where they'll be able to pass each other. On the way out they'll take the corridor past the double-deck staging yards to the upper doorway. A "ramp track" connecting the two staging levels for continuous running will have a 5.5 percent grade, but that will be downhill for trains running in the direction — westbound on the railroad, counterclockwise around the room — that we want visitors to take.

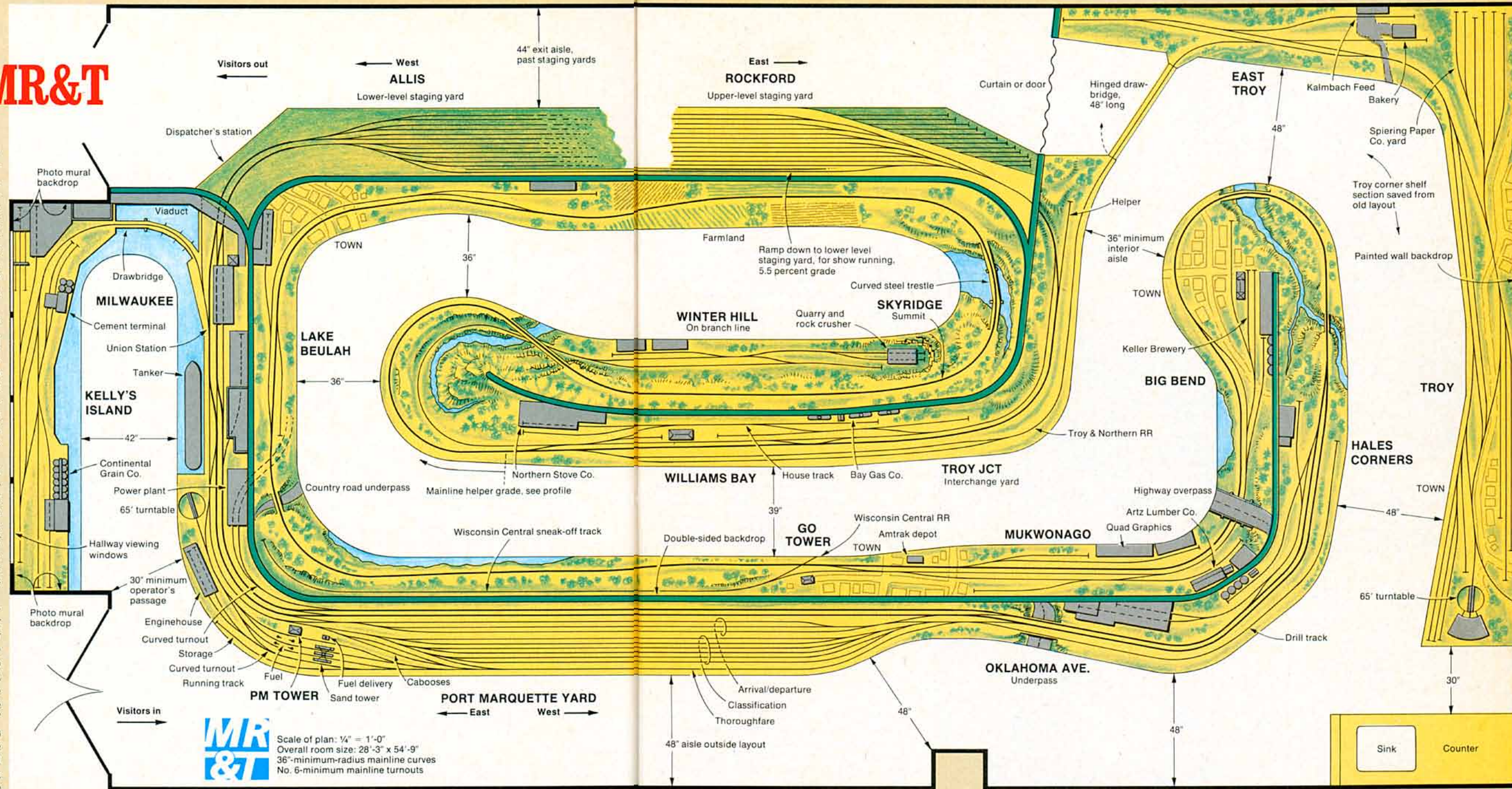
The new railroad's zero elevation will be 48" off the floor, 6" more than on the old layout, and look at the profile. Beginning at Oklahoma Ave. the main line will climb 18" to a summit 5'-6" high. Most of the main line will be at elevations above 52".

Westbound trains will have a relatively easy time reaching the summit on grades ranging up to 1.5 percent, but eastbounds will face a tough 3 percent hill out of Williams Bay. We'll have a full-time helper engine stationed there to get maximum-tonnage trains over the top, but again note that we won't have to use the helper for show running.

The helper job will be one new operational feature; here are others:

- A double-track main line from the Allis staging yard through Hales Corners.
- An expanded Port Marquette Yard with three arrival/departure tracks separate from the six classification tracks, and also a "thoroughfare" track connecting the two ends of the yard.

We've already started building, and we'll keep you posted. If you have the chance to visit Milwaukee, come see how we're doing. — Andy Sperandio



MR & T
 Scale of plan: 1/4" = 1'-0"
 Overall room size: 28'-3" x 54'-9"
 36"-minimum-radius mainline curves
 No. 6-minimum mainline turnouts

Model Railroader
 MAGAZINE

© 2010 Kalmbach Publishing Co. This material may not be reproduced in any form without permission from the publisher. www.ModelRailroader.com

- A better-developed Port Marquette "roundhouse" or engine terminal where a full-time hostler can prepare locomotives for their runs.
 - Branch lines to industrial areas at Kelly's Island and Winter Hill, where local switchers will be able to work out of the way of mainline traffic.
 - An isolated "room," that corridor along the top of the plan, for the staging yards and the dispatcher's office.
- Scenically, we'll build our double-sided backdrop first this time, then we'll try to make more dramatic use of changing elevations than we did before. One highlight will be a tall, curved steel trestle across a deep valley near the summit. And, as Jim Kelly points out, we'll try to do a better job of bringing all our scenery up to a "finished" level.

