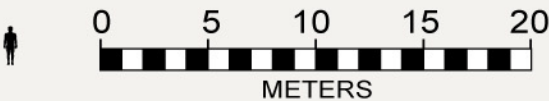
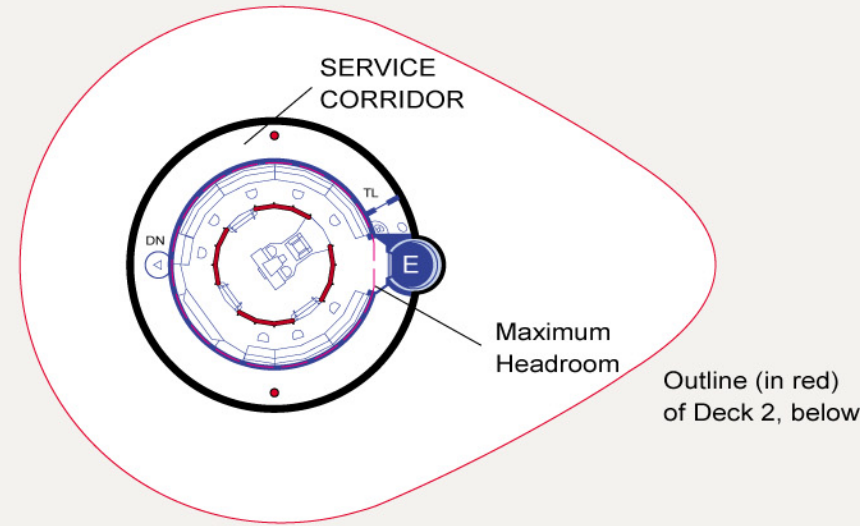
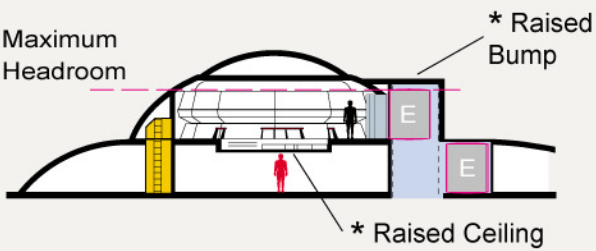


If printed 13 inches tall (from black-outlined edge to black-outlined edge) the scale of these drawings is 1/350.



BRIDGE "E" - modified (*)



ALTERNATE BRIDGE CONFIGURATIONS
Starting with the shape of the dome and bump as they appeared after the second pilot episode BRIDGE E, a simpler, more practical solution is to raise the bump behind the dome slightly. Now a turbo-elevator car fits in the bump behind the Bridge. This is a good start. Internally, the thickness of the recessed floor of the Bridge can be reduced slightly to raise the ceiling of Deck 2.

Extending the bump to the port side, or to both sides, is even better. Now a lateral turbo-elevator tube fits behind the Bridge. The curvature of the ceiling line of the dome does not matter because the extended bump provides a new ceiling line.

The "Auxiliary Door" is optional, added here to satisfy what we see in STAR TREK - THE ANIMATED SERIES (TAS). Think of it as being hidden behind the display panel to port of the main viewing screen.

These small changes to the bump allow for smoother turbo-elevator operations, turbo-elevator storage spaces closer to the Bridge, and other (better, more logical) Bridge configurations. Below are three (3) such designs.

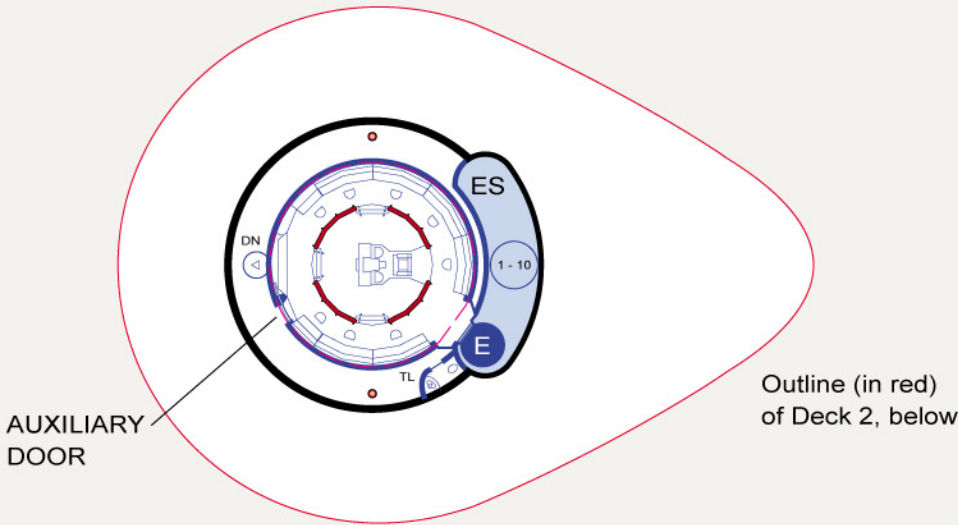
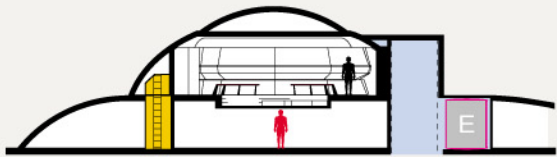
NOTES

- VERSION 1
A storage space for a spare turbo-elevator exists to starboard. This makes the bump very wide but it is symmetrical.
- VERSION 2
This second design minimizes the change to the bump. It is extended to the port side only, which adds another asymmetrical detail to the ship.
- VERSION 3
The turbo-elevator storage space from VERSION 1 above has been replaced by a second access point for the Bridge. The work stations have been re-arranged around the Bridge, but overall, one station has to be deleted.

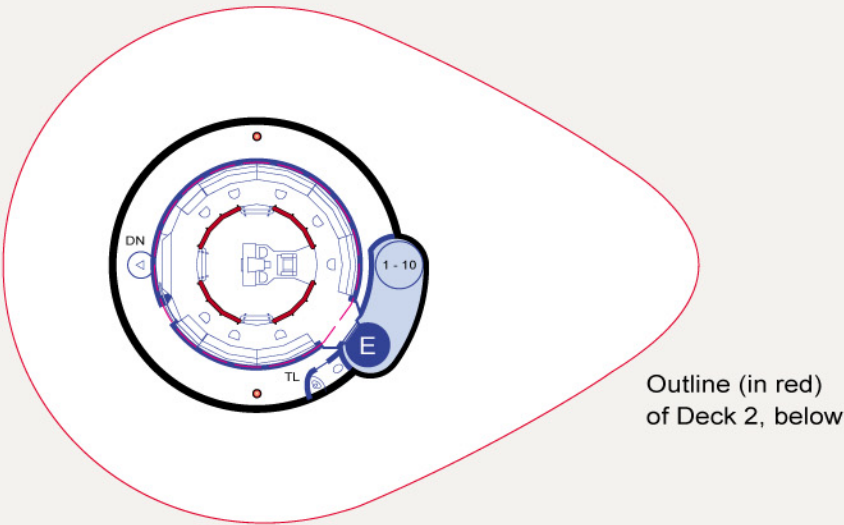
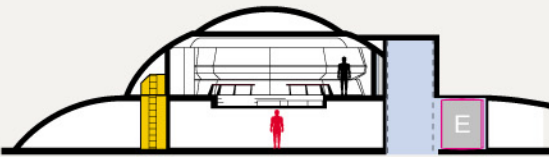
In all these Bridge designs, access to the Service Corridor can be via the auxiliary door (as seen in TAS), or the ladder behind the viewscreen, or the removable panels on either side of the elevator alcove.

Finally, the Bridge faces forward ... as it was always meant to be (in my humble opinion).

VERSION 1



VERSION 2



VERSION 3

