

## Construction of the Long Awaited Permanent Layout Begins

In 2013, with the mortgage payoff in sight and the financial resources that would free up able to be re-directed to construction of a permanent layout, the board of directors decided it was time to begin seriously planning one. The board recognized that because of the income generated by open houses and consequently the necessity of completing construction between open house seasons that serious planning needed to include both logistics planning and scheduling.

To develop those plans the board of directors created a permanent layout committee. Swav Kojro, who over the years had drawn up different concepts for a permanent layout was tapped to chair the committee. Over the course of two years he, along with Steve Goshko, Al Havlicek, and John Billone began to plan not only a layout, but to develop logistics plans and a construction schedule that would enable the layout they were designing to be constructed in 18 weeks.

The committee faced a daunting design task because of the multiple and not necessarily easily reconciled functions the new layout would need to perform. Some members wanted a layout where trains could be run prototypically, others were not concerned with prototypical operation and instead were simply interested in running their trains on a large layout. Some members wanted realistic scenery, some wanted point to point passenger train operation, while 12 others argued there was insufficient space for passenger trains.

In addition to the desires of the members there was the business consideration that the Club earned significant income from open houses and the sales driven by open house visitors. That meant the new layout had to be visually interesting to the public at large and like the modular layout needed to be interactive.

Over the course of approximately two years the committee worked on a plan which at various stages was submitted to the membership for comment. The committee did its best to incorporate many of the members' suggestions into the final plan that it unveiled in April 2016.

The final plan featured a large interactive layout that could be operated prototypically when desired, that could be operated as one large layout or as two separate layouts, which allowed for point to point passenger train operation, has a logging railroad, and on which trains can be operated with Legacy, TMCC, and DCS, and on which they can also be operated in pre and post-war conventional mode and modern conventional mode.