



CMM News

Official newsletter of the
Chattanooga Modular Modelers, Inc.

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Issue 003: September 2014

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Front Cover Information:

Some photos from Mack Holland’s layout. In the upper left you see Bill Orman with Mack Holland. Bill is Mack’s friend and alerted the rest of the group that help was needed. At the time you read this the layout will have been demolished and cleared away. We hope to see Mack at many events with us for many years.

Deadlines For Submission

- 1st Trimester (Jan) – Dec. 15th
- 2nd Trimester (May) – April 15th
- 3rd Trimester (Sep) – August 15th

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1/4	\$ 30	\$ 60	\$ 90
1/6	\$ 20	\$ 40	\$ 60
1/12	\$ 10	\$ 20	\$ 30
Pike Registry: \$12 for 3 issues			

A Dream Becoming Real: My Railroad

I was born in 1963 and I think as soon as I could sit up on my own, my dad bought me a train set. I can't tell you any of the details other than it was Steam, Puffed Smoke and came in a Styrofoam box. O27 Lionel I am sure and most likely bought from JC Penny's. Then sometime in the late 60's my dad, Wayne Watson, took me to a meeting of what I saw as, a bunch of old men. What I found out was that these "Old Men" loved to play with trains; big trains and little trains. The thing I remember most was the movie I saw. "The Great Locomotive Chase" starring Fess Parker of Daniel Boone fame. I was hooked and I could not get enough trains. Sometime in the early 70's I became a member of the CAMRC and got to work on the largest layout in the world (at that time). It was great. Dad and I worked on the original Missionary Ridge scenery and also the main yard at the front glass. I was into electronics from an early age and loved all the wiring that needed to be done. But I wanted a layout at home as well. Then one winter Dad and I built a small 2ft by 6ft module, long before modules were the thing to do, and we built a working coal dump. This device took special cars that had the hopper doors that would open when the car was pushed over the dump platform. Like I said, we built this in the winter and we built it in our attic. I guess we weren't thinking because my attic gets 140degs in the summer. I got to play with the train about 3

months then it has sat for about 40 years. Yes it is still in my attic. I got to work on the Choo Choo layout just about every Thursday till I got a real job about 1983. I did not do anything with trains for the next 20 years. I had always wanted a place of my own that I could build a layout, run my own trains and just have the fun that goes with the greatest hobby on earth. Pam (my wife) and I had looked at new homes and always looked to see if there was room to build a layout. Well as most of you know, Dreams are sometimes hard to achieve. We never could afford the new home but we were able to fix and repair the old home my grand-parents owned and the same one that I grew up in. It is the same one that still has a 40 year old 2x6 module in the attic.

Well I am here to let you know that my dream of having a place for my own trains is well under way. For the past 5 years Pam and I have tried to decide what type of building we wanted to use as a small woodworking shop/storage/Train Room. Ashley (my daughter) was graduating college and getting out on her own, and Pam and I needed an outlet, a hobby if you will, to keep us sane. Pam loves to sew and I like trains.



Pam already converted a small playhouse I built

for Ashley into a place where she could sew and craft but I needed something a bit bigger to do all I wanted. We finally decided on a 20x20 two story barn style building. It would give me a place on the bottom to work wood and a place on the top for my trains. The decision was made and we were going to pull the trigger on a new building. On March 9th 2014 we set to remove the old shed that my dad had built in the 70's then helped me rebuild in 1984. It was old and rotten and had to go.



Pam and I hand carried 4.2 ton of old shed to a dumpster we had parked in our yard. Trees had to be cut, new concrete had to be poured, the building had to be built and the wiring had to be done.



I am now at the stage of finishing the rough in of the wiring



and am about to order a dual zone ductless mini-split heat-pump unit. Over the next few months, after the rough inspection is done, I will be installing the insulation. My plan is to use polyurethane spray foam. This type of insulation

and the ductless mini-split HVAC unit will enable me to heat and cool the building for penny's a day.



I plan to have an Open Barn (as opposed to an open House) when all of the building is complete and before I begin to build my layout. I want to get all your opinions on what you think of the place and what you think would be a good plan for the space up stairs.



Who knows, we might even have a cook out. I want to wish everyone's dream will one day come true.

By: John Watson – Treasurer
Chattanooga Modular Modelers

[A Rule by the Federal Railroad Administration on 08/22/2014](#)

FRA's final rule primarily amends the regulations implementing a requirement of the Rail Safety Improvement Act of 2008 that certain passenger and freight railroads install positive train control (PTC) systems governing operations on certain main line tracks. This final rule revises an existing regulatory exception to the requirement to install a PTC system for track segments carrying freight only that present a *de minimis* safety risk. The final rule also adds a new exception for PTC-unequipped freight trains associated with certain freight yard operations to operate within PTC systems.

The final rule also revises the existing regulations related to en route failures of a PTC system, adds new provisions related to other failures of a PTC system, and amends the regulations on applications for approval of certain modifications of signal and train control systems.

Finally, this final rule makes technical amendments to FRA's other signal and train control regulations and FRA's regulations governing highway-rail grade crossing warning systems.

[Federal Register | Positive Train Control Systems \(RRR\)](#)

Random Ramblings from the CMM President's Desk:

We are coming up on our one year anniversary. Our first meeting was 11/9/2013. It is time for a celebration...

Here is a little information on this year's Fair. The dates are Sept. 27 & 28. The hours each day are 10:00 until 6:00. We will have a 30' x 50' tent, 10 passes (max. given), 4 tables, & 10 chairs. We need to know how many will be bringing modules & what size, & also how many can help set-up & take-down. Any and all help is always greatly appreciated. Actually setup will be on Friday the 26th. We will load the cargo trailer on the evening on Thursday the 25th. I guess I

need to let everyone know the normal schedule.

Have you paid your dues for this coming year? If not you should know that we are accepting them at any time. We have already had a few pay their 2015 dues. You can pay on the web site and renew your application at <http://www.chatmodmod.org>. We have made some changes so you do not have to use PayPal this year. We hope it will be easier for everyone this year. You can still pay in cash but please fill out an application so we have the information for the record. If you know someone that is in to trains please try to get them to join.

We have been to Roy's home to run trains on his layout a number of times in the last 4 months and hope to do so a lot in the next 4 months. I have posted photos in a number of places (Facebook and Google+) for everyone to see. He has changed the way he operates the trains a number of times and added a number of routes, industries, and rolling stock.

Specifications for the modules need to be updated. We have made some changes

that we have not documented and we want to make some more changes to that.

A short summary follow:

- 1) We are running 4 lines
 - a. Outside main line (Red power district)
 - b. Inside main line (yellow power district)
 - c. Branch line (green power district)
 - d. Second branch line (white power district)

Modules are 32 ½ inches wide. Lines are 5 inch and 7 inch from both the front and back edge of module to center of track.

That leaves 18 ½ inches between the center of the inside main line and green line.

We try to make the rail head 40 inches from the floor with a 1 inch adjustment up or down. At the fair we use a lot of wood blocks trying to level things out.

At the fair we are on ground that is not level and we mostly try to follow the ground level and adjust for the hills and valleys. That normally leaves an elevation from one corner of the layout to the opposite corner of the layout. We try to minimize this but sometimes it is quite

a bit.

The red and yellow lines are the most important and they roughly follow NMRA standards. If you do not have connections on the other lines it is OK but we do try to set up the layout so that all track is runnable. We prefer to have all 4 lines go around the layout but having breaks in the lines just adds interest to the layout.

Here are a couple of things we would like to add or change:

Track connection 1 inch from the end. This would allow us to use short (2 inch) pieces of rail between the modules. This is the standard that the free-mo modules use (<http://www.free-mo.org/standard>). I have spoken with a number of free-mo module owners and they think this works well.

Anderson Power Poll bus connections; this is a better and cheaper connector than we have been using. We would use the current connectors to make adapters. This would allow us to connect to both the old and new.

We have a place over in Rossville (Lloyd's house - currently out of town).

We have a few modules set up there for the purpose of interface testing and working on some scenery. We are not meeting on any kind of schedule but if you want to come by (**and Lloyd is OK with and available**) we will try to make arrangements. We can only setup about 14 feet (max) in any section and less than that in most rooms...

For those interested there is a NMRA transcript for the July 2014 General Membership Meeting at <http://www.nmra.org/general-membership-meeting-july-2014>. It is long but a very good read.

We have done a lot of work on the 501(c)(3) and I am happy to announce that it has been filed. The fee has cleared the bank but we have yet to hear anything from the government.

We have a few new modules that will be at the fair this year from a couple of members.

New membership cards will be coming with updated dates as the renewals come in.

I went on a tour of Chattanooga with the Railroad Industry Modeling SIG. This is a Special Interest Group with the NMRA. We had a great time and got in to some industries that I would not have been able to see any other way. We may have to look at doing something local like this for our group.

We had our first annual meeting and reelected the board for another year.

We went to a number of operation sessions in both Chattanooga and Atlanta.

I learned a lot about train symbols (what train number, where it starts and where it is going) while rail fanning from Dayton, TN to Dalton, GA.

We help moved furniture for a friend that is working on his layout.

I have done a bunch of learning and programming around OpenCV. This is a library that we will use on the web site(s) to list index locos and cars from videos.

NEWS: Publisher of Railroad Model Craftsman closes

Carstens Publications, Inc. closed

permanently on Friday, August 22, 2014. Carstens Publications, Inc. has been publishing Railroad Model Craftsman and other hobby magazines from its New Jersey offices for more than 50 years. In an announcement, president Henry Carstens wrote that the current economic climate has placed the company in this position. He thanked readers for their patronage over the years

By Dale Bryant

Hello fellow railroad buffs

As many of you know, G and I spend the Summer months in the Northeast and this year was no exception. We try to keep our railroad interest alive and active. This Summer we were able to enjoy two rail fan trips. In July we rode on the Naugatuck Railroad in Connecticut. A very nice ride through some great countryside. August found us at the Charlotte Valley and Cooperstown Railroad in New York. The fan trip was part of their rail fan day where they are anxious to display all their equipment. Visitors are allowed to climb aboard for a real hands-on experience. There were hand cars and

speeders available for rides as well as demos of heavier equipment like ballast spreaders and crane cars. The trip itself was great and passengers could ride and move about through pullman cars, an open air car and even the caboose. Some fans got a chance to actually ride in the diesel. My turn came while switching cars in the Cooperstown yard before the return trip to Milford. The stations at both railroads featured a scale model layout inside.

Switching to a smaller scale, we attended and ran our equipment at the Spring and Fall meets at the Adirondack Live Steamers, near Saratoga, NY. This is a ride-on, 1/8 scale railroad. We do switching of cars and operate as well as riding just for fun. Much like the Eagle Point 7 1/2 gauge club in Dunlap, Tennessee. We rebuilt our engine and added some cars to use at Eagle Point this fall. Also, we hope to bring our 1/8 scale equipment on our trip to Florida and Las Vegas in the upcoming months. We have discovered the vast number of these layouts and groups all around the country. I would encourage

any railroad enthusiast to visit one sometime.

Not to let our HO scale hobby sit idle on a siding, the club I belong to here features a members home layout each month for an open house. The opportunity to visit several terrific layouts is not to be missed. They also do operating sessions and how to clinics. A very active group, they will be sponsoring the Northeast Region NMRA Convention. We attended the convention last year when it was hosted by the New England group at Laconia on Lake Winnepesaukee in New Hampshire. More close to home are 3 friends of mine with home layouts under construction. Two are HO and one N scale, all in different stages. We try to get together on Thursday nights to work. Whether it is benchwork, wiring or scenery, we get something accomplished and most of all...HAVE FUN.

What's down the track for us over the next few months..... We are looking forward to our first experience setting up and running at the Hamilton County Fair

with our own Chatt Mod Mod group. We are bringing our first attempt at building a module. Hope to see many of you at the fair. My new home layout is just beginning while my old, small one is for sale. Well, that is about it for us. Hope everyone had a great Summer as we did. The adventurers in Model Railroading that are available prove that is the worlds greatest hobby.

By Lloyd Coon

Carstens Publications current status

A slight bit of additional information. Pretty much everything you've read about the printer change etc., is all true, but it doesn't draw the complete picture. Allow me to fill in the blanks a little bit.

Any business owner will tell you, it is all about cash flow. You may have all the sales you can handle, but if you don't get the money in the door in a timely and steady manner, you are going to have issues. And that has been the case at Carstens for some time. We have been on a "pay to play" deal with our printer for years...We'd send the mag and the money to print it...then we'd send the money for postage and they'd mail

it. And these were not insignificant dollar amounts.

From 2008 on, as the recession kept going, people kept losing their jobs or taking work that paid less, our sales diminished also. We had increases in the book line, primarily due to the On30 and then the HOn3 Annuals, and our ad revenue stayed pretty steady. But over time, the cash coming in, and the frequency of it inched downward. Our costs (payroll, taxes, printing costs, mailing costs etc.) kept going up, and in the case of mailing, significantly so.

When Super Storm Sandy hit, we were out of power for 10 days (no phones, no computers) and we counted ourselves lucky compared to some on the east coast. But there was basically a half month that we could not generate any revenue, and of course many folks on the east coast couldn't buy from us if they wanted to because they didn't have power or were dealing with flooding issues. Then we had the polar vortex and the winter that would not end, and had many of the same issues. Those hurt our cash to the point where we were missing print windows because we didn't have enough cash to print, and we had to delay. That delay hurt subscriber confidence and

you can see the death spiral picking up steam. There were any number of things that you could point to, but Quad Graphics (our printer in St. Cloud for the last 15-16 years) making the decision to shut the St. Cloud plant down and move us (and they let all the people we'd worked with go) and put us with a new

plant and new people, that was basically the end. We had very little money coming in, and with the delay, small prospects of any coming in. We scrapped enough up to do the June and get it out, but the July will never see the light of day as a Carstens product.

Now two companies are bidding to buy RMC & Railfan, and so they will continue in the future in some form. What that looks like I don't know. The Annuals future is somewhat more vague. It is my hope and certainly my intent to continue to serve as the editor and bring those out, but that decision is mostly out of my hands at this point. My last official day with Carstens is Friday.

I don't want anyone to feel bad for me, I will be just fine and it was my pleasure to serve the model railroad community and especially the narrow gauge community as a member of Carstens. God willing, I will be able to

continue to do so in some other form, but I likely won't know what that might look like for at least another week or so, and likely longer.

All the best,

Chris Lane- Editor On30 Annual
clane@carstens-publications.com
<http://www.on30annual.com>

HO items for sale - Train list

My son's step dad passed away suddenly and he was a railroader. I have two tubs of HO items my ex would like to sell as she needs the money. Just asking a fair price. I've been on the fringe of railroading for the last 5 years, so I've lost touch with values. Mainly C&O, B&O. Athearn and Proto engines with a multitude of passenger/box cars. Most still in kits. Doesn't appear anything is DCC at first glance. Nice set of Atlas 2 bay offset hoppers from the C&O historical society. Decals and a Campbell barrel mfg kit still in the box. Too much to list for now. If anyone is interested, I can be reached at 423-280-0922. About half still have the original price stickers. Almost all of the items are NIB. A few were from his layout and are lightly weathered. Son said he had a lot more but unsure as where the rest are.

They had recently moved, so may still be boxed up in storage.

- 10 Atlas 2 bay offset hopper. C&O custom from C&O historical society w/mag cplrs
- 2 Concor C&O 72' coach #1 and #2
- 4 IHC C&O Corrugated side coach
- 1 IHC C&O Corrugated roomette
- 5 IHC C&O Corrugated (2-Side Grill-Chessie Club), (2 Observation - Allegheny club), (side roomette-City of Lexington
- 1 Athearn B&O STD RPO
- 3 Blueprint Series 50' C&O AAR box
- 1 Kadee C&O 50' PS-1 box
- 3 Accurail C&O 40' AAR steel box
- 1 Accurail B&O 40' DBL Dr. steel box
- 1 E&C shops C&O 50' PS-1 Plug box
- 1 Walthers 50' Waffle side box. Kit
- 1 Athearn 50' C&O covered gondola kit
- 1 Athearn 50' C&O box (sleeping cat logo) kit
- 5 Athearn C&O 34' open hopper kit
- 1 Athearn C&O 40' black box w/ white lettering kit
- 1 Athearn C&O 40' Box Railway express - green kit
- 3 Unknown mfg 3 bay open hoppers w/ coal loads, kadees
- 2 Roundhouse C&O 40' box kit
- 1 Holly Sugar 2 bay covered hopper
- 1 Swift 50' reefer silver
- 1 C&O (blue) 50' waffle w/ kadees
- 1 Cities' Service green tanker w/ kadees

- 1 Southern 50' box with kadees
- 1 C&O 40' box with kadees
- 1 Roundhouse Chessie System (John Henry Lines) 2 window cupola caboose kit
- 1 Proto 2000 C&O Steel Cent cupola caboose yellow
- 2 C&O caboose, blue one with Kadees, one without
- 1 Proto 2000 E8/9 undecorated
- 2 Proto 2000 GP 9 II C&O
- 1 Chessie System U30 powered appears to be in final stages of modifications. no couplers, horns
- 1 Chessie System U30 powered kit
- 1 Athearn Undecorated F7A powered. in process of being modified.
- 1 Mantua F7b dummy C&O silver/blue
- 1 Athearn GP9 Undecorated dummy. Shell only
- 1 Athearn GP9 dummy B&O kit
- 1 Campbell HO barrel mfg kit
- 7 IHC passenger trucks in blister pack
- 1 HO standards gauge
- Misc Diesel detail parts, replacement wheels for Athearn engines

Thanks
Bill Knoke

CMM Member Spotlight
Interview with: Ernie Netz

Q: Tell us about your parents: Where did they grow up? How did your parents meet? How did they live?

A: Both of my parents came from Estonia in Russia. They were Russian Jews. My father was a farmer. My mother worked with her parents making jewelry and things like that over there. My father came to the United States in 1921 and my mother in 1923.

Q: Tell us about your siblings. How many brothers and/or sisters? Where are they now?

A: I had one brother and he was 10 years older than me. He passed away in 1985.

Q: Where did you grow up?

A: In the city of Albany, New York. I lived there for 40 years. I moved out here to Delmar, New York and have lived here for 36 years.

Q: Where did you go to school?

A: I went to an Albany school - PS19, I call it the prison system 19. I went to Phillip Shutter High School which was a technical high school and graduated from there in 1958. I went one year and one semester to Hudson Valley Community College.

Q: What's the most important thing you learned in school?

A: Drafting and engineering.

Q: What were your favorite school subjects?

A: Science, Drafting, Strength of materials,

anything that had to do with construction and design.

Q: Tell us about your current family, significant other, and if you had children.

A: Well, I was married for 16 years, did not have any children. Unfortunately we kind of went different directions.

Q: What have you done to make a living?

A: I was a municipal engineer for 40 years.

Q: What were your responsibilities?

A: I started off as a (believe it or not) draftsman and I worked my way up to an engineer. When I retired I was project engineer for several very big projects up here in the City of Albany. Most of my projects had to do with the separation of sewers and storm sewers; and also site planning for storm water. So that was most of my working years.

Q: What kind of vehicle do you drive and why?

A: 2002 Chevy Impala, I have always been a General Motors man.

Q: Who are some of your heroes and why?

A: You know I look at people and never really took anyone as a real hero.

Q: What type of books do you read?

A: mystery, murder, mostly railroad stuff. I have a library of probably 300 to 500 books on railroading, some dating back as far as 1860s all the way up to recent date.

Q: What magazines do you subscribe to?

A: Model Railroader, Model Railroad Craftsman--

basically just that because I am really big into railroading.

Q: What are the best movies you've seen?

A: Bridge over the River Kwai and the other one is Stalag 17.

Q: What are you passionate about?

A: Peace all over the world.

Q: What is your experience with or opinion of modern conveniences such as: televisions, microwaves, cell phones, and computers?

A: I'll start off with the last one first and you're probably going to laugh at me. I hate computers! I think they are the worst thing that ever came out. People do not communicate with each other anymore. What we are doing right now is great (talking over the phone). I love it. Either that or you and I face to face talking and there is no such thing anymore. People have no idea how to talk to other people. With telephones I remember when it was the dial system and party lines. Cell phones - there are a convenience, I like it because if someone wants to get ahold of you for an emergency or something like that they can now.

Q: When did you first get interested in trains?

A: My brother got me interested back in 1954. I helped him build a lumber layout. Back in the day when you bought a box that said it was a box car and all it had was a bunch of pieces of wood, some cheap metal parts that were supposed to be underbody and framing and you had to put it together, glue it and paint it. I go back to the old silver streak.

Q: Tell us about your first model railroad purchase.

A: Probably some freight cars, some of those old wood kit freight cars.

Q: Was that a pain to put together?

A: It was, but it was interesting. Most of it was balsa and all the small pieces were from northeast wood products. It was the kind of deal where you had to cut and do it accurately and put the pieces on to the balsa strip wood. To get it all together you had to paint the body whatever color was needed like box car red and the underbody black. Do all your piping for your underbody which now everything is already on. They would give you pieces of wire to do that and run up the section of the box car with the little break wheel. It was interesting

Q: Tell us about your first layout.

A: It was a very small layout. It was like 4 x 8, and basically what I did was run around the perimeter of the 4 x 8 but most of it was switching. Switching is something I have always been interested in doing. I think I have had about three layouts now, and the one I am doing in my basement is my fourth layout.

Q: Tell us about your home layout.

A: My layout is for the Boston and Albany Railroad, which was a subsidiary to the New York Central Railroad. It ran from Albany, New York east to Boston, Massachusetts, which is like a 195 miles. I am doing a portion of it from Springfield, Massachusetts, which is on the east side of the Connecticut River, crossing the

Connecticut River to Wadsworth, to Chester, Massachusetts, and the east side of the Berkshire Mountains. You should be able to find out quite a bit of information about that. There are five little towns and three big cities in what I am doing. I am doing a portion of the city of Springfield. Walthers just came out with the buildings they call (I think) a school, which is perfect for my station in Springfield.

Q: Do you or have you worked with model railroad modules?

A: Yes, in fact I am in a modular group (up here) right now, the Catskill, Adirondack and Berkshire Railroad Modular Club (www.cab-rr.org). We are a group of 15 (maybe 16) people. I am going to get out of it this year because my ability for walking and doing things are getting hard to do. I had three modules; I had two 6 feet by 30 inch wide and one 4 foot by 30 inch wide that I built. It was an industrial railroad area.

Q: How long have you been active in model railroading?

A: Since 1984. I got out a little bit from 1959 till about 1982. I was in both model railroading and HAM radio operator. My ham call is WA2RWR. I was up on the upper bands - 6, 2 meters, 220 and 440 but mostly 6 and 2 meter.

Q: In what scales have you done modeling and what scale do you like best?

A: All my modeling has been in HO scale. I have a Lionel set, too, that was handed down to me from my brother. That is what got me into model railroading.

Q: Do you build model railroad scale kits? If so what was the last kit you put together?

A: Yes, I do building and used to do car kits but do not do that anymore. I put together several kits at a time. Sometimes when I am working on a kit and get bored with it I will put it away and start something else. I have a Walthers power plant, I did a Bar Mills kit. Something interesting (and you can bring it up with the guys down there) is what we have been doing up here so far with the modular group. We have built so far two buildings--not big buildings. We find a building that is appropriate for us to do. You probably have (down there) some guys that are good, well trained modelers. Then you have the people that are not really familiar with doing it. So far we have done two, we did a small little freight house and we also did another permanent layout. This is member owned layout.

Q: What do you like to put together most and why?

A: Craftsman kits. I used to be pretty good but I am not anymore. I lost some of my touch about 3 years ago and where I am in age right now it is really hard. I cannot concentrate like I used to.

Q: Have you done any scratch building?

A: I have a couple of buildings that I scratch built. I have an oil repair garage to repair transmissions and I have a church and a couple of other buildings.

Q: Have you done any super detailing?

A: Oh yea, like I said before that is what I do with most of my buildings. All the buildings that I

have--some of them I will put interiors in them, people, light it up, all kinds of signs. I weather it using alcohol and ink and also use chalk for weathering. I have to start weathering my freight cars. I have not done much on toughts.

Q: Have you participated in the NMRA Achievement Program?

A: No. I am a member of the NMRA and have been a member for about 10 years now. I used to be a member of the New York Central Historic society and been thinking about getting back into it again.

Q: What is your modeling skill level in the following areas?

(Novice/Intermediate/Advanced)

A: Most people say I am advanced but I go to Intermediate. Everybody looks at my buildings and say they are beautiful. But, compared to some of the other guys that I have seen and read about, I consider myself in the middle of the pack.

Q: Do you or have you built your own locos? Scratch? Kits?

A: No. Most of the stuff I buy already built.

Q: Do you service your own locos?

A: Yes. I use LaBelle to lube my locos.

Q: Have you built any self-propelled vehicle other than locos?

A: No. Well, I cannot really say that. I used to fly model airplanes. Also, for a while I was building models of war ships even before I did model railroading.

Q: Do you or have you built your own cars?

A: I tried a couple of times. To me the shake the box wood kits are like scratch building your own. They give me the material to do it so maybe you could say "yes" to the question.

Q: Do you service your own cars?

A: Yes. Any car I have I service. Right now most of them are mostly plastic. I have some of the old round house metal cars and Athearn metal cars also. I make sure I take the plastic wheels off and replace them with metal wheels. I have a little reamer that Micro Mart has. I make sure my cars are as close to 4 ounces as possible, a lot of my cars are over four ounces. I try to balance my cars so they run right. I do all those things that are necessary to be done for freight cars and passenger cars.

Q: What is your favorite?

A: Freight, all of the cars. That is the reason why I have 600 buildings with 300 of them being industry. I built so many that I know I am not going to get them all on the layout. I built enough industry that I can try to fill in what industries are in Springfield, West Springfield, Westfield, and Pittsfield, Massachusetts.

Q: Do you or have you built your own structures?

A: Yes.

Q: What is your favorite?

A: Anything that is a big, old ugly industrial building. I took two Halogen O scale brewery kits and kit bashed them together and it is now a brass foundry.

Q: Do you build your own scenery?

A: Oh yea. Using Woodland Scenics and Scenic Express.

Q: What is your favorite scene on your model railroad?

A: Industrial. I like to watch trains go through the older part of the city. Sometime I will go back to the pictures I have on my computer and look at some of the layouts that others have done in the Albany area. This is where I get all my ideas from. Not only that but when I was in engineering not all the time was I on the ground. A lot of times when we had problems I would have to go block by block (let's say if we were going to have to put in a brand new sewer system) and go in to the buildings, head up to the roof and see where roof gutters were. Then trace them down to the basement to the sanitary sewer system. While I was up there I am looking around (I used to have a good memory) and keep a lot of this stuff in my mind. This is how I design and detail roof tops, sides of buildings, and things like what goes around the building. All that stuff I told you earlier about all the pieces of junk, all the pieces of plastic, all the pieces of metal, and I just saw the pieces that were left over and I threw them in that box. All you have to do is just throw it in some paint, let it dry, and you got a broken up piece of something.

Q: Do you build models based on prototypes?

A: Yes. Let me answer this question in this way. Prototype yes but I do not have all the exact industrial names for all the buildings so I use my own. All the detailing and everything are -- like

for instance a chemical company. I have one I just brought in from the garage called Spence Chemicals. I have all kinds of different things up on top of the roof, that would be like storage where chemicals are pumped up there, and when they are done processing, the stuff comes out, goes back down into their mixer or whatever they are doing in there and making up the product that their working with. Also I have both vertical and horizontal tanks outside the building and all those things that you see and all the piping to go along with it. I use Plastruct valves, pipe connectors, and things like that to make up all my piping.

Q: Do any of your scale models depict the real world? If so where or what?

A: Yes. Most of the buildings are from the four major cities that I have on my layout.

Q: Have you built any model railroad switches or turnouts?

A: No. Said that I was going to but never did. I used the commercial switches.

Q: Have you laid any model railroad track?

A: Yes. Right now my track work for this layout is going to be code 83 for the main and code 70 for the sidings.

Q: Have you worked with any remotely operated turnouts?

A: I will have.

Q: What type, kind, scale, and/or names of track or other engineered items do you have?

A: Micro Engineering track and switches.

Q: Do you build your own model railroad related electronics?

A: No. I built stuff for ham radio but not railroad.

Q: Do you use a BUS wire on your model railroad?

A: Yes. I use 14 gauge for my main and 18 to 20 gauge for my drops.

Q: DC verses DCC?

A: DCC.

Q: What type, kind, scale, and/or names of electronics do you have?

A: NCE.

Q: Have you been a dispatcher on your own or someone else's model railroad?

A: Actually my own layout that was in the garage. It is not here this year. I started it but we are not really working on it this year. This was the modules. I was yard master – dispatcher.

Q: Have you planned a run session?

A: Oh yea. The layout that was in the garage is 8 foot wide and 24 foot long on the left side and 22 foot on the right side. We do not have a connected loop. We run it as a point to point railroad. Ten of the 22 feet was the yard.

Q: Have you been a leader for model railroad clubs or groups? If so who's and what did you do?

A: Not really, I kind of get in there and do what I have to do. The Hudson and Berkshire sets up a layout the first Sunday in December every year at

the Empire State Mall in downtown Albany. We have vendors and layouts of every kind you can think of. It's getting to be a pretty good show again. It was first run by the O gauge people and all they cared about was setting up their layout and letting the kids watch the O gauge go around. They did have good vendors but they did not get the people in to the show. Now the Hudson and Berkshire group are really trying to get it so more people come in and we get more vendors for all the groups. From z gauge all the way up to O scale.

Q: Have you organized a model railroad event?

A: No. After I retired I did not want to do any organizing anymore.

Q: Have you worked in a model railroad event?

A: Oh yea. I do every year with the CAB group. We do five or six shows a year.

Q: Have you worked on someone else's model railroad?

A: Oh yea. We go to people's layouts and run their layout.

Q: Have you published any model railroad books?

A: No. I have written enough when I was working. I have written so many letters for work that I do not ever want to write anything anymore.

Q: Have you contributed to any model railroad publications?

A: Not really, I am not in to that. It is not my cup of tea.

Q: What are your model railroading strengths (knowledge and skills)?

A: Basically track to scenery and final detailing. Bench work and wiring and stuff like that, I have friends that help.

Q: What jobs, crew positions, and/or work have you done in your model railroading adventures?

A: I have been an engineer, conductor, dispatcher, and yard master.

Q: What are your model railroading areas of interest?

A: Freight mostly. I am interested in how things are built. My model railroad has industries with material coming in and finished material going out. I guess that my biggest interest is that when a car goes in to an industry it has material that they need to make whatever they are doing. When an empty car goes in make sure that it is the right products that are being shipped out to whoever is getting it.

Q: What workshops and seminars on various modeling and construction techniques could you teach, lead, or help with?

A: Anything from doing a building, scenery, detailing, or painting.

Q: What model railroading skills would you like to learn?

A: Actually right now nothing. I am at a point now where I am not interested in getting in to anything new.

Q: Are there any model railroading activities that you would not like?

A: I have done it but I hate building bench work. I hate crawling under the layout while putting wires together. I have a bad body from my shoulders down to my feet. So I am slowly backing out of model railroading. I do not want to but I see that I have to.

Q: What type of model railroad items do you buy most?

A: Small details and I try to find vehicles that go in to my model railroad, 1940s and 1950s. My layout is 1946 after WW2 to 1959.

Q: What railroad items do you collect and why?

A: I have a Western and Albany lantern and a couple from of New York Central. I have some DNH railroad memorabilia. Not really a lot but a few things here and there. Some switch locks and things like that.

Q: Which prototype railroad do you like most?

A: The New York Central System.

Q: Do you or have you rail fanned?

A: Oh yea. I did some rail fanning when I was a ham operator. I would try to find a spot that I could do both.

Q: Where do or did you rail fan?

A: I have been out to Mohawk Valley as far as Utica, New York. I have been east as far as Palmer, Massachusetts, which is just east of Springfield, Massachusetts. I have not done anything north (much) but I have been up to Saratoga, New York. South, I do not think I have really done anything at all.

Q: What have you seen while rail fanning?

A: A long time ago I saw steam. I have been around for the conversion from steam to diesel locomotives. Really sad to see those big old steam engines go down the drain. I saw steam, 1st generation, and 2nd generation diesel.

Q: Do or did you keep a rail fan log and if so what do you keep in it?

A: Yes, I have been rail fanning for 30 years... I had a couple of good friends that worked at the Selkirk yard. I was able to get in to the yard and do things like bleed cars. I have been up to the hump in the yard a few times. I really enjoyed sitting there and watching the trains going in and out. It gave me a good idea what different trains were about just by setting there. I did that from the 80s till 2004.

Q: Do or did you listen to scanners while rail fanning?

A: Oh yea. The yard and the road engines were Conrail and CSX and Penn Central.

Q: Do or did you take pictures or video while rail fanning and if so with what?

A: No. I am not in to that.

Q: Do or did you post about your rail fan adventures and if so where?

A: No. I am strictly a modeler. My interest was to try to go to different places and see what used to be there. I did take pictures of that. Old buildings and what was around them and how the railroad used to switch it.

Q: How and when do you promote public interest in model and prototype railroading?

A: I am going to. I am going up to the local library and see if they would allow us to come in for a weekend and set up our layout in there. I also have a good friend of mine who the superintendent of construction for the Town of Bethel and their school system. I have asked if we can use the local high school up here to do the same thing. This is getting bad because we are not getting the younger generation coming in to model railroading any more.

Q: How would you rate camaraderie and friendship among model railroaders?

A: Pretty good. I hate the rivet counters, the people that know it all; to me they make me sick. When I model something I am not going to have every detail on the freight car, or the engine, or the scene around the building, or the building itself. I do things as I see it and where I can put it on my model railroad to fit.

Q: What model railroad friendships have you maintained?

A: Quite a few. Most of the guys I deal with now I have been friends with for 15 to 20 years. A lot of them even go back further, and a lot of the guys have passed already.

Q: Have you or do you now belong to other organizations/groups related to model railroading? If so tell us about them.

A: I am thinking about getting back in to the New York Central Historical Society now that they have straightened themselves out. They got some

people that if you write a letter to them they will write back and give you an answer.

Q: What should we teach children and others about railroading?

A: I think it is important to teach children about railroading itself. Teach the whole aspect of railroading and what the purposes of railroads are. Why they exist and why they do things and try to fit that also in to model railroading. Maybe that will get more kids interested in model railroading. Kids now days (as you know) all they want to do in get on their computer or iPad and text everybody. It ticks me off that people do not want to talk to anybody anymore.

Q: What should we teach children about life?

A: I would really like to see us go back 30 years or more like when we were kids. Life was a lot nicer at that time. People did not make a lot of money but what they made and were able to put away allowed them to enjoy life. To me life now is like a rat race. You got to keep up with the Jones and Smiths and I do not agree with that. I would like it for people to go to work and come home and spend time with the family. Families are not together anymore. When my father would come home my mother would have supper cooked then we would all sit down together and that does not happen anymore.

Q: How lucky are you and why?

A: I am lucky to be here and very lucky that I can walk. I almost lost both my legs from the knees down. I kind of feel that the big guy upstairs has given me a break. He has kept me in pretty good

health and going to let me live a little bit longer than my parents did. I am almost 10 years older than the age my parents made it to.

Q: What makes you angry?

A: A lot of things. I am angry with the world right now with the way things are going. I am not happy with the things that are going on in life. Not just here but all over the world. I think things are absolutely stupid. Like I said before, going back to the end of WW2 to the early 1960s were one the greatest times in the life of the United States. It was peaceful. Yes, we had our little wars that we went into but most everybody was always happy.

Q: What would you change about the world?

A: Get rid of the politicians that have a lot of money. Now you're really getting me in to something. I think anyone that has over \$150,000 should not run for public office. Let's keep it to the people that are the common people. That's how our United States started, with common people.

Q: What haven't we talked about that you'd like to discuss?

A: I do not think there is anything. I think we discussed everything and this would be a good time for a rap. I will be looking forward to getting my copy of this. Tell everybody down there that I said hello.

By: Dale Bryant

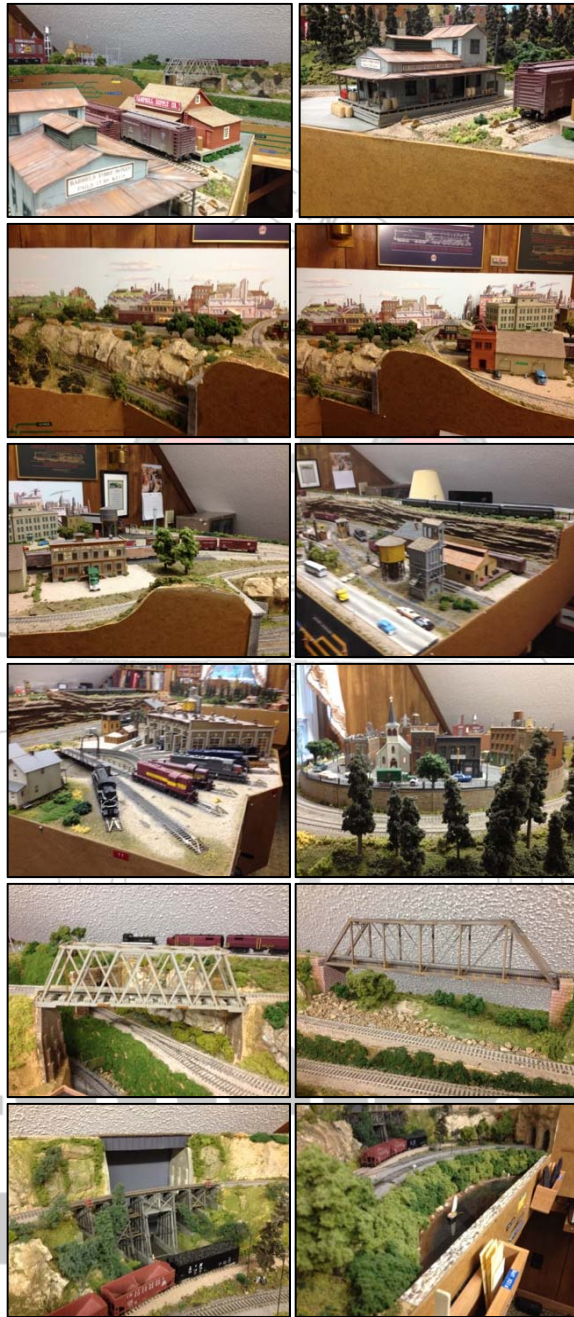
THE TENNESSEE CENTRAL RAILROAD

A few weeks ago, an email was sent to all CMM members about a fellow modeler, Mack Holland, who had made a decision to dismantle his railroad and hopefully find a new home for as many of his models as possible.

Thanks to the response of many of you, our club has completed this project in 2 visits, providing several of us with completed sections of the layout to integrate into our layouts, as well as, buildings, industries, engines and cars.

The volunteers were, Brendon Brosnan, Dale Bryant, Brian Ford, John Lanese, Roy Masterson, Owen Maddox, Bill Orman, Pat Turner and John Watson. A big "Thank you" and "Job well done", is due to each of you.

Mack's layout was the third one he had built. Employment moves to California and Utah, then back to Chattanooga, necessitated tearing down his earlier efforts. He began The Tennessee Central in 1983 and spent 30 years perfecting it. Mack is truly a master modeler. Track, cars, engines and buildings/industries were all weathered, and exquisitely scened , capturing the texture and color of the rock out-croppings so realistically. Mack also had a car card system and operated his railroad. Several photos of Mack's layout are shown here for your enjoyment and inspiration.



Mack's efforts through the years will continue to be appreciated as they are admired in their new homes. Indeed, Roy Masterson has renamed one of his yards, the "Mack Holland" yard.

By Bill Orman

CMM Treasurer's Report:

The following is the accounts balance as of Aug 27, 2014 for the accounts of the ChatModMod.

The TVFCU accounts are as follows:

Corporate Share Account (savings) \$99.00 (\$74 available). This is an account that must be carried so that we can have a checking account with them. The available balance will always be \$25 less than the current balance because it can never be below \$25 and still maintain the account.

Our Small Business Checking account contains \$467.05.

Between May 17, 2014 and Aug 27, 2014 we had 4 expenditures totaling \$460 and are listed as follows:

\$20, check #1002, 5/23/2014, Tennessee Secretary of State, Charter Restatement
\$20, Squarespace Inc., 07/07/2014
\$20, Squarespace Inc., 08/05/2014
\$400, Debit card transaction for Application of the 501 (c)3

Between May 17, 2014 and Aug 27, 2014 we had 3 credits to our account totaling \$212.72 and are listed as follows:

\$203.31, 08/15/2014, Stripe - This includes two transactions entered to strip - \$200 Donation, stripe fee \$6.10 and \$10 membership renewal, stripe fee \$0.59
\$9.41, 08/21/2014, Stripe - This includes one transaction entered to stripe - \$10 membership renewal, stripe fee \$0.59.

Respectfully Submitted,
John Curtis Watson
Treasurer – ChatModMod

GETTING STARTED BUILDING YOUR MODEL RAILROAD -- INSTALLMENT 2

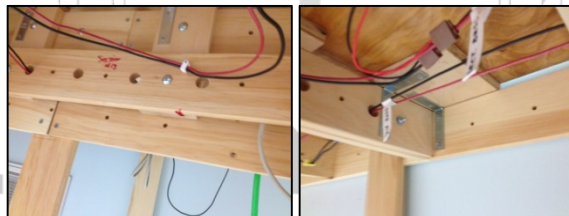
In our last newsletter, we ended our discussion with the track plan having been completed. We are now ready to start the benchwork. Before ordering the benchwork, I painted the room a sky blue color for the background and also had two, 20-amp isolated electrical lines installed for

future use and added fluorescent lighting in the ceiling for a more uniform room light. My wife, Sarah blended all the light-to-darker sky colors to simulate the horizon.



BENCHWORK:

There are multiple methods to create benchwork, but because of the size and arrangement, I felt my choice was either L-girder or the open-grid method. Another consideration, since the layout is mostly next to a wall, was whether to attach it to the wall with braces or use legs. Height and size of the sections were also important for operation, as well as, maintaining the ability to disassemble the layout some time in the future.



A major shortcoming for me was the lack of tools—a handsaw and circular saw were all I had for cutting, no drill press, table saws, etc. The skill to use these tools well was also absent—just

no experience except building several duck blinds over many years, none of which were square. They were sturdy, but never had to look good or be level.

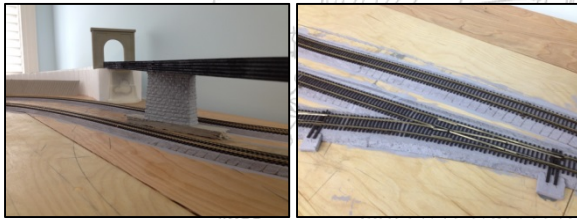
I knew the benchwork had to be done well for everything else to work properly and it was the one area I felt least confident in doing successfully. Failures and/or re-work could derail the entire project (no pun intended). I saw the website for Sievers Benchwork in MRR. A phone call was helpful and provided a sample kit for how to use their product. Their instructions made it very easy to determine what benchwork modules were necessary, modules could vary in height, and sections could be calculated for any future disassembly. Legs were made with levelers, as well as pre-drilled holes for bolts and wiring, and any special pieces could be produced as needed.

I spoke with Lance about using Sievers benchwork, and to my surprise, found that not only did he encourage me to use it, but his company also used it from time to time—especially if he was under time restraints.

I ordered the first 36 ft. of benchwork sections needed and received it in about 2 weeks. Each section includes all hardware (screws, washers, nuts, bolts, levelers, etc.) necessary to assemble each section. All pieces are pre-drilled for alignment with the tops of each piece marked (tops are absolutely flat for ease of leveling). I

decided on a 48" height for the legs to make the layout more comfortable to me and have more room under the layout to work.

After checking in all the pieces and dividing them into like stacks, I was ready to start assembly. I had a work table to make assembly more comfortable at a standing height. I found quickly that I needed an extra pair of hands, so I asked my wife, Sarah, if she would help—much easier. After assembling a couple of sections, we had rigged a jig that helped hold the pieces and one person could do all the assembly, but an extra hand does make it faster. We assembled the 36' (10 sections) in about 8 hours, including basic leveling.



Next I chose ¾" finished plywood for the table top, coating it on all sides with polyurethane to avoid warping. At this point, I also decided where my "sections" would be placed for disassembly if needed in the future. This decision would also affect wiring, as you will see later. My "sections" would be primarily 2'x7' or 2'x8' maximum or 2'x4', where necessary. These sizes would allow me to get each section down the stairs. I marked and numbered each section

with a red Sharpie on both sides and underneath the adjoining area. I placed ¾" plywood squares at each corner of these sections and at other points for support to raise the table top ¾" above the grid work. This was done to allow easier installation of switch machines, as needed.

I decided to start laying roadbed and track on the assembled portion of my benchwork, rather than continue installing benchwork. I was starting with the double-ended yard and the curves at both ends, and thought this would give me good experience, as well as let me see a part of the layout coming together more quickly. It would also, assuming success, show me that I would indeed finish the job.

ROADBED AND TRACK:

I decided to use California Roadbeds product (homasote) after seeing it at a hobby shop in Savannah, Georgia. The owner put me in touch with a local modeler who had built several layouts and was very helpful with tips on installation. This product does help deaden track sound, which is good when running DCC sound engines. Homasote is a paper-based product, so painting after installation is recommended to keep dust to a minimum. When I was laying out the yard, I had intended to use normal roadbed for each track, but found the roadbed was too wide to use on 2-2 ¼" track centers. So, I covered the yard area in sheets, which also made the turnouts in the ladder much easier to lay.

I decided on Code 83 Peco Track and Peco insulfrog turnouts due to reliability. Any Code 83 track could be used with their turnouts, but the profiles don't match (looking from the end). This presented some issues with "joiners" fitting properly, so I took the easier way of using Peco, 100 percent. To make track laying easier, I used tools for straight track and curve sets from JMD plastics. These fit between the rails and can help you draw the lines for curves as well as mold the track to the intended radius.

In a track laying video, cutting ties off to have rail joiners fit, was shown as the preferred method. I unnecessarily cut some off of turnouts before realizing that the Pecos are undercut to avoid removing any ties. Lesson learned—read the manufacturer's instructions first.

Because I was dividing the benchwork into "sections", I made slight changes in location of a couple of turnouts to avoid placing them on top of a joint. I also ran roadbed and flex track to the edge of a joint to connect where needed. To avoid really short pieces of track, I ran across the "joint" at times, knowing that the track and roadbed could be cut later with a Dremel tool.

As I was completing this area of the layout's roadbed and track, I ordered the remaining benchwork to complete the peninsula and around the room, as well as ordering the remaining homasote material and track. I decided on the opposite wall to order 44", 42",

and 36" legs to drop the benchwork from the rail's height to provide more opportunity for scenery elevation changes. I also extended the benchwork from the original plan, taking it all the way to the closet door. This provided enough space to add an auto assembly plant with the track representing the auto loading area into auto rail cars.



The remainder of laying roadbed and track moved ahead, but was slowed by the owner of California Roadbed having a serious health problem. This problem caused two delays, both about 3 months in duration. Whenever you have a one-person business, this type of delay is possible. He kept in touch and let me know the status of the job.

You'll notice in the plan from last month's column that a lift off area was planned at the entrance door to the room. Since my layout is 49 1/2" at the top, I thought a duck-under would be acceptable if it provided a better "scenic"

opportunity. I finally decided on a bridge, which would be narrow and make the duck-under easier. I made 3 bridges and placed them on steel L-girders with support pieces welded to establish the proper width of the girders. When the scenery is complete, I think it will be a neat entrance.

WIRING:

Remembering that the layout is divided into sections, I needed a plan to keep the wiring intact for each section, if it is disassembled. Using 12 AWG wire for the "main buss" and what is called the "section buss", I began the installation. I ran the main buss through the back of the benchwork completely around the layout. The ends of the wires on both sides of the bridge are capped and a "snubber" was installed on each side. The section buss is run through each section (as previously described) by starting at the section mark and looping around to return to the section start. One end of the wire is connected to one side of a terminal strip, the other end is capped. A couple of short wires are connected to the terminal strip on the opposite side and connected to the main buss by "suitcase" connectors. All the wires that connect to the terminal strip have circular connectors and these are screwed down on the connector post. If the layout is disassembled, the wires from the "main buss" are cut out at the suitcase connector, the main buss is removed, and the "section buss" stays in place, including the wire

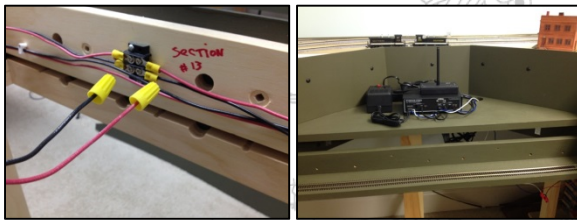
that will be reconnected to the new main buss, upon reassembly. I used solid wire for the buss lines, but would use stranded wire if I were to do again, due to ease of pulling and bending the wire.

I used 18 AWG solid wire for the drops from track to the section buss—remember only one set of wires from the terminal strip for the section to the main buss. I flattened the wire with pliers and trimmed to make smaller for a neater solder joint on the track. I considered using 22-24 gauge wire for the track drops, but that would have required connecting the smaller gauge wire to 18 gauge to reach most of the section buss wires. It is my understanding that the 22-24 gauge wire should not be longer than 6 inches for best performance. Since this would have doubled the number of "suitcase connectors" and taken more time, I opted for the 18 gauge.

To insure constant voltage, I placed a drop in every section of track except some of the ends of stub-end yards. I did leave small spaces between tracks in some areas to allow for expansion. All curves are soldered, as well as, switches connected to each other. Another tool I found useful is the RR Ramp meter, sold through Tony's Train Exchange. It measures the exact voltage of the DCC track, helping to track and cure any problem areas.

DCC CONTROL:

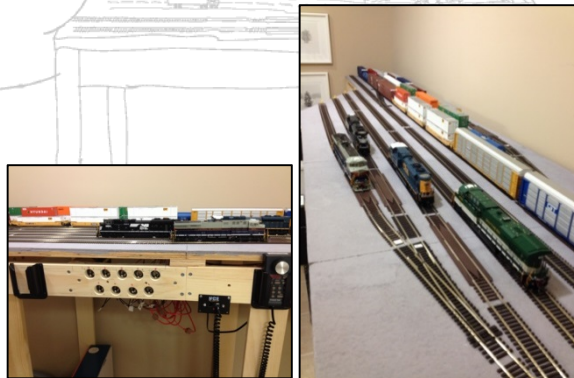
There are several manufacturers of high quality DCC systems, MRC, Digitrax, NCE, Easy DCC, etc. Everyone I spoke with seemed to be using Digitrax, but many layouts in articles were using NCE. I soon realized that many of the Digitrax users were in the Southeast and NCE users were in the North Central and Northeast, where the companies were located. Lance directed me to Easy DCC. My main concerns were reliability of the units, ease of use, and having competent support.



All of these companies have good telephone support through their customer service, but I also wanted local support. Since Easy DCC is available direct only, there was no dealer support and no one I knew was using this system. The NCE system is the one I decided upon because of dealer support and plain English commands to program—it all seemed straight forward and has proven to be easy to use. I purchased the radio-controlled unit. I have added the O6 cabs both radio and plug-in (for yard operation).

LAYOUT ADDITIONS:

As I progressed and was running trains just myself, I saw some opportunities to enhance the operation of the layout. It was during this time that I had met members of the CMM, as well as, some others that were going to Atlanta for operating sessions. As we got to know each other, I asked several of them to come over to look at my layout and make suggestions for better operation. During their visit, I explained my thought to expand into an adjacent room, allowing a hidden staging yard. They supported the yard and suggested an improvement in how I could attach the yard to the track plan by creating another mainline to join the existing



line. In addition, a suggestion was made to create a branch line coming off the double track area in the window. The branch line will be raised and reached by a couple of bridges. This will give additional switching opportunities. At this time, the hidden staging is complete. The stub end yard has rerailers installed for each track, as well as, power switches for each track

so that the power is always off until required to move that track's train—based on its schedule. The branchline is under construction, waiting for bridge piers, etc., to arrive, but is expected to be operational by October.

On July 25th, I hosted my first operating session with a lot of hesitation about problems that might arise. Those present were, Dale Bryant, Brian Ford, John Lanese, Roy Masterson, and Owen Maddux. To my surprise, the session went much better than I expected. We found just a few problems that need attention, i.e., a switch that needs soldering, a car that uncoupled, etc. The input that all of these friends have given me has helped greatly in getting to this day. Your railroad does not have to be complete to enjoy it.

In the future, I will update progress on scenery and operating sessions.

Until next time.....

Bill Orman

Web Sites of Interest:

Here are a few of the web sites our members find of interest. I you know of a model railroad site that you like that is not on this list please send us the link

<http://www.themodelrailroadpodcast.com/>
<http://model-railroad-hobbyist.com/>
<http://www.tvrail.com/>
<http://www.nmra.org>
<http://www.ser-nmra.org>

Summer solstice

Time gets by us, doesn't it? Many things seem to do the same. It seems like it was just the other day when Dale asked me to pen an article for the next CMM newsletter. It's been a couple weeks now and I am just now sitting down to do that.

The scope of the article was to be "What have you done over the last four months in model railroading." Initially, I told Dale I had done nothing but work. As I thought about that my comment was not entirely accurate.

Beginning back in April, I made a trip through Atlanta late in the evening just in time to meet the northbound Amtrak Crescent as it stopped to take on passengers at Brookwood Station. The train was just over two and half hours late. Fortunately most of the passengers had a good attitude about it. I spoke with one who was traveling to Baltimore who said this is a regular occurrence... What a shame. Below you see it as the train

stops.

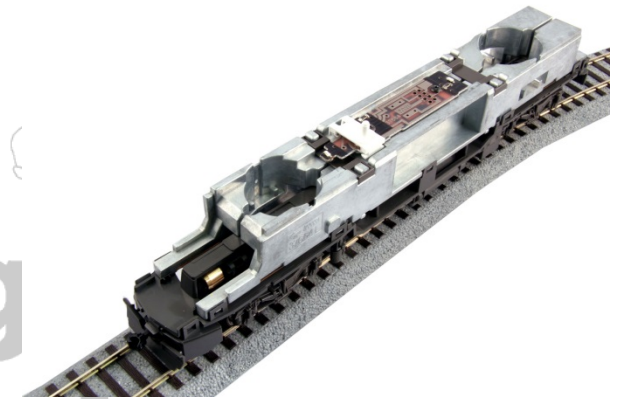


Later in the month, I took my first trip to the Eagle Point Railroad in Dunlap. If you have never been invited to go there, it is a 1-1/2" scale (7-1/2 inch gauge) railroad on Fredonia Mountain on a large tract of land. You can tour the railroad by searching for them on YouTube or by visiting their website at www.epr.com/

<http://csme-epr.com/> It was so much fun to visit the place and ride through the countryside. Since I was about fourteen, it has been my dream of owning a ride-on train. Before I left the EPRR I was an owner of a custom built 1-1/2 inch scale caboose. I do not have a picture to share here but it is a center cupola that has a lift up, hinged roof to

utilize the interior as storage or for a cooler, etc. I will be at the fall meet in October with my new jewel enjoying the Fall foliage.

On to smaller scales..... I embarked on a mission to purchase an Amtrak train for operations at shows. My intentions are to build a modern-day Amtrak Crescent. I have purchased many of the necessary cars, began the modifications and may have one at the Hamilton County Fair. I chose to hold out for the quality motive power and that turned out to be a good choice. The picture below is of the Kato GE P42 that Amtrak uses on most of its trains these days..



The model is equipped with DCC and sound and is a made of a new type

construction. The model has no running gear in the cabin. Traditionally, there is an electric motor mounted in the center of the frame with a drive rod connected to a gear tower on each truck to provide power to move the train. The new Kato model has micro motors and gears in each truck leaving the car body empty to fill with weight, decoder and sound equipment. So far it seems to work out great!

Here are a couple of the cars, one from



Kato Superliner in the below image followed by the Walther's Viewliner sleeper (out-of-production) in the lower photo.



So I have done more than I realize. What I haven't included is the Juice cars that I will be showing a video on at the HC Fair and a couple other projects. I hope each of you will come by and visit during the fair and make sure to ask what plans we have to move the club forward as we grow.

I will close by saying that I have enjoyed being your Vice President through the beginnings of our club and look forward to serving it in the years to come. It is my vision to see our vision as a club come to reality.... We are on the way. I hope you will not just take your seat and ride with us but ask how you can be part of the force that moves us on. We need you! Happy Railroading! Mark McAllister, VP, CMM, Inc.

Upcoming Calendar events:

Railroad Events within a 150 miles of Chattanooga or Events that one or more of our members find of interest.

Tennessee Valley RAILFEST
September 6 & 7, 2014

Piedmont Division Monthly Meeting
Tucker (Atlanta), GA 09/09/2014

Atlanta Railroads Prototype Modelers Meet.
September 18 - 20, 2014, get your models ready to display and plan to bring a friend.
http://www.srha.net/public/Conventions/2014_Atlanta_RPM_meet.htm

Chattanooga Modular Modelers @
Hamilton County Fair
Chester Frost Park, TN
Saturday, September 27, and Sunday,
September 28
10:00 am - 6:00 pm both days

Piedmont Division Monthly Meeting
Tucker (Atlanta), GA 10/14/2014

Piedmont Pilgrimage - six weekends in
Atlanta, GA. starting Oct 18 thru Nov 23
<http://www.piedmontpilgrimage.com/>

Addition Railroad Events can be found at the following:

<http://trc.trains.com/events.aspx>

<http://www.railserve.com/events>

<http://www.tvrail.com/pages/tvrm-calendar>