

To Asphalt or not to Asphalt that is the question, whether tis nobler in the mind to suffer the slings and arrows of John and Dick or take arms against a sea of model railroaders and by opposing end this project....

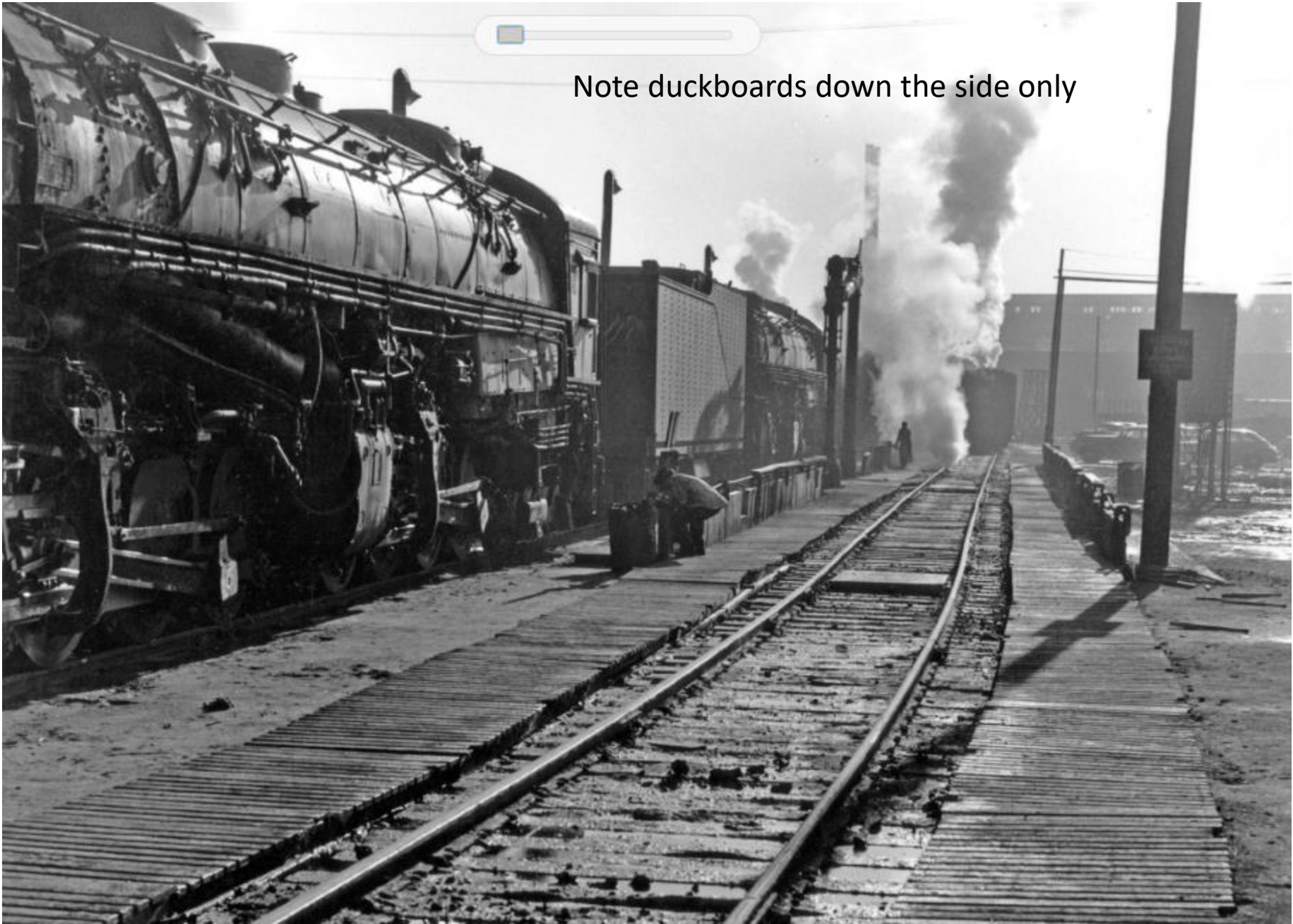
Following pictures are from Johns articles



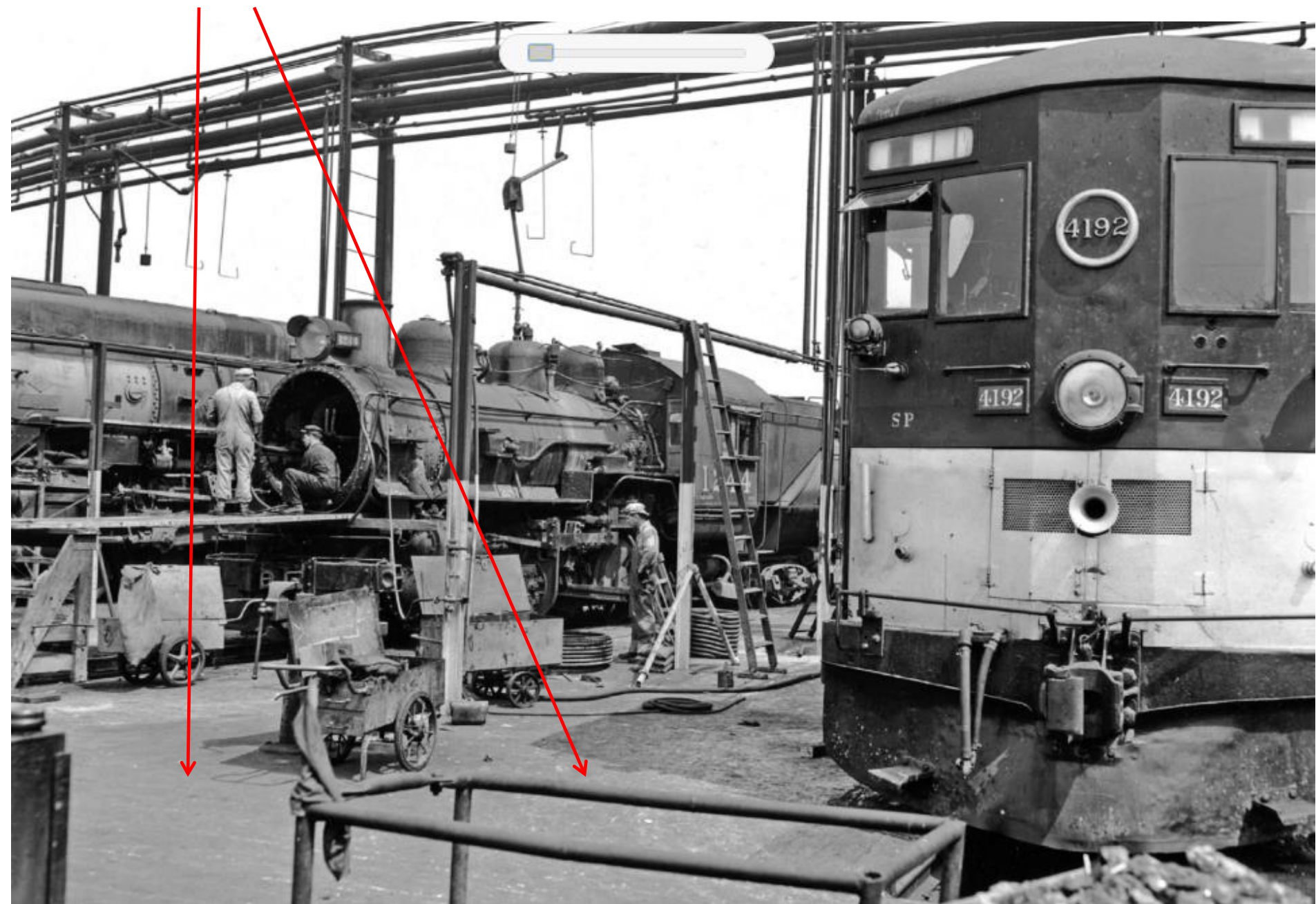
Dirt/Cinders

Duckboards

Note duckboards down the side only

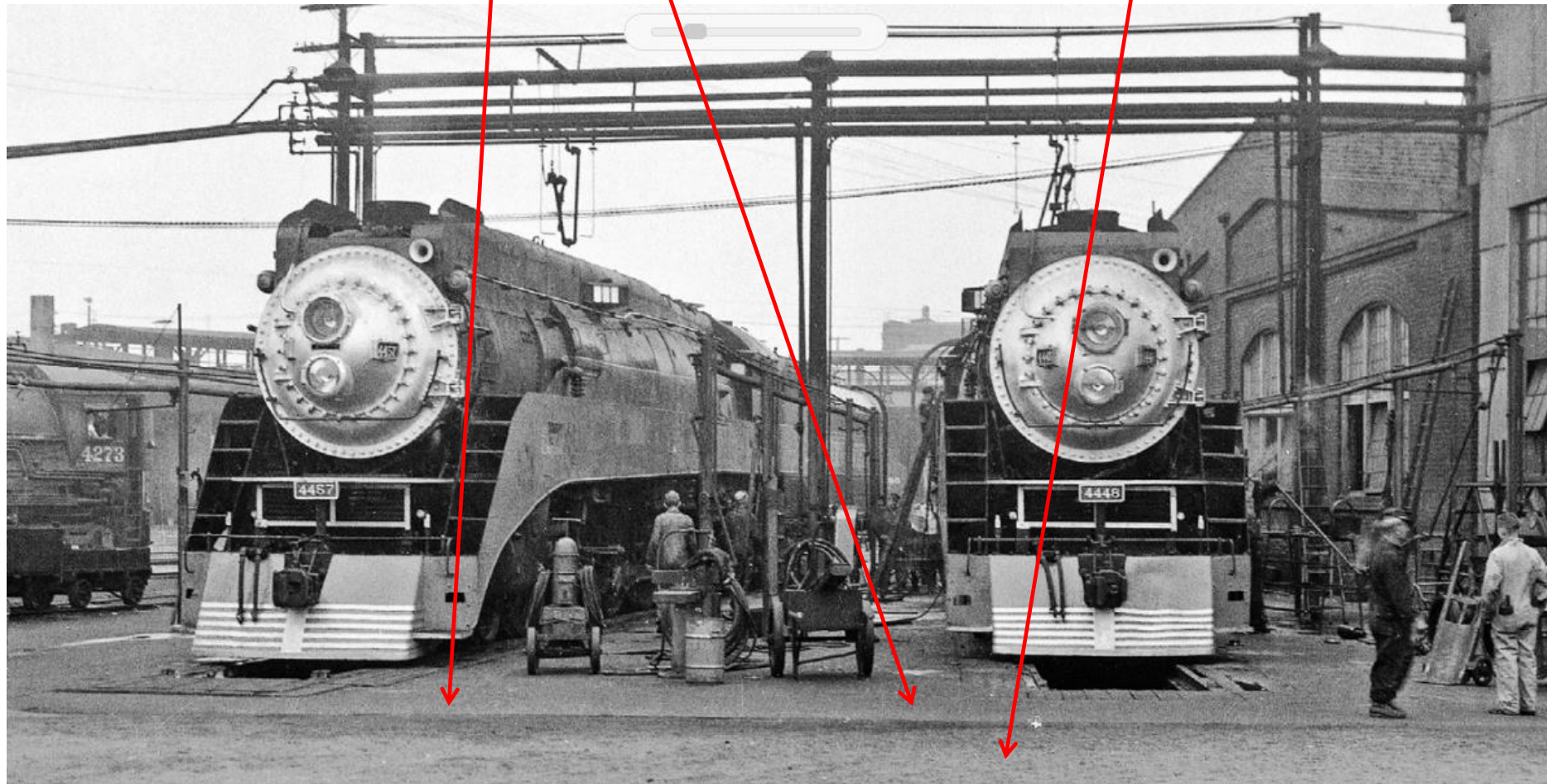


Note that this area is concrete or asphalt

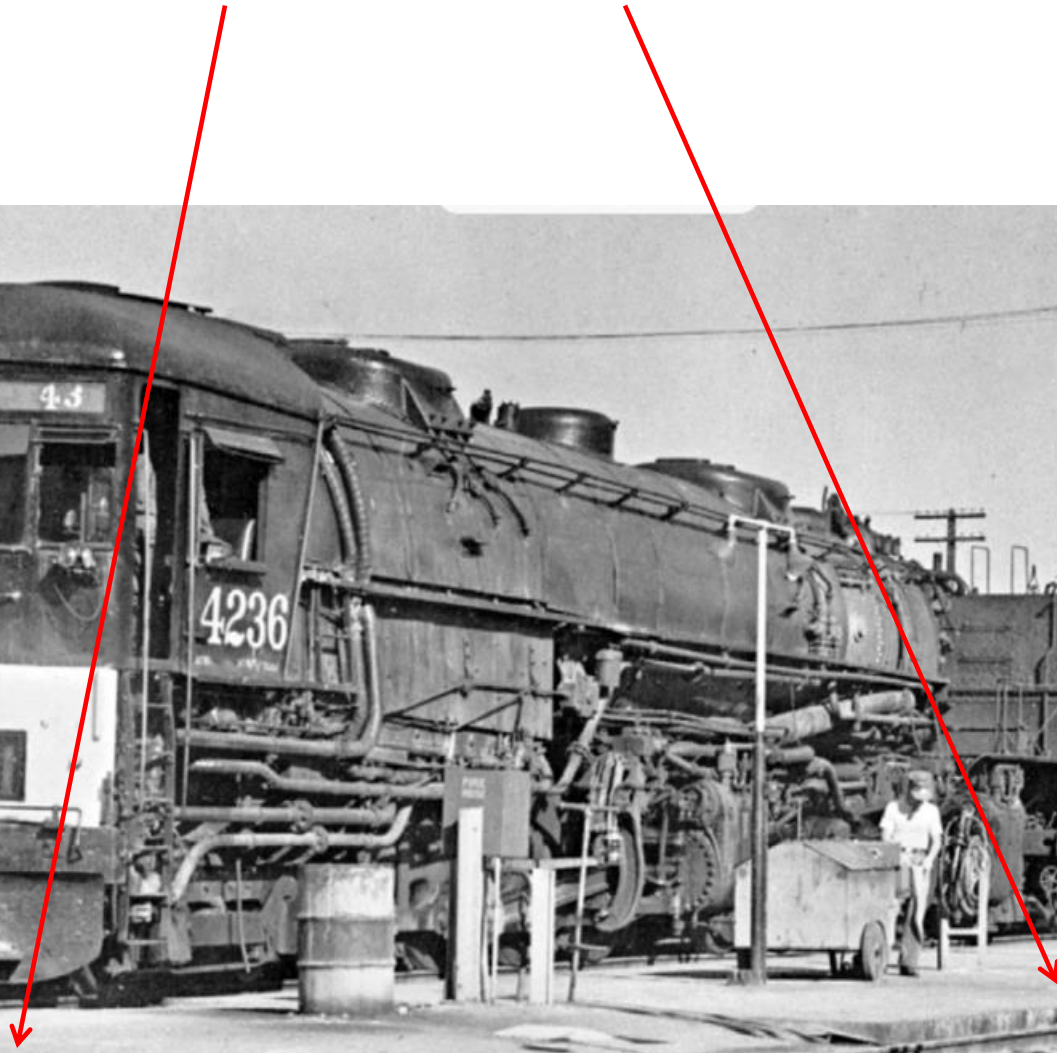


This area is either concrete or asphalt

This might be packed cinders –  
difficult to tell

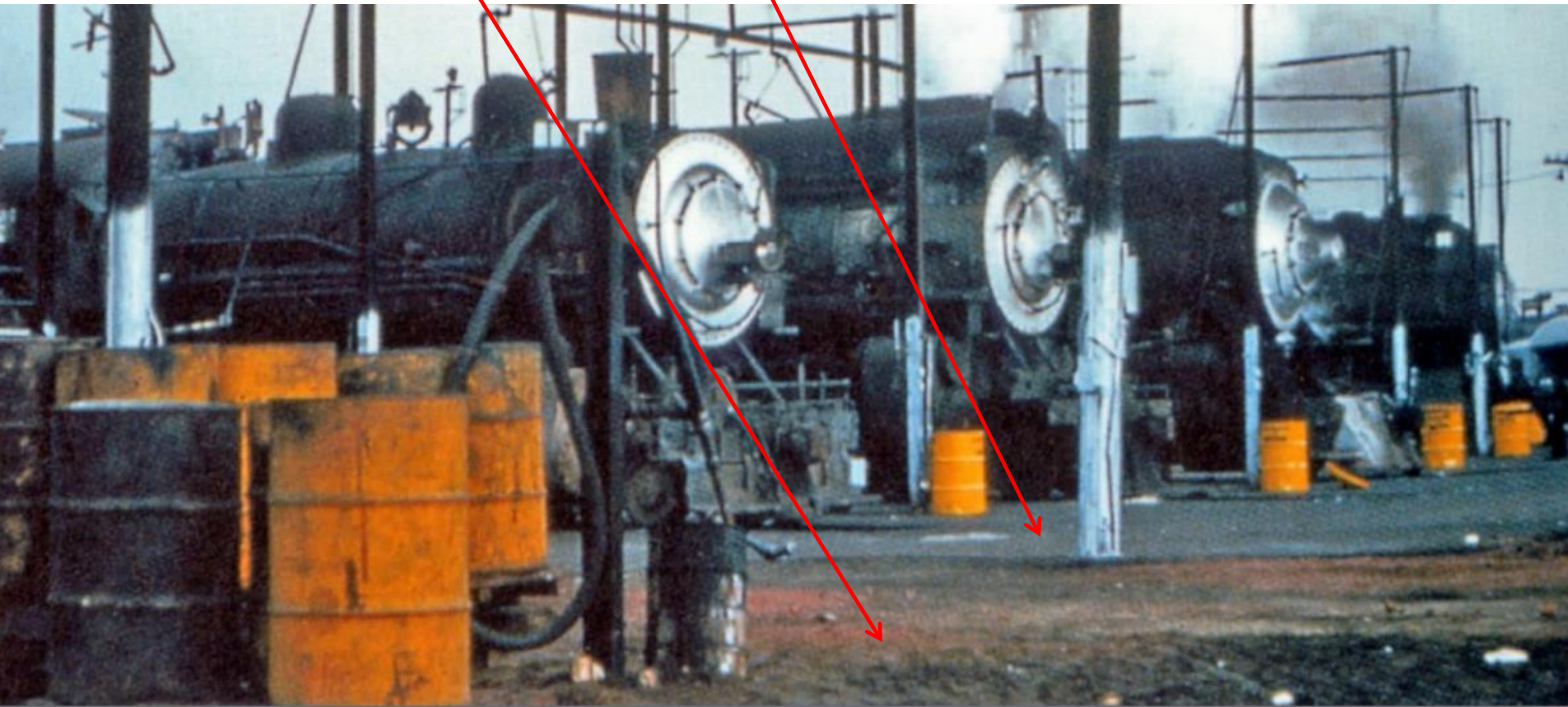


This looks like concrete but could be asphalt



Ashphalt –its grey!

Dirt/Cinders



Clearly old cinders – but it was in 2005



SP 4449 and SP&S 700 steamed up for NRHS convention roundhouse tours July 2005.  
Photo by Terry Thompson.



Tracks set in concrete but maybe for special tracks?!



These were guides for helping wheelsets make 90 degree turns when moving between roundhouse and backshop. Photo by Terry Thompson.

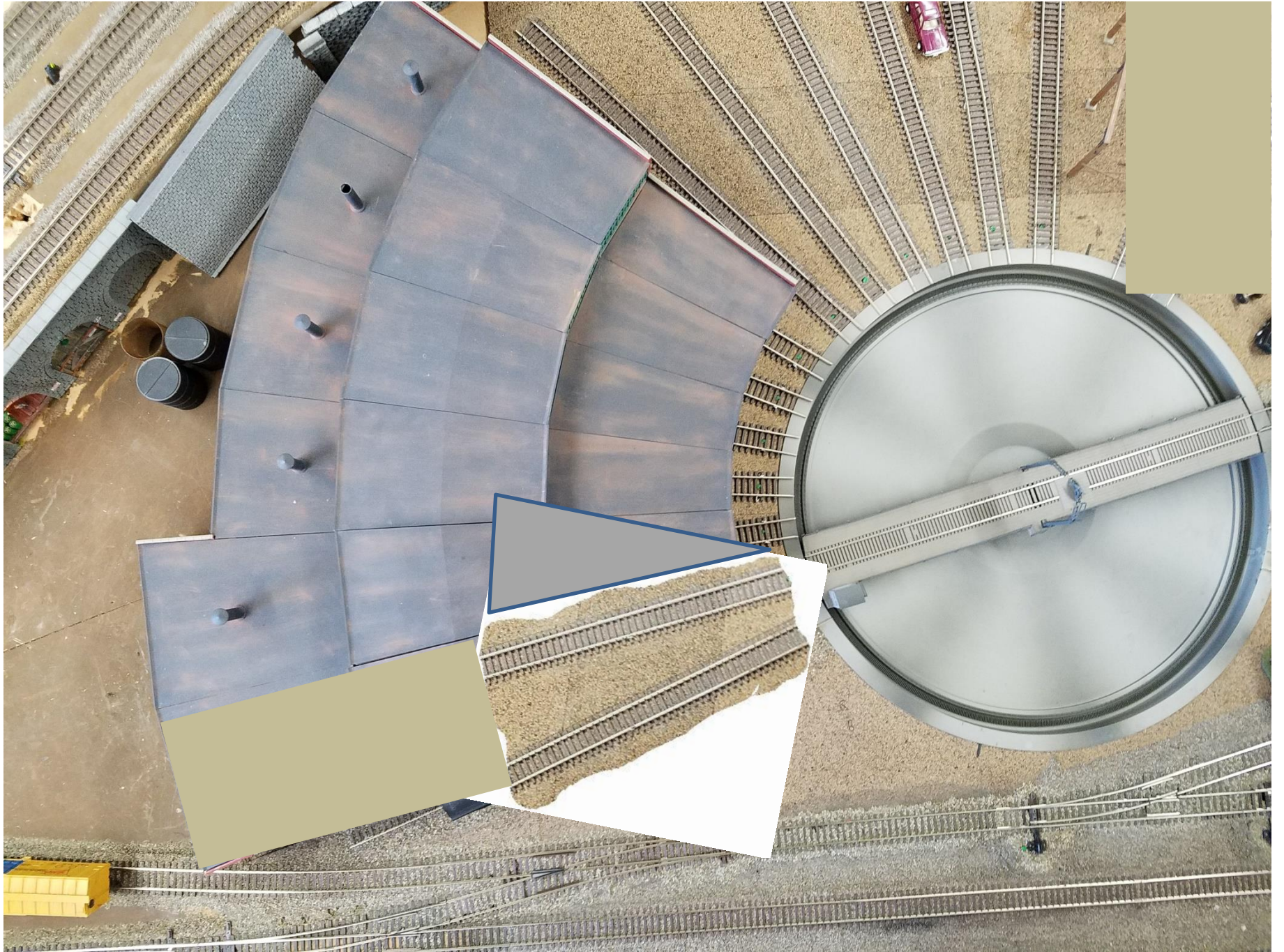
## Conclusion

The prototype pictures clearly show that a mixture of concrete, asphalt and cinders is correct for SP area.

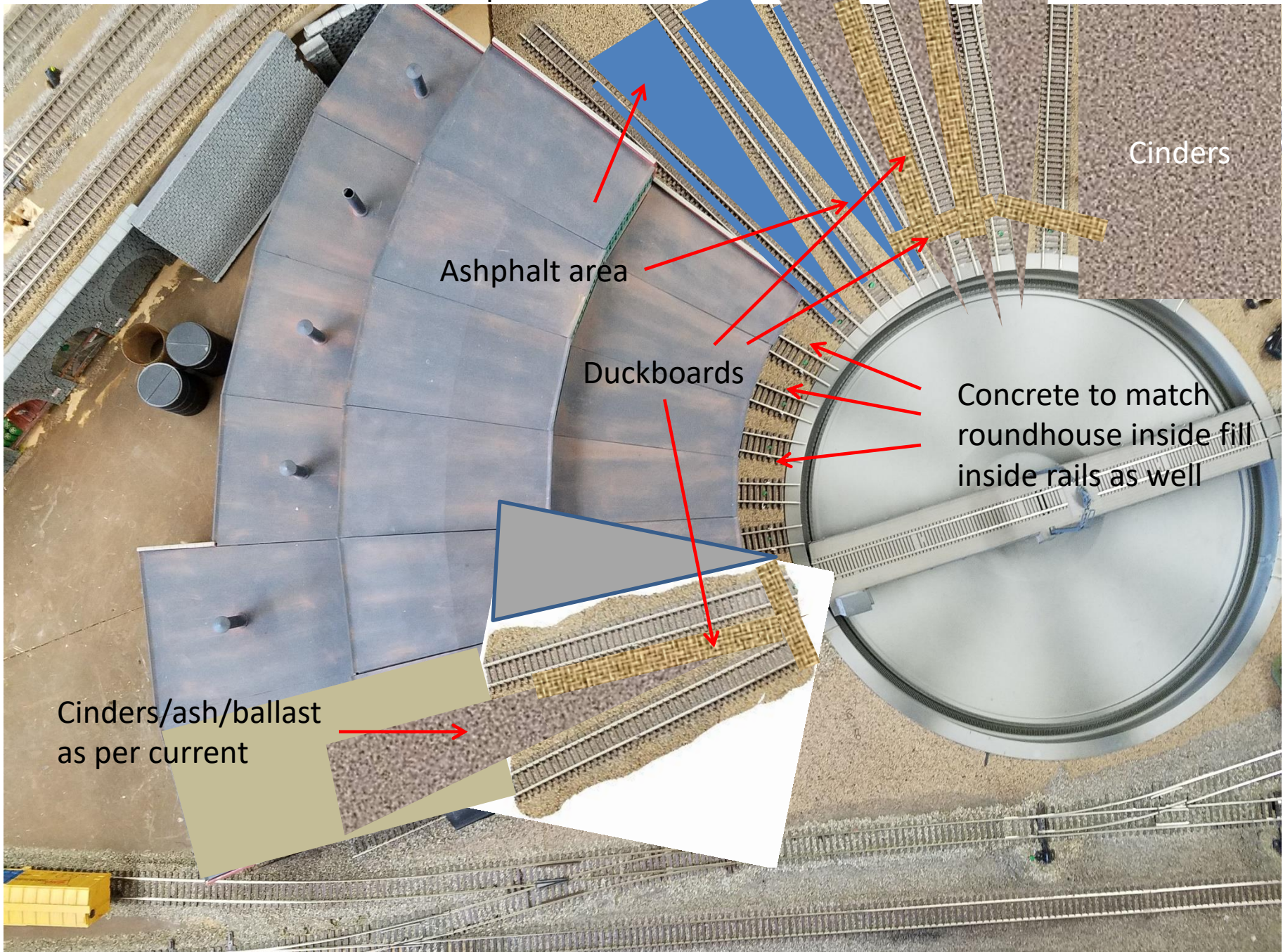
1. I would propose that we keep the existing ballasted area in front of the roundhouse, add more cinders ( I like the black and sandy color that Dick has put in) and put in some duckboards.
2. For the garden track area ( 3 tracks immediately to the right at the back of the roundhouse) we install garys asphalt road material right up to the rails and inbetween the rails.
3. For the further three tracks to the right of those, we use cinders as per what Dick used at the front and then add duckboards as needed. Further discussion can be made regarding duckboards between the rails.

See enclosed picture proposal

Current Scene



# Proposed Scene



Cinders

Ashphalt area

Duckboards

Concrete to match  
roundhouse inside fill  
inside rails as well

Cinders/ash/ballast  
as per current