

PART I
48 Inch Corners

There is no S-MOD standard design for corner modules because the philosophy of the standards is to permit the modeler maximum design flexibility while maintaining module interconnectibility.

At conventions I have seen people lying on their backs taking photos and measurements of corner modules, and as distributor of the S-MOD standards, I have been asked many times if there are standards for corner modules.

In a previous column I asked if any clubs had proven designs for corner modules that they would share. I have received three replies, each of which is well worth publishing due to the design concepts and ease of construction (most cuts are 90 or 45 degrees, and most of the required construction methods are the same as for straight modules).

Thanks to Bill Krause of the Connecticut S Gaugers and Jack Troxell of the Houston S Gaugers for plans for 5' x 5' corners. Thanks to Denis Fortier for sending the 4' x 4' MODU-RAIL module standards of the NMRA Division Alouette Quebec, which Denis used in constructing his corner modules featured in the April '95 issue. Jack's design uses plywood bent to form a curved frame. The other two use conventional 1x4 framing.

Due to the large amount of information, this topic will be divided up among several issues. If anyone is planning on building corners soon, I can furnish a complete set of copies; send \$3 to cover expenses.

Some aspects of the 3 designs are similar. The interface end of each design is 24" which matches many straight modules. 1"x4" lumber is used for most

CORNER

FIG. 1

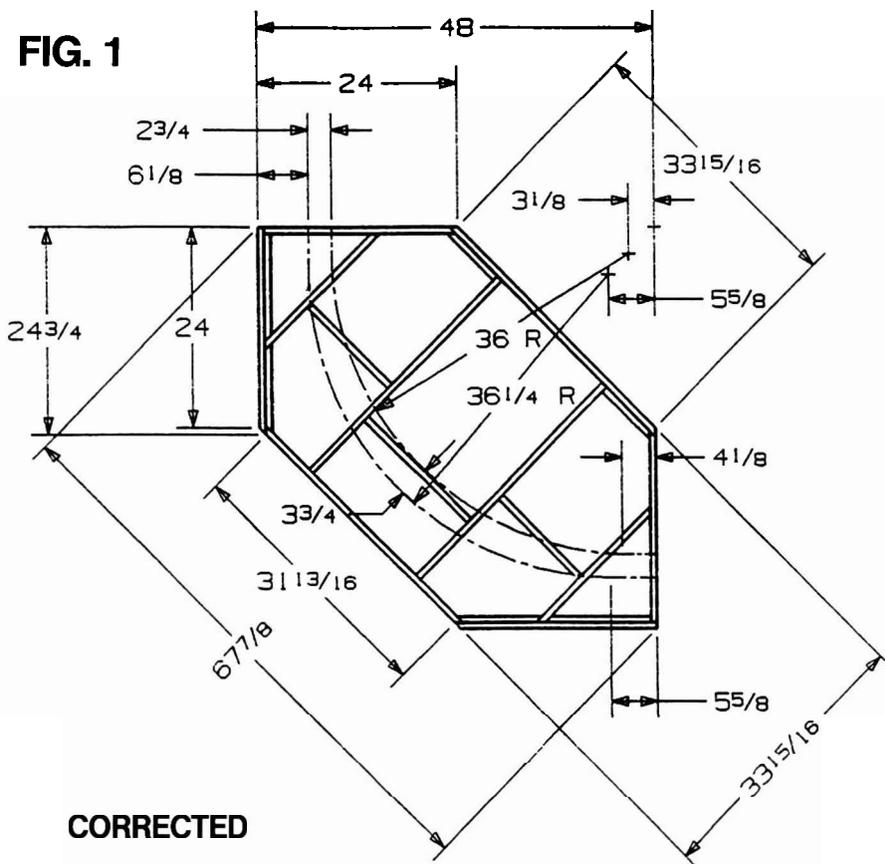
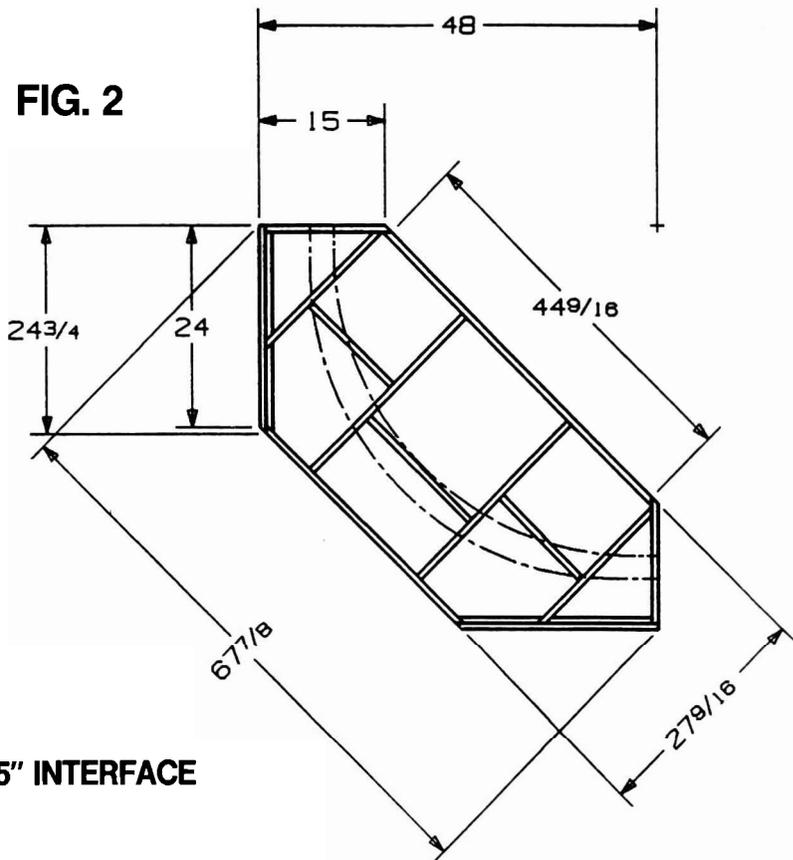


FIG. 2



15" INTERFACE

MODULES

**Module
Corner**
By Ted Larson

framing, and track centerline set-back distance is per S-MOD standards to match S-MOD straight modules. Since minimizing size and weight are concerns, each design will also be shown with 15 inch end interfaces. This is the minimum width that will provide S-MOD's 6 1/8" set-back distance on BOTH sides of a 2-track mainline. The modules can, of course, be built to match the width of any straight module (18, 24, 30 inches). All framing will be shown 3/4" thick, assuming use of standard lumber — 1x4, 1x6, etc.

Another aspect of size is storage and transportation space. Therefore, the rectangular length and width requirements of each design will also be shown. See Drawings.

Superimposed on the 5' x 5' plans will be the track centerlines used by the Connecticut S Gaugers. For the 4' x 4' corners, these centerline radii were scaled down and the centerline spacing increased per NMRA recommendations. Note that the track spacing must widen through the curves to provide clearance for the center overhang of long cars and the front overhang of engines. Also note that there is a 2+ inches of tangent track at each interface in addition to the 2 inches of tangent track at each interface in addition to the 2 inches of bridge rail.

No easement from straight to radius will be shown due to the relatively tight radii, however, easement at the transition from straight to radius. Allow for this when you lay out your centerline by bending a section of rail or thin wood as a spline to blend the straight and radiused zones. Trace along the edge of the spline to lay out the blend zone on your roadbed centerline.

The 4' x 4' Quebec plans are shown in this article as a follow up to Denis Fortier's recent article. The 5' x 5' plans will come in a future issue.

FIG. 3

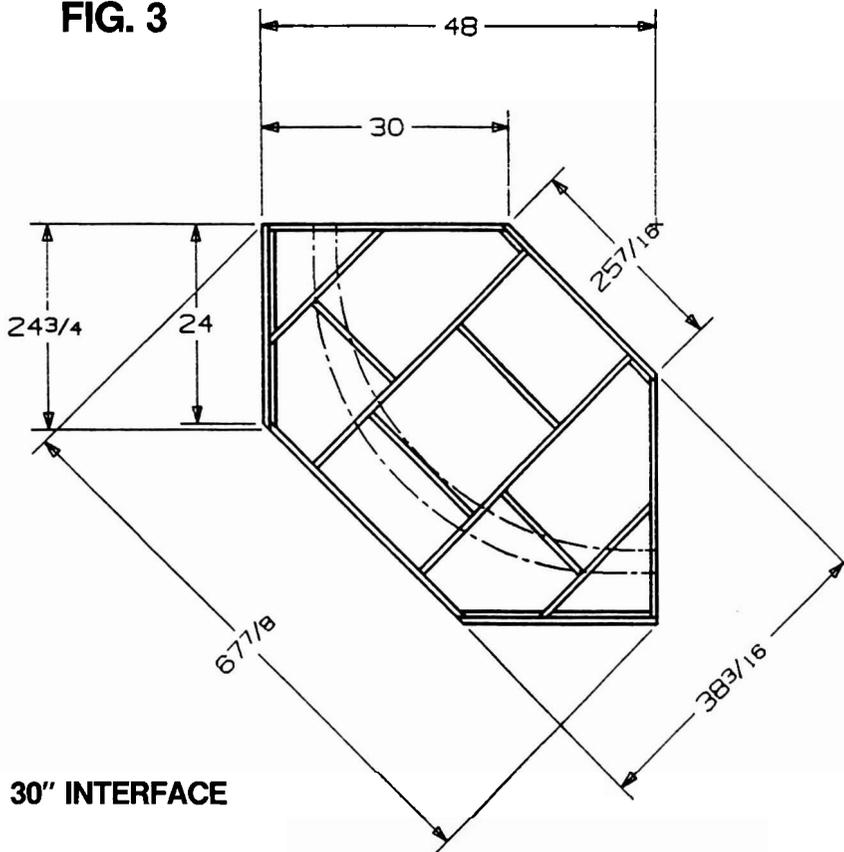
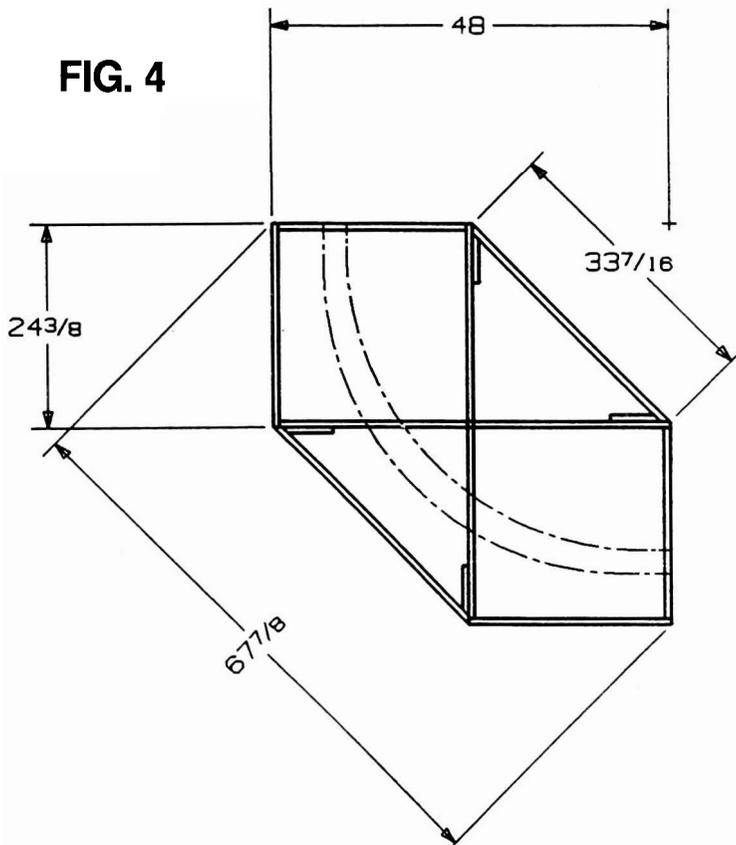


FIG. 4



ALTERNATE FRAME STYLE (PER BILL KRAUSE)