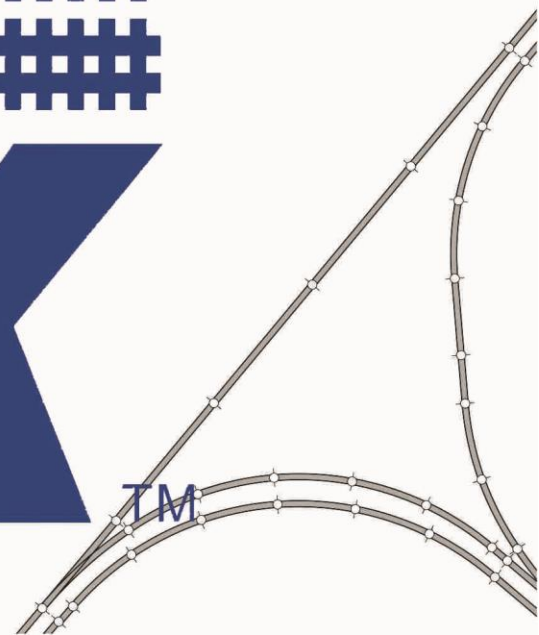


TALKIN'

T-TRAK

TM



Professor Choo Choo

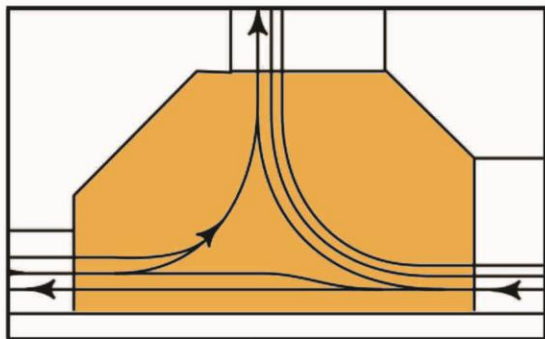
T-TRAK 101



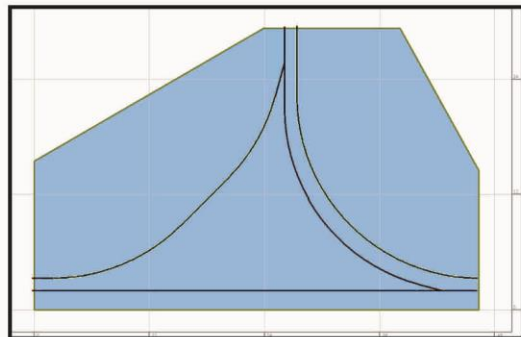
"Branchline" junctions
provide unique
opportunities.
How about corner
branchline junctions??



This is what I'm talking about this time



NTRAK Junction

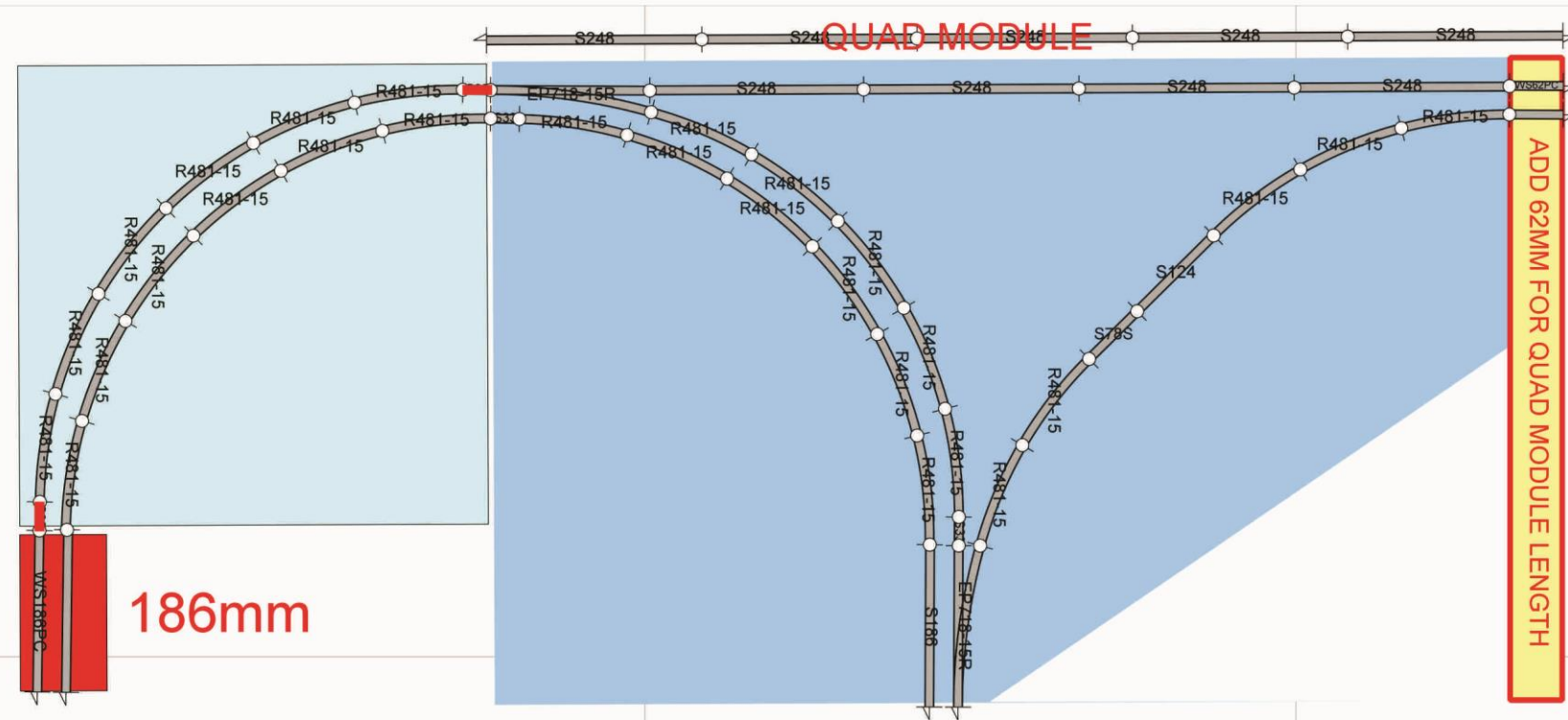


T-TRAK Junction

When Bruce Alcock first advised me of the T-TRAK "Oklahoma" corner junction module designed to divert T-TRAK trains to the helix connecting a T-TRAK layout to an NTRAK layout I saw how closely it resembles an NTRAK junction. Although currently this is the only one I thought there could be possibilities if it had a mirror image partner . . .

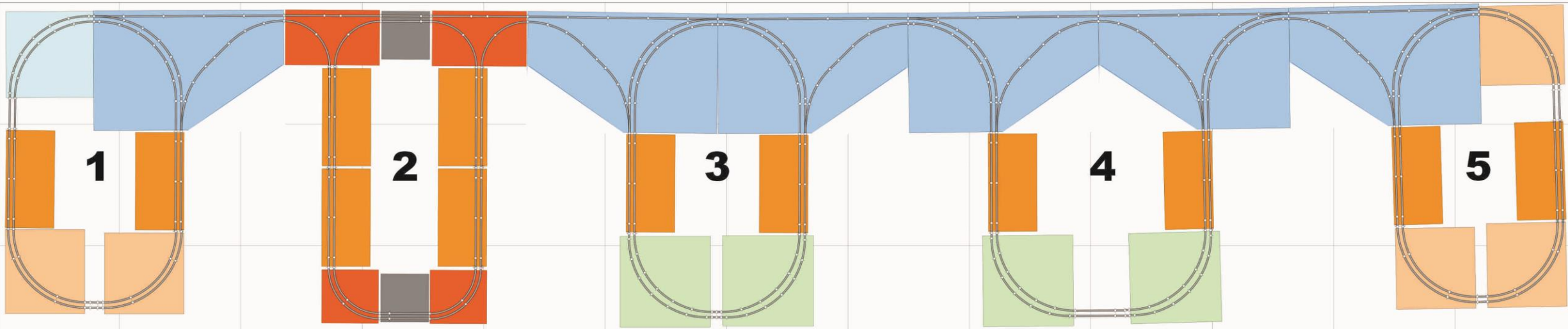


For the NSE Nashville '22 T-TRAK display layout Bruce used a large*large corner module companion for the end of the branch loop. Due to the large size of the junction because of the #6 turnouts a small 186 mm module is needed on the corner to match the junctions depth.

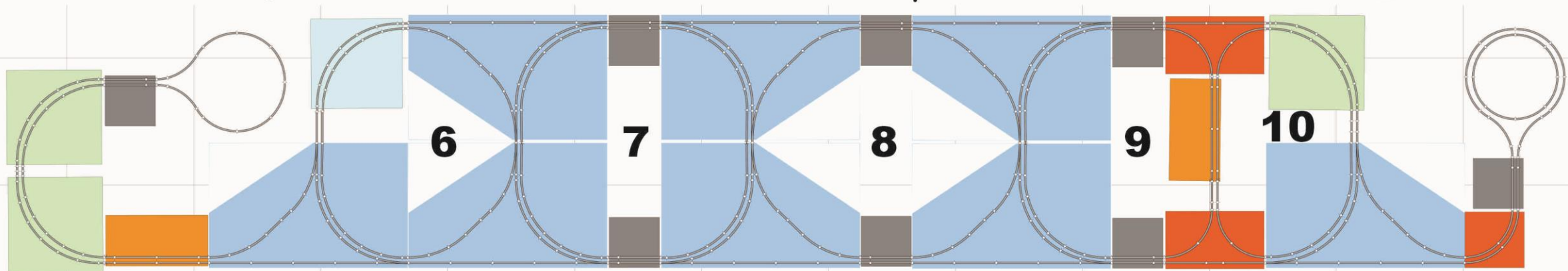


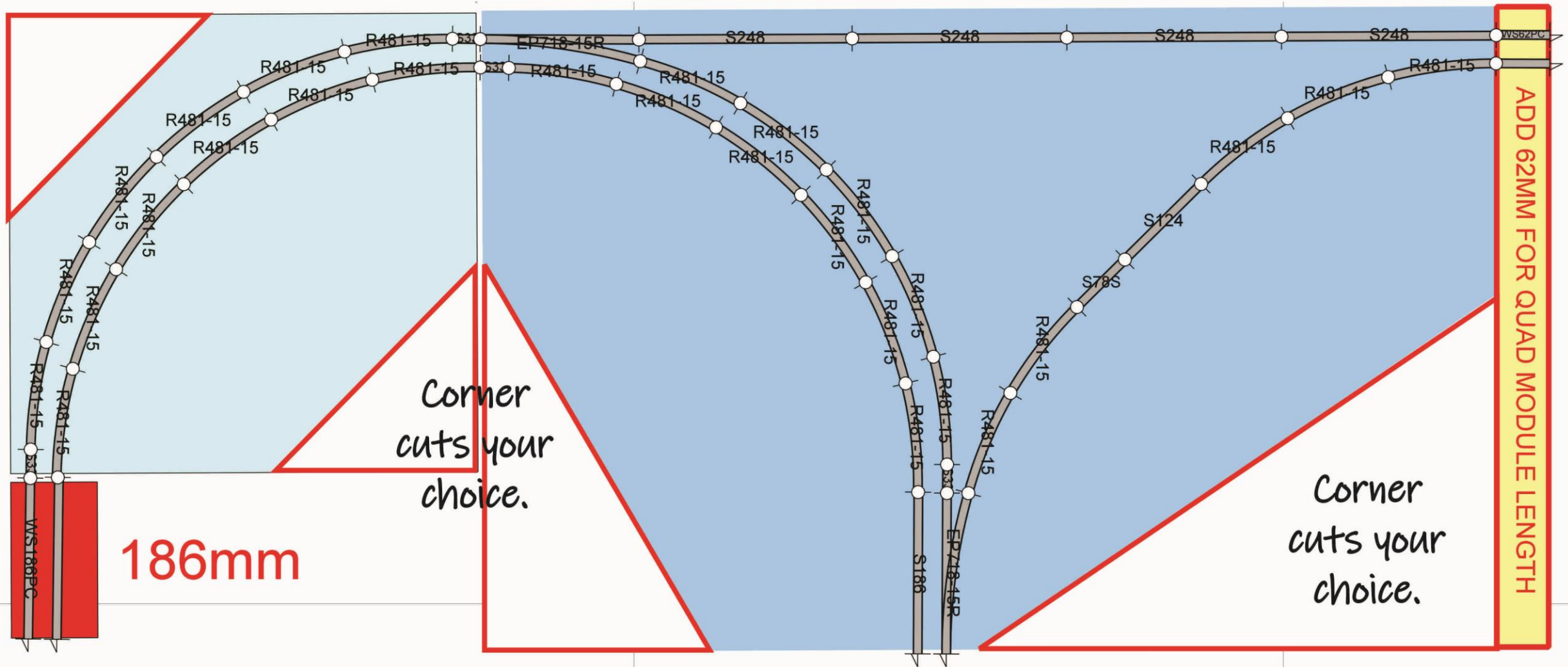
Modifying the original design of the junction by adding a 62 mm piece of straight track to the straight will create a module the length of a quad straight module. The 62 mm could be added to the build design or added after as a separate "spacer".

* A "large large" corner module uses 481 mm curves exclusively plus 33 mm straights on the ends of the outer 90 degree curve creating a corner module larger than the usual 447/480 mm large corner module.



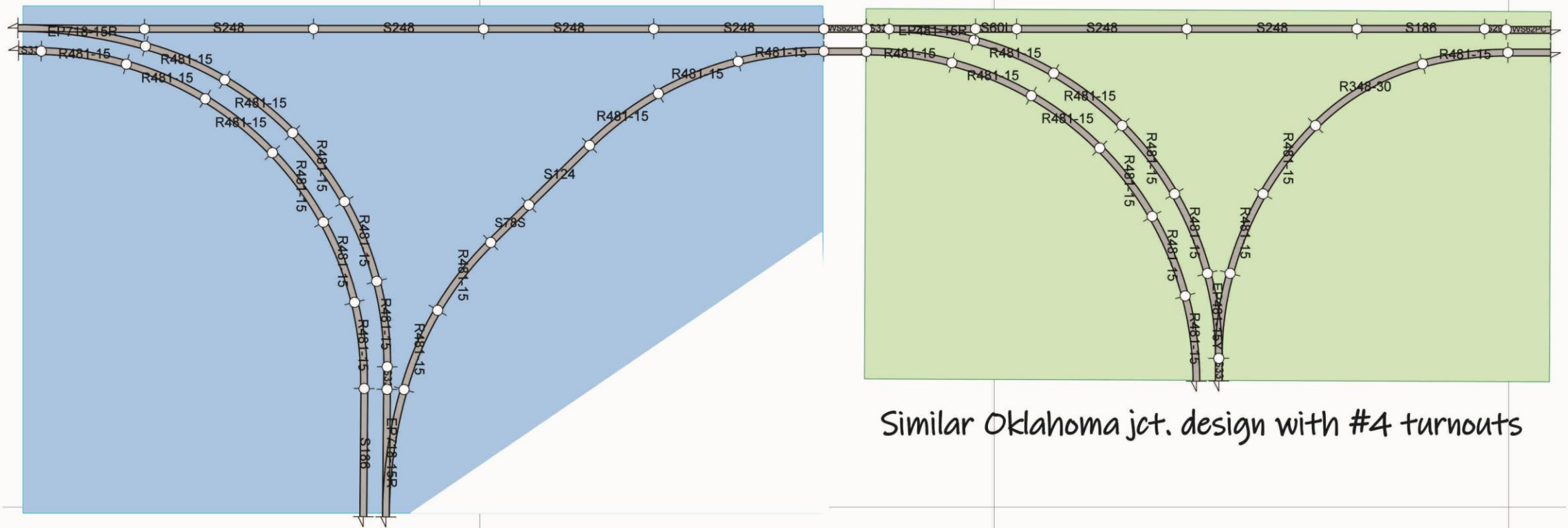
Layout options are almost endless incorporating any corners, junctions or straight modules utilizing adapter/filler trackage as required. You would really need to watch your trains. DCC with standard BWB wiring makes wiring the layout far more simpler than it looks! Inner loops #1, 2, 3, 5, 7, 9 and 10 could have their Yellow bus wiring reversed creating a pseudo BWB situation allowing for the installation of modules with crossovers allowing trains to cross from the Red to Yellow tracks. Examples below are wider than 2 tables.





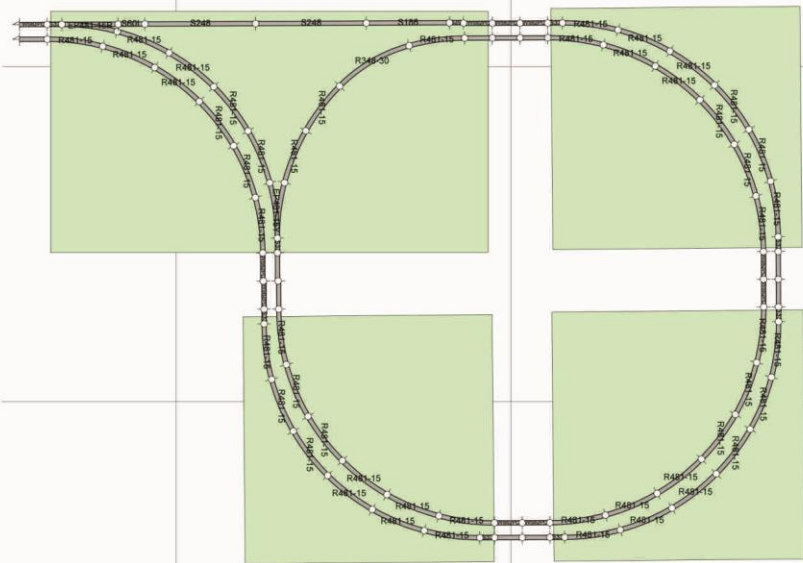
If you decide to build these you'll need: A really BIG bunch of KATO 481mm radius curved track - 16 for the jct. and 12 for the corner (KATO #20-160 Pkg. of 4); 2 x #6 right turn-outs; 4 x 248mm straights; 2 x 33mm straights and 2 for the corner; 1 each 186mm, 124mm and an expansion track. The junction base is 29.5" x 46.25"; the corner 22.25" square.

T-TRAKers have 2 main concerns: #4 turnouts (they would rather use #6s) and superelevated curved track. The Oklahoma Junction and the large large corner use neither.

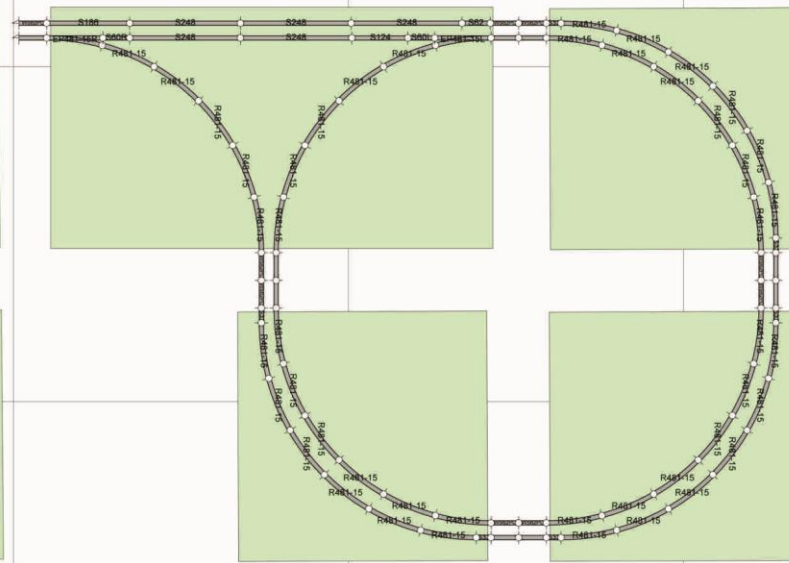


Similar Oklahoma jct. design with #4 turnouts

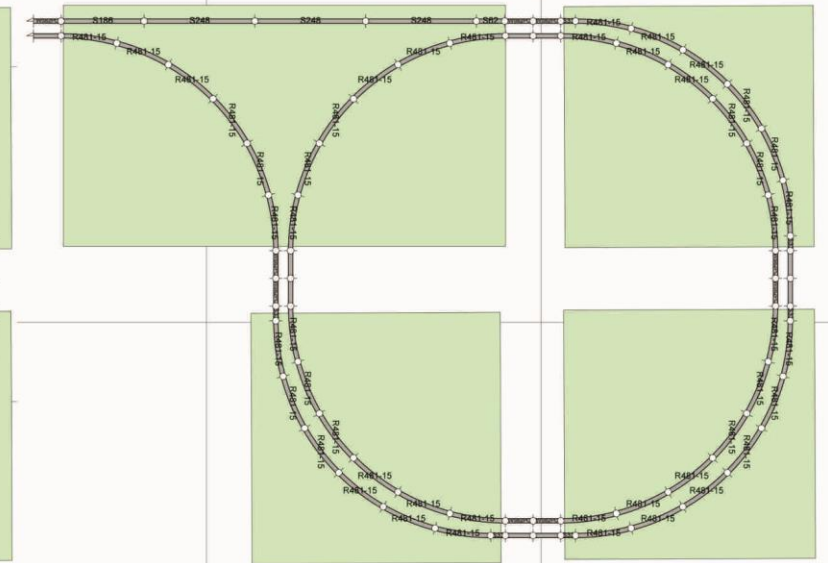
The Oklahoma Junction uses #6 turnouts resulting in it's relatively large size. A similar version can be built using #4 turnouts and the Y turnout both of which have the same 481 mm radius as the curved track used almost exclusively in both designs. Using #4 turnouts also makes the other popular junction designs much easier to create . . .



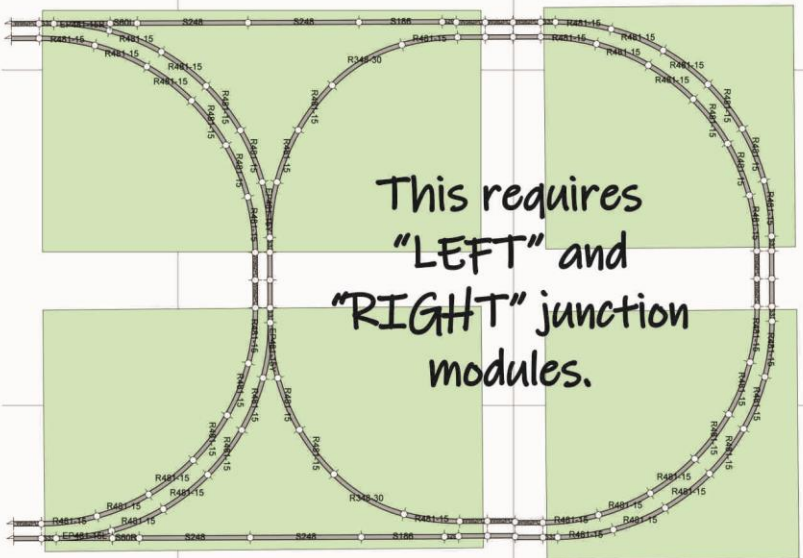
Branchline Corner Jct.



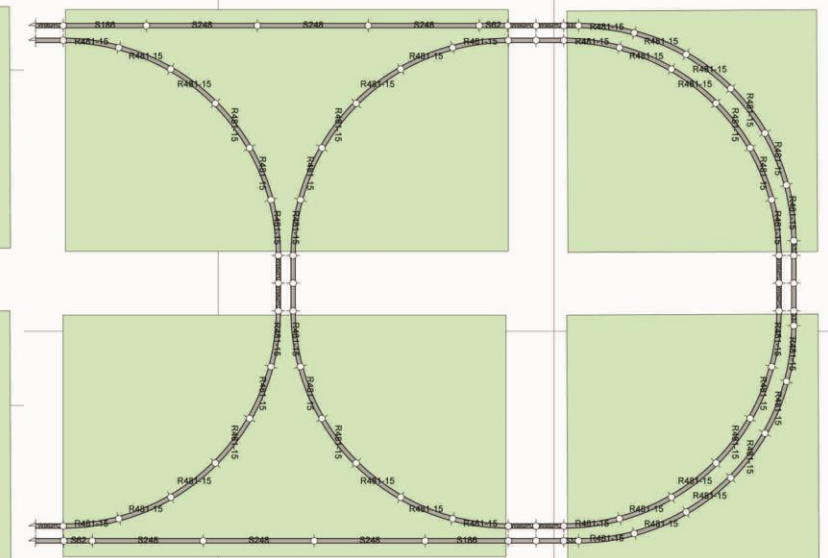
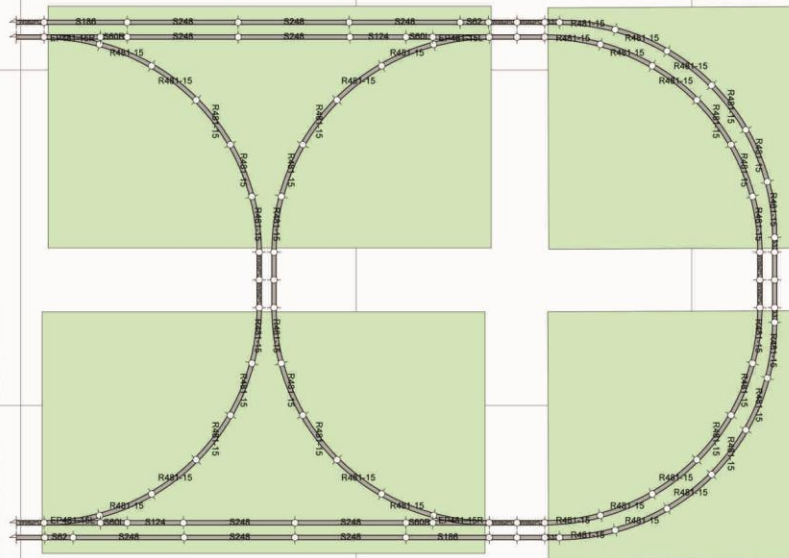
Branchline Straight Jct.



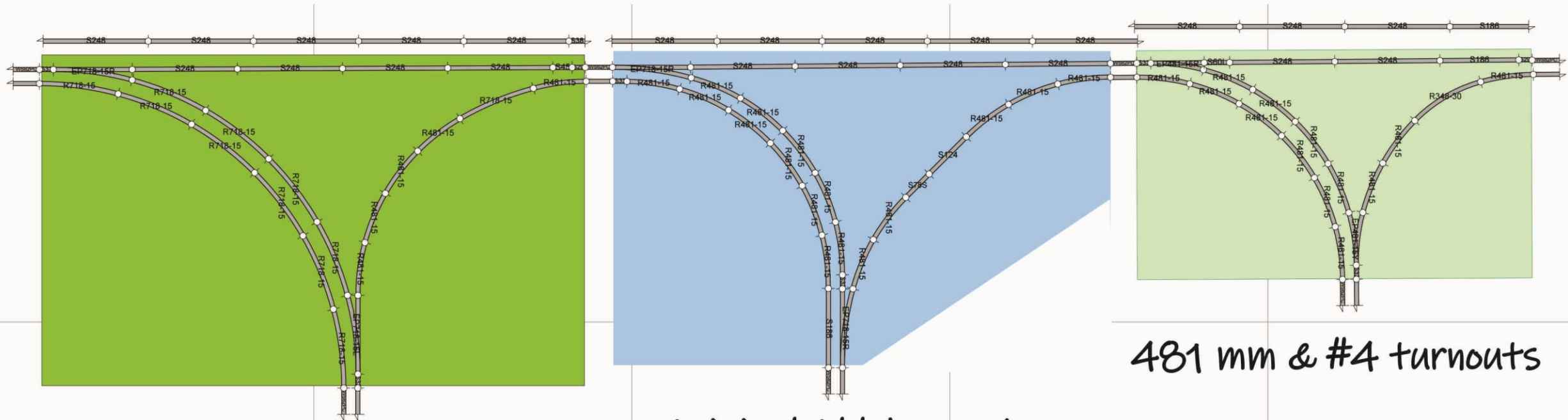
Large Steve Jackson Style Junction



This requires
"LEFT" and
"RIGHT" junction
modules.



Using #4 turnouts with a curve radius the same 481 mm of the 481 mm 15 degree curved track makes these branchline junctions very easy to construct creating a perfectly matched set of corner and junction modules that don't require adapter/filler track pieces.



718 mm & #6 turnouts

Original Oklahoma Jct.

481 mm & #4 turnouts

Before I go, I thought I'd see what an Oklahoma Junction would look like created with KATO's largest curve, the 718 mm radius, that matches the #6 turnout. The large module brings new meaning to large large T-TRAK, so it probably isn't very suitable as a module, but I expected it to be much larger than the original Oklahoma Junction than it appears to be. If I had used a right hand turnout below the double track corner as per the original design it would have been 186 mm deeper adding substantially to the module's size.

Bruce's Oklahoma Junction brings more options and interest to T-TRAK model railroading.

THANKS For Watching

A ZoomTRAK presentation by True North Rail

