



CMM News

Official newsletter of the
Chattanooga Modular Modelers, Inc.







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Front Cover Information:

A few of the photos of CMM activity over the past four months. If you are not seen here then you are missing out on a lot of the fun. Come play trains with us and grow in your modeling skills.

Deadlines For Submission

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

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Include the company name, address, email address and/or a day-time phone number (email preferred). All ads must be prepaid before publication.

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| Page Size | Number of Issues | | |
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| | 1 | 2 | 3 |
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| 2/3 | \$ 80 | \$160 | \$240 |
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| 1/4 | \$ 30 | \$ 60 | \$ 90 |
| 1/6 | \$ 20 | \$ 40 | \$ 60 |
| 1/12 | \$ 10 | \$ 20 | \$ 30 |

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Modular Modelers

My Home Layout

I have a layout under construction in my 2nd floor 25 x 17 “bonus room”. I am building it in two stages. Stage 1 started last June and the 1st train ran a test run between Christmas and New Year’s (I didn’t document the exact date).

The layout features a Conrail mainline running between Pittsburgh (phase 1) and Chicago (phase 2) with local switching being performed by the Union Railroad, US Steel owned, servicing the industries of Pittsburgh and the Indiana Harbor Belt servicing the Chicago based industries. There will be staging at Conrail’s Pitcarin yard, Union RR North Bessemer and IHB’s Gibson yard shared with Conrail. My passion is modeling steel mills and I am a member of the Steel Mill Modelers SIG, NMRA affiliated special interest group.

My intention is to model specific places in both Chicago and Pittsburgh. I want visitors looking at the layout to recognize the location by the structures etc. Major industries will be featured, but requiring selective compression. For example US Steel’s Clairton coke works will occupy a 3’ x 8’. area, but will only have 6 coke batteries vs the 12 that are at Clairton. Other industries will include US Steel Edgar Thomson mill, Turtle Creek and Westinghouse bridges. The Chicago end will have State Line Generating, Youngstown Sheet and Tube and Inland Steel’s electric furnace and an elevated crossing by the Chicago “L”. Between these featured areas will be connected by generic local

communities. I have attached a few photos from the web of the specific areas.



By: *Brendan Brosnan*

PS: Brendan said “You might mention that I received 4 stints following my heart attack and my heart function is doing great. I am having a few issues getting my meds dosage adjusted, but they are improving. I actually felt like working on my layout this week.”



Random Ramblings

The CMM has had a lot happen over the last four months and I am sure that a lot more will happen in the future.

Announcing a new future model railroader: Maxton Aaron Murdock born 4/25/2015 @ 12:03 Mountain Time. Congrats to parents and CMM member Wade (PawPaw) (Need another train) Murdock.

I would like to talk the home layout members into doing a tour of their layouts this January. I was thinking that we would have open visits on Saturday, January 9, or Saturday, January 16, as the dates in question. This would be sort of like they do in Atlanta. Does this sound good to anyone else?

Brian Ford said in an email to me "The sub roadbed crew for the BN Monett Sub has been MIA since the end of January so no real progress to report. He was whining something about "too much travel" in Feb-Apr and not even any free time to operate in JRAG lately. But there is a rumor that sub roadbed work might be finished by early May and possibly a Track Laying blitz on a Saturday in mid-May.....stay tuned."

I have learned why my block river module is still sticky. For EnviroTex Lite® to chemically blend, it must be mixed together in two stages. With the resin and hardener measured, use a stir stick and mix together for two full minutes. During mixing, use the stir stick to scrape the sides and bottom of your mixing container.

Occasionally scrape the mixture from your stir stick back into the solution.

After two full minutes of mixing, pour the contents from the first container into a second container. Using a new stir stick, mix the contents of this second container another minute, again scraping sides of container and stir stick. Immediately pour from the second container onto your project. Note: Inadequate measuring and mixing is the most common reason for soft or sticky spots. I did not do this and will have to pour another layer.

We are looking at the CMM annual meeting that is coming up soon. This will be at “the Shack” and I would like to see each of you there. This will be on May 2nd and the main entree and a few other items will be provided by CMM. There will be a table set up for pot luck so bring us something good to eat and drink.

Klaus Peucker has told me he would like to sale his modules. He has two 5-foot corners, two 6-foot straight modules, and a two foot walk through Lift Bridge all matching our current specifications. He wants \$200.00 for the complete set. We have used these at many shows in the past with good success. This is a really good deal.

I hope to layout plans for the next few years and get feedback. This is mostly for our next president as I will be stepping down at the end of this term. Depending on your vote I will still be on the board but in a different position.

We have been working on the “HO Module Standards” and hope by the time you see this that they will be completed and ready for the rest of the world.

We have a new address that we are using as the official address for the CMM. This is the same address as “the Shack”. If you are (snail) mailing anything to us please use 1223 E. 34th St., Chattanooga, TN 37407.

We also have an official phone number which will accept voice mail and alert us when you leave a message.

We just made a yearly pilgrimage to the Atlanta Train show. It is always a big event and many of us rode in a rented van as a group. If you did not make it this year we hope to see you next year. It is always a lot of fun.

We are looking to expand the number of shows that our modular group can attend each year. We would like to go to about 4 shows per year. We do not want to do any back to back shows and would like to space them out to a couple of months apart. If you know any venues that would be good for our group to take the modules to, please let us know.

The modules are being constantly worked on and improvements have been showing up. If you have not been to any of our work sessions than please try to attend. We think you will like the camaraderie and I know we would like to see you.

Remember that donations are always needed to make our group continue to grow. We are making plans to build a building and would like your help in any way that you can.

The Athen's Train Show was a great success. We met many new people and have had a number of inquiries since. Even the snow did not stop us but it came close.

We continue to meet at "the Shack" on Thursday nights. If you have not been able to come be sure to come by when you can. We really appreciate the use of "the Shack" as it provides us a weekly meeting location and a place to work. The next time you see them be sure to pat Lloyd and G on the back.

We are working on getting the logo for the CMM available for you to use on many items. We are looking at having one or more sites that we will be able to order shirts, jackets, mugs, and other items with the CMM logo on them.

We are now part of the Amazon Smile program. What this means is you can designate our organization as a public charity when you buy stuff at Amazon. Amazon will then give us a donation based on the amount that is spent. This is a good thing and tell all your friends to sign up and designate CMM as the charity of choice with Amazon.

If you know of any other programs like the above that will donate to our group then please let us know. The more we get the word out the bigger the CMM will become.

By: *Dale Lane Bryant*

Ramblings of a person getting back into Model Trains

As a kid I had a Lionel train set but sometime when I was in college my mother gave it and all my other Tonka toys away. I did a lay out with my second son, Tom, when he was 9 or 10, 28 years ago but he lost interest at age 15 when the smell of gasoline and perfume had a higher priority. Tom now model's N scale in Washington, D.C. due to limited space.

I decided to get back into model trains about 5 years ago and with the help of Jim Horton at Chattanooga Depot, Roy Masterson and Brian Ford, I was introduced to HO operations. I had decided to start small due to having to build my layout in my workshop in my barn. It is insulated and has a concrete floor because a previous owner had worked on collector cars in it but poor lighting and no heat. No basement or rec room exists in my house. I have a coal stove that came out of an L & N caboose from Cowan and it helps in the barn but when it is cold outside it is cold in the barn. In the summer I only have fans so I have done very little work on the layout in Jan., Feb. and July and Aug. I have improved the lighting.

I started with a 4'x8' sheet of plywood with 2" foam on top so I could have a stream or two. I decided to have two outer tracks around the layout with one turn out (two tracks) for coal and grain and another turn out with four tracks for a small yard and a village along the main track.



Figure 1 This picture is a view of the two outer tracks, the pink is where a stream will go. One can see the back of the grain elevator, some grain bins and a warehouse. The Richland gas truck is in front of the start of the village.



Figure 2 This picture shows the village, the track in front of the village, the three tracks for the short yard and the back of the grain elevator and buildings on the far side.



Figure 3 A view from the far end.



Figure 4 A good view from one end.



Figure 5 Mac Holland's roundhouse and steam and diesel service area. I will add some commercial structures to it one I get it in place.

In the last two years I have been lucky to operate on Allan Keller's and Dave Houseman's layouts above Knoxville, several layouts of the JRAG group in northeast Atlanta and Roy Masterson's and Bill Orman's layouts here in Chattanooga. I really enjoy the puzzle of switching so I have decided to expand by putting up a 20" divider for a background down the middle of my current 4'x8' area, add a second 4'x8' sheet with a divider and add Mac Holland's 7' combined roundhouse and steam and

diesel service area at the end. Thus I will end up with a track all around the 16' long two 4'x8' areas with several passing tracks; a larger yard; many business areas where lots of switching will take place and Holland's yard and service area. Thus the layout will be 23' long and 4' wide except for about 4' in the Holland yard area which is about 3' wide. As I made major progress I will give updates.

By: *Owen Maddux*

Rail Fanning in Clarksville, TN

While on a trip to visit my daughter, son-in-law, and grandchildren, we went to eat in downtown Clarksville, TN. On our way into town on US79, we crossed over the Red River (yes, there is a Red River in Tennessee!). I looked downstream (West) and saw where it flowed into the Cumberland River just a couple of hundred yards away.

We then parked near the Municipal Building on top of a hill with a brief overlook of the Cumberland River. I looked down at the river and noticed a trestle crossing the river and knew that I needed to try to get a closer look when I could. Not only could I vaguely see the main trestle crossing the river was metal with a rotating section for passage of the river traffic below, I caught a glimpse of where it continued onto a wooden trestle across the low lying fields and woodlands across the far bank! Since I was

with the family and it was cold, I decided to make a quick visit the next day on our way back home.

With permission of my wife, Pat, we made a detour back into town to try to find a better view of the river trestle, I noticed what appeared to be an old railroad trestle running parallel to the main highway and river below. After driving around a little bit, I found a nice parking place at the abandoned trestle and realized that they had converted the railroad bed into an excellent walking path, incorporating part of the old trestle in the path! Due to our short time allotted (and the cold temperature), I had to settle for only a quick picture of the walking path's trestle. However, I could tell that they had only used one portion of the old trestle, with the rest having been removed and replaced with a stairway at the end going down to the ground level.





I took a couple of pictures of that trestle and the main trestle across the river. I then went down toward the level of the river and found an old lot that I could park in as I took my pictures from across the highway (TN 12/48). I took several pictures

and realized that not only was there a metal trestle crossing the river itself, I could see that there was a wooden trestle on the other side of the river crossing the low lying areas on the far bank!

After returning home, I looked on some maps (Good Sam's RV Road Trip Navigator, and Google Earth), and found that the line was formerly L&N's line that ran West to Cumberland City, TN. I also found that it also serves a zinc plant just West of Clarksville. This industry appears to have one long siding serving the large plant, with what appears to handle tank cars of various types and a couple of covered hoppers. This would make an interesting industry to model with some selective compression in order to squeeze onto a layout.

I have decided that on my next trip to Clarksville, I'll have to schedule some time to explore the walking paths and, if possible, take some better photos.

By: *Scott Denson*



CMM Member Spotlight -- Interview with Bob Swanner

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

A: They grew up, born and raised in southern Alabama. They knew each other because they lived close to each other, they practically grew up together. They dated 10 years before they decided to get married. They did not do any of this shacking up during that time though. It was strictly keep the morals up and up, for one thing Southern Baptist sort of frown on that shacking up type job. That is the way we were all raised and we don't cotton to that shacking up mess either.

Q: When and where were you born?

A: By an accident of geography I was born in Washington DC. The only reason I was born there was because that was where my pregnant mother happen to be at the time and I was too young to protest. My dad had gotten a job with the Washington DC fire department. This was during the depression so jobs were not really coming thick and fast, so if you got one you better grab it and hold on to it. Dad was working, probably, three different jobs at the same time to hold body and soul together until he finally did get appointed to the fire department. My uncle, his older brother, had got a job there first and sent for my dad and told him to come on up and they will see if they can get him a job there with the fire department too.

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

A: Well I had a brother and he was in the United States Marine Corp and he died a few years ago of a heart attack. I had a sister 2 years older than me. My mother was at a full term pregnancy and the baby was breach and the doctor tried to turn the baby with forceps or tongs or something and he crushed the baby's skull. I am not real happy about that still. My mom was the only obstetric case he ever took. Babies are still born breach because my grandniece was born by caesarean section because she was in a breach position. She was 11 weeks short of being full term and only weighed 3 pounds and was going in to distress and could not get her out of distress and had to bring her in to the world even though the doctors were not really real crazy about doing it. She's now 8 months old & doing fine.

Q: Where did you grow up?

A: Washington, DC then we moved to Bethesda, Maryland when I was 12. Bethesda is on the out skirts of Washington.

Q: Where did you go to school?

A: Bethesda-Chevy Chase High School. Then I got married when I was 22, went in to the military, and came back. Then I took some courses at Nashville State Tech in conjunction with me being an instructor at the Tennessee Technology Center at Nashville.

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

A: Using my brain instead of my mouth so much. I have been a champion of proper diagnosis for over 50 years. One thing I stressed when I was teaching was proper diagnosis. Do not be

changing parts in a shot gun manner or guessing how to fix a broken car. I taught the four step diagnostic process and it works rather well. First of all you listen to the customer and see what their concern is (that's number one). Because if they are concerned about their horn and you work on a turn signal you are wasting your time. See what the customer is interested in getting fixed (that's number two). You gather information on the condition of the car and you compare that information with known good information. What matches and what does not match gives a direction to go in for the repair. Then you make the repair (that's number three) and then you do a performance test on the vehicle (that's number four) and that confirms that you diagnosis is correct.

Q: What did you study in school?

A: The thing that gave me the worst fit was diagraming sentences. I never did pass that or at least I liked to have failed it. One of the most boring subjects I ever took was plane geometry because we had an instructor that taught in a dead dull monotone on postulates and theorems. I almost failed that but when I got to solid geometry it all made sense - it clicked. Then I understood what plane geometry was about. I held an "A" average from then on, on all my math subjects including four semesters of college physics.

Q: What were your favorite school subjects?

A: Anything to do with math and mechanical subjects were always interesting to me. I had an appreciation of English and I have always considered it necessary to be a proper

communicator. One thing I abhor is err-uh, and-uh, uh-uh, and don't you know. When I hear somebody talking like that it is just like scraping your fingernails down a chalk board – it just sets my nerves on edge. I found out a long time ago that if you run out of something to say, a pause sounds a whole lot better than uh, err-uh, and-uh, uh-uh, and don't you know.

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

A: My significant other is my precious darling wife that I have been blessed and honored to be married to for over 54 years. She is the love of my life and every day is Mother's Day as far as I am concerned. She spoils me and I spoil her – she is real petite, real cute, always keeps herself really neat, and the house too, she is an excellent cook, in fact there is nothing she does that is bad. She is great all the way around, she is my favorite person, my best friend, I just like being with her and sometimes if we are walking I like to hold her hand or when we are driving I like to hold her hand. She just lights up my whole life.

Q: How did you meet your wife?

A: I had an aunt that was one of those dyed in the wool match makers. My wife and her twin sister went up to Washington, DC to get a job working in the FBI. My aunt brought the twins over to meet me and I never saw the other twin. I mean, she was standing right beside my wife but I never saw her. When I saw my wife it was all over for me. I said I cannot let that little jewel get away. She is the prettiest thing I ever saw. I knew her 9 months before

we got married. Her twin sister lives next door to us right now – across the drive way.

Q: Did you serve in the military? If so what did you do?

A: I had been married not quite a year when I went in to the Army. They kept me an extra 3 weeks at the reception center giving me these experimental tests about mechanical reasoning, abstract reasoning, and all kinds of tests like that. They were new experimental tests and the reason they keep me taking these tests was because I keep aceing every one of them. They could not get over that and they said “man you got an IQ of over 140” and they said “you ought to go to OCS and become an officer”. I said I would except for one reason, I had been in the military long enough to know that the military was not concerned about my wife’s welfare. I felt as soon as I could get out of the army I would. I am glad I served as a veteran but it was not a good thing for us because the military is not conducive to keeping marriages together. Unfortunately, the divorce rate in the USA and the military is about 50% on each one of them. We managed to keep together on that, in fact what was neat was after I got out of basic training and the second 8 weeks of training which was in the Corp of Engineers, there were 40 of us that went to an engineer company in Germany. When we got there they told us to have our gear ready because in the morning we are going out in to the field. Oh great, that’s what you really want to do as a brand new recruit. Next morning we got up early and piled in the trucks and headed out to the woods. For the first three days they had all of us on guard duty (on nonsense). They had me guarding a pile of wood. After the three days they said you can wonder around

the company area, if you are in the company area you are ok, just don't leave it. While I was on guard I noticed and heard at the top of this hill there was a lot of machinery running, there's lights running, and everything. No matter what time of the night or day you could hear that machinery running. I was not sure what the machinery was but there was always something running up there. So when they released us to wonder around I walked up there and there was a deuce and a half with a winch on it and he had the bumper against a tree and they were trying to winch a low boy tractor trailer out of where it was stuck in the mud and they had a big road grader on the low boy trailer and they tried putting the feet of the trailer down to separate the tractor from the trailer and they put big timbers under the feet and jacked them down and all they did was shove the timbers down in to the mud. So they were not doing any good there, the tractor has three powered axels - 8 rear wheels then the front wheels were also powered. They had spun and dug down so that the tractor part was sitting on its differentials, all the way down. They had been trying to pull that thing out for three days solid - 72 hours. I went up to the sergeant in charge after looking it over a little bit and I said "Sarge, you are doing it wrong -- I can get you out." Well you know that sergeant looked me up one side and down the other and he told me what he thought about my IQ and my descendants and my forebears for all generations for all times. He indicated to me that he was not impressed with me what-so-ever. About that time a chain broke and pieces went flying everywhere. I said "dog-gone-it Sarge, listen to me. I can get you out." Now by that time I think they would have listened to a donkey. Since they

would consider listening to a donkey they would listen to a private E2 with no stripes on his sleeve. He called all these other guys over and the lowest rank was an E4 which was two strips higher than I was and they had up to buck sergeants and they all had their opinion of what they thought of me. But he said "I am putting this guy in charge". Well when you are in the military when a guy is in charge you can be a private and tell a general what to do as long as you say sir. I had them re-arrange that tackle outfit they had set up, but it was the same thing, I just changed it a little bit. It was no more and no less than what we had. I told the tractor trailer truck driver to start his engine and warm it up so when I gave him the signal he was to let that clutch out and keep those wheels turning until he was on hard ground or I told him to stop. I told the deuce and a half driver to take his truck and turn it around facing the stuck truck and to pull the cable up snug so when I gave him the signal he would let the clutch out and start pulling. He was going to pull his truck back off the road and put the bumper against another tree because he bent the bumper of a deuce and a half. Now, you ever seen a bumper on a 2 ½ ton military truck? They are about a foot from top to bottom and made out of ½" thick steel. You do not bend those things very easily but they bent it trying to pull that thing out. So anyway, I told them what to do so when I gave them the high sign and the winch started pulling and the guy in the tractor trailer let the clutch out, that truck did not go forward, it went up. Because it was being pulled up out of those ditches they made by the spinning wheels. Then when it came up it came out and from the time I was up there 30 minutes later that thing was setting on

hard ground. You ain't never heard the cheer, boy, everybody was hollering. See if we had been called to move before we could have took that truck with us we would have had to blow it up. We were in Germany in the Black Forest and they have these little burgermeisters running around with clip boards and anything that we did that would cause any damage to anything we were required to pay for. If you damaged a tree you paid for the tree and all its descendants. That was a kind of involved process money wise. After we got that truck out we all went down to the mess tent and was drinking coffee and some of the guys were actually talking to me. Even though they out ranked me they thought it was pretty neat that we all worked together and got the truck out. While I was up there a runner came up and said "are you Bob Swanner?" I said yes, and he said to report to the company commander. I said to myself "what? I know I am not AWOL from guard duty, what are they after me for?" I went down there and reported to the company commander and he said "you the man that got my truck out?" I said "well, yes sir, I did." He said "well, I wanted to meet the man that got my stuck truck out." He was in a crack (you know) because if we had been called to go and we could not go we would have had to blow that thing up and that was not a good thing because all the burgermeisters would be charging for all of that. It was pretty nifty. Then I was a mechanic in our company working and they had me setup to repair all this engineering equipment, bulldozers, graders, and what have you. Except I was almost never doing any work on that stuff because they were sending me all over Germany by air and by vehicle to diagnosis, because, I was the only professional

mechanic in that whole battalion. I had several years of experience working as a mechanic before I went in the army. The other guys that were mechanics there had 90 days army training to become a mechanic and that was just about a joke. Later on the company commander called me in and said we got orders from the IG inspection team to send our best engineer mechanic to serve as inspector for the IG inspection team and he said you're it, so you're going. You don't say no, you just say yes sir. We had a full bird colonel as our boss and he had a whole new crew of inspectors. He has us all together and said now what I want you to do is write down every single gig you find. If there's any gigs knocked off I will decide which ones to knock off. Now when a full bird colonel tells you something it is best to say yes sir and do what he says do. Well these other guys they did not find it necessary to do that. The normal tour of duty for an inspector was 30 days so every 30 days we had a new crew except me. He kept keeping me on and keeping me on and I stayed on the IG inspection team for 11 months. My company commander said "look, if you don't send my man back to me I am going to the IG." See, I was keeping the company working by diagnosing. I was the only one there that could do that because these other guys did not have a clue how to diagnose. That is one thing I appreciate about people is using their brains to think. A lot of people don't quite have a clue how to use their brains. I kept after my students to use their brains.

Q: What have you done to make a living?

A: Rebuilding automatic transmissions and other mechanical challenges that the average mechanic cannot do. I always

believed in proper diagnosis and a lot of times the customer would be telling me a problem and I believed that the Lord revealed to me the diagnosis before the customer finished talking. But, I kept quiet and let them finish talking. I knew which direction to proceed in and I would clarify with them to make sure that was what their wishes were. I proceeded to fix the thing and make sure it was fixed and gave it back to them. One thing I always did was make sure that that door retainer that held the door open was oiled. A lot of them will “pop and snap” and “creak and groan” and “what have you, well, I always oil them so that the door worked smoothly when I finished with the car.

Q: What were your responsibilities of your last and previous job position?

A: We had to be ASE certified. When you're a mechanic there's a certification program which is Automotive Service Excellence. To get certified you have to take eight different tests to make you a Master Auto Tech. When I was going to the General Motors Training Center there were these guys that were PHDs in electronics and engineering and just really smart guys but none of them could pass the ASE certifying test on automatic transmissions. I was requested by the engineers to give them some guidance about the automatic transmissions. I do not know if any of them did any better with that test or not but I thought it was kind of amusing that these guys that had PHDs could not pass a test on automatic transmissions. I had taken several tests: it takes 8 to be a Master Auto Tech, and I had 13. There are 4 of them for being a master auto engine machinist and then there is another test for advanced engine fuel and admissions. To get that

I had to take one test that was the hardest test I ever took. They give you two books to study then after you have studied for a while to go in for the test and they give you the same books but they did not have my notes in them. That was a crying shame there. I got 43 out of 45 right. There are some of the instructors where I worked that could not pass that test at all. It was very in-depth, there were four generic systems one was Toyota, one was Chrysler, one was Ford, and one General Motors. There was a generic system of all of them and if you fell back to your experience to pass the test you will fail. You have to have your mind completely open and be completely aware of the generic system that was outlined for you to use in your test. If you did not do that you would not pass.

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

A: My wife has a Buick and she likes Buicks. I have a Nissan just because we happened to be there and it seemed like a good deal at the time. Since we picked it up, so far so good but I am not jumping up and down about Nissan. One thing I was gratified to hear was the transmission has 140,000 mile warranty on it.

Q: Who are some of your heroes and why?

A: I think Dwight D. Eisenhower was one because he went a long way toward winning World War II by himself. Also there was an eye doctor that I knew that was very smart. I appreciate people that use their brains and that have good intellect.

Q: What type of books do you read?

A: I read the Bible. One book that I have been reading and enjoying quite a bit is about the Illuminati. There is a fiction book

about the Illuminati that is really rather eye opening. Some of the things that it pulls out about these people I guess you would say-spawn of the devil you might say. The Illuminati was formed before the tribes in Egypt even started becoming a country. They were about dominating the world and would start a war and then cause the country they did not like to lose the war just by juggling the finances. They played games with elections and has been quite an interesting book. It is sort of in-depth, which I liked and this guy seemed to have all of his bases pretty well covered.

Q: What magazines do you subscribe to?

A: I don't. I like Model Railroad but I never have subscribed to it. I just look at it when I run across one but I've never tried to become a subscriber.

Q: What are you passionate about?

A: My church and my wife. I think that too many of us have strayed away and a lot of people think that it is OK for two men or two women to be married, just shacking up, and all that garbage instead of having the moral fortitude to make a legal license between a man and a woman.

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

A: I love them, they are very handy and they are very labor saving. I am just like everybody else, we are so all fired lazy we do not want to be bothered if we have to raise a finger.

Q: When did you first get interested in trains?

A: When I was about five, I have always been fascinated with them. I have sort of studied them a little bit and on occasion feel like I am fairly well versed in different aspects. As far as knowing it all, the guy that knows it all will lie to you about something else.

Q: Who introduced you to the hobby?

A: I don't know, it's been a long time ago. I'll tell you one time we were traveling from Georgia back to Tennessee and I stopped by the Chattanooga Choo Choo, I had never been there before, and I went up on the second floor and I saw that model railroad layout and that blew my doors off. I said man that's incredible, the detail and the attention to detail was just mind boggling. So I petitioned the club for membership and they kept me as an associate member for a year and a half before they finally voted me in to being a full member. Every time I would come down there to want to run my trains I would have to arrange for somebody to baby-sit me because I was an associate and not a full regular member. There was one guy that was in the club, he was the secretary of the club at the time that we went to that convention in Atlanta in 1995, and they were short of bed rooms and we had to share a bed. That was very uncomfortable for both of us I believe. Getting in the bed with a man is not something I cotton to at all. We were pushed in to it so we had to live with it and get over it. We put a line of pillows between us because I did not want to accidentally contact a man in the bed with me.

Q: Tell us about your first layout.

A: We had one that was about 8 by 16 in the basement of our first house. That was ok until we decided to build a den in the basement. We put in a suspended ceiling with fluorescent lighting, paneling, and insulated everything. We put in a good gas heater and carpeted it just to make it real nice. Then my wife informed me that the train was not allowed to be in her den. So my train got moved in to the garage side of the house and our cat had kittens on the main line.

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

A: I had at one time 6 modules (I bought a trailer and the modules from a guy) that I tweaked a fair bit. Then it got to be unhandy to try and load and unload those modules. They were 3 by 6 feet and the trailer was situated for that. The trailer was starting to leak and mold inside and I just got tired of fooling with it. I sold the whole works for almost nothing. I was a member of the Nashville club at that particular time.

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

A: Ever since I got out of the army. I started out when my son was 5 and he is about 48 now.

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

A: When I was a kid (coming up) I had a 4 by 8 sheet of plywood in one of the bed rooms and it was Lionel (O27). It just had two turnouts plus a shoo fly that could be used for industry or anything. It was just a bare wood board - nothing fancy at all on

it. When I went into the army my mother sold all my Lionel and sent me the check for it. When I got out of the army we started building our family and when my son was 5 we started with HO. The reason I went from Lionel to HO was because I had a greater appreciation for the detail and proportion of HO where Lionel is short and stubby compared to full scale. Of course, I like the N scale too but you have to be like a jeweler to do that. I have worked on a lot of N scale and even Z scale trains but my preference for my trains has always been HO. I like the high powered locomotives – the big ones. I have GG1s, cab forwards, big boys, and one challenger. I have 8 big boys and I like to modify them to make them do better than normal. Usually my trains will stay coupled because when I put Kadee couplers on I set them within 0.005" of an inch. It takes a lot of patience to do that and sometimes when I feel myself coming to a boil I just lay it down and walk away for a while. Because other than that I would throw the trains down on the floor and stomped them.

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

A: No, I was exposed to a kit. I finished a Bowser Challenger 4-6-6-4 kit but it was messed up before I got it. When I just got it to where it would run and turn its wheels I sold it. The guy that bought it from me got in touch with me a year later and he said it's the best running engine he's got.

Q: Do you service your own locos?

A: Most assuredly.

Q: What breaks most?

A: The drive lines and the side rod screws on steamers.

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

A: Yes, a couple of sneaky-petes. That is just a modification and a long way from scratch built.

Q: What type, kind, scale, and/or brands of locos or self-propelled vehicles do you have?

A: Primarily Rivarossi big boys, Rivarossi cab forwards, and Rivarossi challengers. I have a brass H8 Allegheny but I cannot remember what brand it is. It is about 50 years old and I have a brass Northern but not sure of the brand it is. I have a brass 2-10-2 called a Santa Fe wheel arrangement; it's a Sunset Brass C&O RR.

Q: What is your favorite?

A: Big Boy.

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

A: No. I modify them but to a very limited degree. I am a long way from being a skilled modeler in that respect.

Q: Do you service your own cars?

A: Yes I do.

Q: What breaks most?

A: I would say the couplers have a bad habit of drooping when the screws loosen. What I do is put some uncured rubber in there with the screw so it will not loosen as quickly. Then I can get the screw out if I need to. That is the beauty of uncured rubber, it is not that strong.

Q: What type, kind, scale, and/or brands of cars do you have?

A: They are all HO and you name it and I got it. Dayco, Cato,

Rivarossi, I cannot think of all of them. Probably I have some of all of them. I get my rolling stock at train shows. If I see it and it suits me then I get it. I do have a few, very few, metal freight cars.

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

A: I was voted on the board of the CAMRC but due to the distance I felt that I could not serve. So I resigned from the board after just a few months. I have not tried to become a board member since then because I am just too far away.

Q: Have you organized a model railroad event?

A: No.

Q: Have you worked in a model railroad event?

A: Yes. The Nashville club would run at the state fair and I would run my long trains. We had one guy that owned a hobby shop and he had 30 brass construction cars, but the only way he could pull it was to use three 12 wheel diesel locos. It could not go its own length without a derailment or uncouple. The reason being (he was really a good modeler, they were beautiful models) but the flanges of the wheels were rubbing the bottom of the cars. Which meant the brakes were on and it was causing a lot of derailments. I was running around on the outside main with over a hundred cars and keep on going and going. I am very diligent about the condition of my rolling stock.

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

A: On a few. I do a lot of repair of other people's rolling stock. When I get a hundred car train to run I oil eight points which

means I oil 800 points to get a 100 car train ready to run. It takes a lot of time but the results are worth it as far as I am concerned. When I put on couplers I set them to 0.005" of an inch. I do not try to play get by. Sometimes it takes me three hours to get one car right. Sometimes I feel myself coming to a boil and I lay it down and go away for a while. Otherwise I would just throw it down on the floor and stomp it. Our feet are made of clay and I do not have the patience of Job. I've got to let my head cool off for a little bit before I go back to it. Sometimes I do some repairs here that are pretty knotty. I fixed a three rail Marklin German Goliath wrecker crane to work on a two rail HO. It took me a while to do that. I had to replace all the wheels on it. There was a flat car that had a boom swing on and another flat car that carried the counter weights of the body of the crane and then the crane itself. The crane had 16 wheels under it. I had to mount different wheels on all of those cars. Plus I had to rewire the crane so it would pick up power off of two rails instead of three and take off the little slider that runs in between the wheels on the Marklin. Worked out real good but it took some time.

Q: Have you published any model railroad books? If so about what and where do we find it?

A: No. I have written about two hundred articles but I have not published any.

Q: Have you contributed to any model railroad publications? If so about what and where do we find it?

A: I have sent out a lot of emails with problem solving involved plus informational, and sometimes just entertaining. Sometime

challenging your level of information. Sometimes I would send out a bunch of questions and later on send the answers.

Q: Do you post or blog about model railroading on the internet? If so about what and where do we find it?

A: I cannot get on the internet. I have been trying for two years to get this stupid computer to go there but so far not so good. I think I have an operator problem.

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

A: Modifying locomotives and rolling stock to make trains that perform much better than normal. It is a very rare thing for any of mine to uncouple or derail. The locomotives are quite strong compared to the ones out of the box. I soup them up! The illustration I give people is I take out the little 4 cylinder and put in a big hairy V8. I put snow tires on it and I make lost-wax lead castings to go as far as tripling the weight of the engines so you got more weight on the drive wheels.

Q: Do you specialize in any part of the hobby?

A: I guess steam locomotives are my primary specialty and fixing rolling stock. I have installed 2000 or more pairs of metal Kadee couplers. Not all of those are mine because I do them for other people. I like to repair stuff.

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

A: On occasion when the Nashville club would have a modular setup I would be in charge of the operation of the railroad during

the show. If people bring a thing that has been in the attic for 20 years I just have them take it off. I would say “You can run something else but you got to keep it running, you cannot let it set there while trying to push it and make it go.” Anyone that brings stuff to the show should have their equipment in running condition so that it will at least run most of the time. If not we need to have it removed because we are depended on by the club and the people coming to see trains running not see trains setting with people trying to work on them on the layout. If it has a problem take it off and work on it at the work bench out of sight of the general public, because the train has got to run while you are at a show.

Q: What are your model railroading areas of interest?

A: Steam locomotives, pulling long trains. When I see a lot of scenery, that is impressive, but I have not gone in to doing scenery myself. I enjoy seeing other people’s layouts and their scenery and sometimes I feel sorry for them when they have a hard time making a five car train run.

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

A: Rolling stock, electrical, electronics, (not a lot in electronics – LED lights is about it). Also anything to maintain and operate trains. I have written articles about installing Kadee couplers. It was about a four page article and I have written a number of articles like that to help the neophyte. We have had a couple of sessions at the Choo-Choo where I have shown how to work on locomotives and maintain and repair rolling stock. It seemed like

most of the new guys were more interested in scenery then making their rolling stock work well.

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

A: DCC would not be bad. I have not learned a lot about it, I have talked to people that know more than I do. I would say it is the going thing. I will not argue that with anybody. I am still back in the ages of the horse and buggy myself.

Q: What workshops and seminars on various modeling and construction techniques would you like to attend?

A: I would be immersed to attend anything because the best thing you can do is if you do not know it try and learn it. There is always somebody that knows more than I do and I would be stupid to say I was the “end all” or “do all” of anything. I am a long way away from a “know it all” because I am still learning.

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

A: I would say they would all be interesting to some degree. Now some might be less greatly wildly interesting than other things. It would be more interesting to learn about module construction then to paint a model house.

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

A: Locomotives, Steam Locomotives, and cars that have interesting appearance. Something that is not of the ordinary.

Q: What railroad items do you collect and why?

A: I have some T-shirts and caps. I have a lot of specialized tools for repairing model trains. A lot of those is not what you would

find in the average modelers tool box. Screw starters, very small drills, and a lot of stuff that has to do with making broken trains run. I have done some unusual fixing. One time we had - more than once, a few times a diesel come in with the trunnions on the side of the drive gears were broken off. I drilled out the center of the gear and put in a piece of metal drill bit that went all the way through the truck to hold the gear in place and if needed I would give it a drop of something to hold it there like super glue. When I modify them like that they are stronger than they were originally. I have mounted different motors and different transmissions in trains when I go to repair them that normally you would not see. I have made gear teeth out of paper clips so the tooth I put in is metal instead of plastic. When you have an engine that has a gear tooth chipped off. Also I have let it be known to never let your locomotives be stored where it is below 50 degrees. Otherwise you may be having to put in new plastic gears. You usually have a plastic gear on a metal axel. When it gets real cold the plastic contracts but the metal will not let it. So the plastic when trying to contract cracks. Then you've got a gap that is wider than it should be so it hits a wide spot and jams and the engine cannot go. The best thing to do is to keep the locomotives above 50 degrees and then you will not be exposed to that. I have sent out emails about that a number of times. I have had a number of people that have brought their trains to me that have had cracked gears for that very reason. I would ask them where they put them and they would tell me it is out in the garage or out in the attic and I would ask if that space was heated. Then they would tell me no. I would then explain that

you're asking for trouble, you need to get it inside where it is warm. It is like people in Alaska, they take their car batteries in at night.

Q: Which prototype railroad do you like most and why?

A: I like the UP because they developed a lot of huge high powered locomotives. The big boys, the gas turbines. Also I go for the GG1 the Pennsylvania Railroad has. I follow some to the Santa Fe because the Santa Fe and Union Pacific are all big articulated. Of course I have an H 8 Allegheny which is the C&O railroad. I just like the big high powered locomotives. I am power mad I guess you would say.

Q: Do you or have you rail fanned?

A: Very rarely. It is not that I do not want to, it is just the occasion did not present itself.

Q: How often do or did you go rail fanning?

A: Any chance I can but the chance does not come about very often. It seems like the guys in this area are more interested in working on the big excursion train more than they are interested in going to watch trains. I have made a trip to Knoxville to see some nice looking layouts and while there we went around looking at the real thing. They have some interesting tunnels and bridges.

Q: Where do or did you rail fan?

A: Around in the Knoxville area. Now when I was in the Chattanooga area I was running my trains on the Choo-Choo layout. Payton did take me to see the corp. of engineers lake

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where they had it on top of a mountain that would give the nuclear plants a rest at night. It is pretty clever the way they did it, it was quite impressive.

Q: What have you seen while rail fanning?

A: Tunnels and bridges. I am interested in technical aspects.

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

A: No

Q: Do or did you listen to scanners while rail fanning and if so what channels do you scan?

A: No

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

A: Very little. You know that pusher district at Cowan, TN. -- near Monteagle, TN. I was down there a few times. It was real interesting to see them bring the pushers in and then to see them come back for another load. I have been to the Cowan model railroad museum. In fact I helped them get it going one time. I set a record on the Cowan model railroad. I think it was 85 cars. The curves were so short that the longest engine that you could run was a 2-10-2. The articulated could not make it around the curve because there was not enough room for the front end to swing.

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

A: No.

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

A: Any time I am where people are I try to mention to them about railroading. Like when I was at the Choo-Choo I would always try to get people to go up to the layout. The Choo-Choo did not advertise like they should have. I spoke to many people at the Choo-Choo that did not know the layout was there until I told them about it. I cry real tears about that layout being gone, but what can I say...

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

A: Real high. A lot of mutual respect.

Q: What model railroad friendships have you maintained?

A: Dale Bryant, Mark McAllister, John Ramatowski, Carl Shaffer, & a lot of the club members. John Watson gave me a power pack and there is Paul Lemke that a few times let me stay at his apartment. That was before I got the Choo-Choo to give me a reduced rate for the room at their hotel. Paul was the first club member I talked to. I went in to see the layout and Paul was there running the vacuum cleaner. On occasion I have traded with the club to get some cars that he actually made.

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

A: I just renewed my membership with the Nashville group.

Q: What would you change about the way people do model railroading?

A: Some of them need to take it a little more seriously and dig in and try and learn a little bit more about it instead of being so casual. Like people stick couplers on but they do not try to make it with in the correct height using the Kadee gauge. Then they wonder why their cars do not stay coupled. They seem to set it on the track and if it rolls a little bit then that is okay. Well, in most cases NOT. A lot of people do not avail themselves of all the information available to really hone their skills. A lot of times you will see a mountain or building that needs to be on the scrap heap rather than on the layout. A lot of people are real diligent about their layout then you see someone so casual that it makes you sad because that are putting themselves below their capabilities.

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

A: You need to teach them something that would interest them. Like I have two "Thomas the Tank Engines" that I run around just for the interest of the children. If it runs around the track and piques their interest then that gets the ball rolling for small children. If you can get a child interested in any kind of hobby they might stay away from the dope and other stuff they should not fool with when they are a little bit older.

Q: What should we teach children about life?

A: First thing is Jesus Christ and His Bible. Teach them about the morality of God and that God is real. Also to be warned about the actions of Satan because he's real too. I hate Satan - very much so.

Q: How lucky are you and why?

A: I would call it blessed not lucky. I am blessed to be married to my little sweetheart for over 54 years. We go to church at least every Sunday. I feel blessed that God has made a way for us to go as far as we have in our physical lives. We are healthy and I am 76 years old which many are surprised that I am even 60. God has really helped us a great deal but I would call it blessed more than lucky.

Q: What makes you angry?

A: People mistreating children and women. Also all of this homosexuality, that is totally repugnant to me.

Q: What would you change about the world?

A: I think God is going to do that pretty soon Himself. He is going to come back and set all of this right. One thing I would like to do about this world right now is get rid of that idiot that is in my Whitehouse.

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

A: We can always talk a little bit about God and His Word.

Sometimes people asked how we managed to stay married so long. I tell them I will give three things real quick:(1)keep God first, (2)plan to give more than you are getting, and (3)do not ever go to bed mad. Now I will be the first to admit that I was a long way away from batting a thousand on the last one because a lot of times I pouted.



Southwest Trip

Our latest adventure was a 6-week affair to the Southwest. We had a few scheduled stops and most were railroad related. Three of our varied railroad interests were involved for the planning of this trip. We left Tennessee on December 21 at a leisurely pace and headed west. While driving through western Tennessee, we saw a sign for the Clement Railroad Hotel Museum. A side trip was decided upon so we pulled off the exit. After a little help from a local, we found the museum.



It is housed in the Hotel Halbrook, the birthplace of former Gov. Frank G Clement, in historic Dickson, TN. The bad news it was closed for annual cleanup. Good news for us, the door was left unlocked. We went in and met Terry Vaughan,

who was involved with his crew and said the door was left unlocked by accident. He said we could tour the museum on our own, just shut off any lights we turn on.

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A wonderful restoration of the hotel has been done and many artifacts of the governor and the role of railroading in the hotel's importance are on display. A fairly large size model train layout is also present in its own room, with



viewing windows. It is operated regularly by volunteers, but now, of course, was totally dark. We toured the place and saw a fast freight train rumble by the hotel, down the middle of Frank Clement Place. Terry said it was not uncommon for several trains to pass daily. The grounds were nice with a garden adjacent to the building. A venue one may want to include on their day trip calendar when it is open. Normal hours are Tue- Fri 10 - 5 and Sat 10 - 4. Their phone is 615 446-0500 and web address is www.clementrailroadmuesum.org.

Back on the road again we noticed a sign for the Casey Jones Village and Museum in Jackson, TN. We made a note to catch this on the return trip. Reaching Lonoke, Arkansas, we pulled in for the night. During the following day, we caught sight of several Union Pacific and BNSF freight trains throughout Oklahoma and Texas. Most of these were container trains having as many as 4 diesels on the head end and often a few pushers on the tail end. G took photos and videos where possible.

The second night we stayed in Amarillo and I joked to G that this used to be my half-way stop when I was expediting between Rossville and Las Vegas. During the 2000 mile, two-day trip, this was my one overnight stops on the road.

Arriving in Albuquerque on Christmas Eve, we enjoyed a stroll through the “Old Town” section of the city. A quaint section of narrow, candle lit streets and scores of shops. Christmas Day was spent relaxing, phoning loved ones and just enjoying the peace and quiet. Saturday saw us back on I 40 heading West. Next we stopped for fuel in Winslow, Arizona, where BNSF trains rumble through town in amazing frequency.

A quick stop in Boulder City, Nevada allowed us to discover a live steam, 7 1/2 inch gauge railroad. The Nevada Southern Railway Live Steamers have a new, small railroad on the grounds of the Nevada Southern Railway Museum.



The site features a fan trip aboard the Nevada Southern Railroad.

The trip is short until a new highway bypass is constructed then they will be able to run as far as Las Vegas.



Model Railroaders

The FNSR Model Railroaders build, operate, and maintain the model railroad layouts at the Nevada State Railroad Museum in Boulder City, NV. We are volunteer members of the Friends of the Nevada Southern Railway.

To join the Model Railroaders, you must join the Friend of the Nevada Southern Railway as a VOLUNTEER member. See the membership application for volunteers, available at the Ticket Office.

The Friends organization supports the Museum operating and maintaining the railroad equipment, and providing educational opportunities to Museum visitors.

www.nevadasouthern.com

We are always looking for new members. Please join us.

We operate weekends year round. We alternate work and operating Saturdays and operate most Sundays.

January is a maintenance month. See the contact information on the back page.

“Model Railroading is Fun!”

Our Model Railroads

O-Gauge Layout

The Model Railroaders originally developed the layout starting in about the year 2000 as a club car of the Silver State Division of the Toy Train Operating Society. The Model Railroaders officially became part of the Friends of the Nevada Southern Railway in 2011. The layout features six independent O-gauge operating tracks. Our 5'x32' layout goes from east to west with New York City through industrial Pittsburgh, and the west coast including San Francisco and the Pacific Northwest. We are still constructing part of the scenery in the west including a future logging operation featuring a 3-foot narrow gauge train.

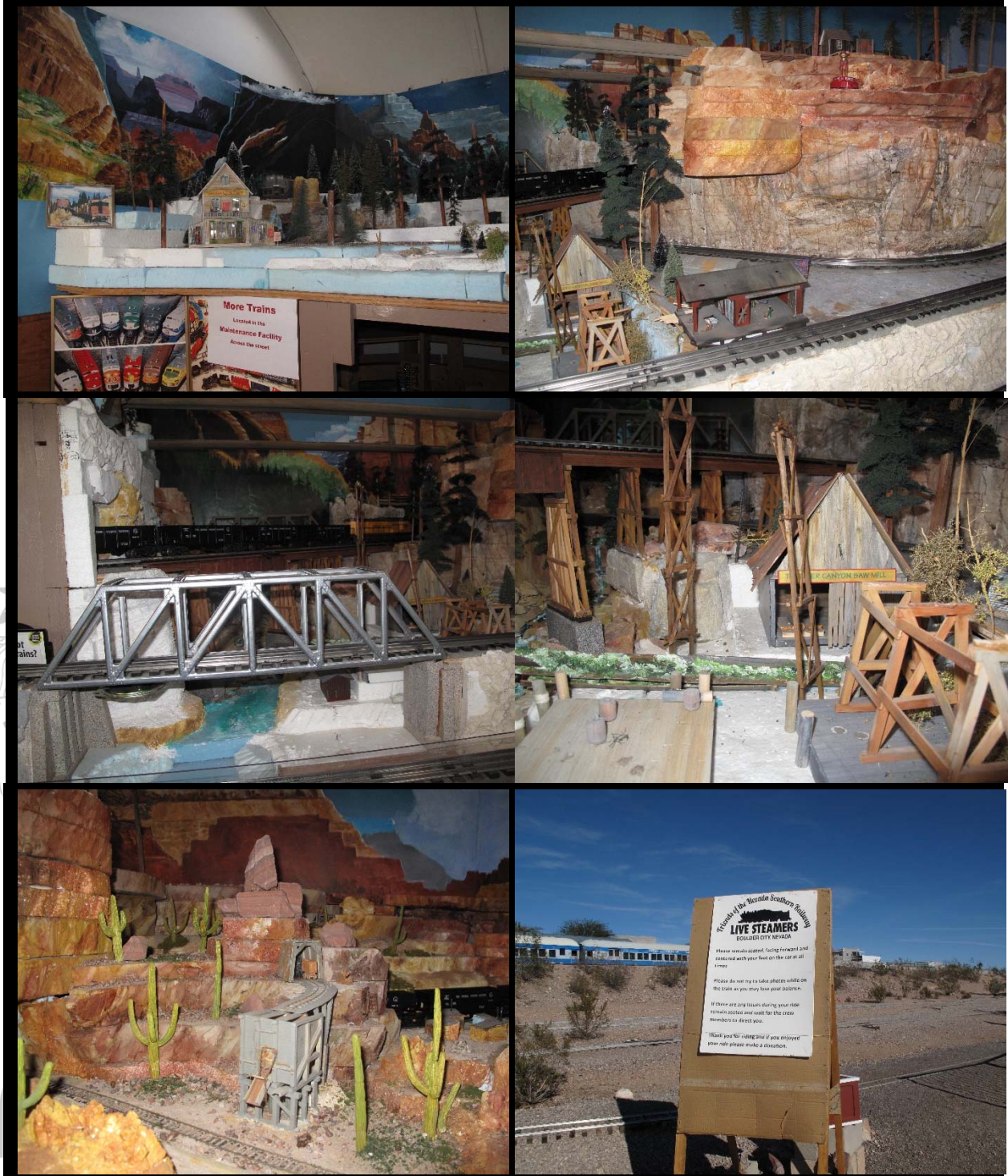


HO Scale Layout

Our 5'x13' HO scale layout represents Boulder City and Las Vegas, circa 1950. The mainline is double tracked for ease of continuous operations (the real LV & SL was a single-track mainline). The Boulder Branch leaves the mainline and gains elevation passing the Railroad Pass Casino and arrives in Boulder City. There the UP interchanges with the U.S. Bureau of Reclamation railroad passing the large maintenance shop on the way to the Hoover Dam. The town of Boulder City is represented on the upper level foreground with the Boulder City station and downtown shopping district. The city is under construction. The layout is about 30% complete. Once track work is complete the scenery will be constructed.



They also have an HO layout and O scale layout housed in a Pullman car. More bad news for us, it was the last day they would be open. They close every January for repairs.



We did get a ride on the 7½ gauge railroad and met some great folks.



4
TRACKS

The next 4 Thursday's would find me helping the members work on the line. They needed to relay track on a horseshoe curve to improve operations. I also participated in building forms for the supports of a new trestle on another section. Soon they will triple their size on their existing land allocation.

This museum will soon be a must see location for rail enthusiasts all over the Southwest. Be sure to add it to you itinerary whenever you visit that area.

On to Las Vegas, we checked into our temporary home for the next 4 weeks. We were staying at the Grandview Resort Complex on the southern end of the famous Las Vegas Boulevard. The Bellagio Casino had their holiday display in the atrium featuring four G scale trains running constantly.

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New Year's Eve found us in the House of Blues restaurant in the Mandalay Bay Casino. Unfortunately, I fell ill for the next 4 days, but it happens. Friends had flown out from New York to spend New Year's with us and G made sure they had a

great stay before leaving on the following Sunday. I finally came around to feeling better, so we decided to take another train related side trip. This was a 2-day trip to Farmington Utah. Just north of Salt Lake City, it is the home of the S&S Shortline Railroad. The weather was cold and wet snow!

It is a large area with 3 different gauges of ride-on trains. The smallest of these and the one we were most interested in is a 7 1/2 inch gauge, the same size as many across the country and several near Chattanooga. The owner, Steve Flanders, showed us around even though the park was closed for the winter.



We toured the shop, construction barn, storage areas as well as the passenger station and picnic area with pavilions. Looks like a great place during the summer.



Our reason to go, even though it was closed, was to pick up a locomotive I had purchased.



The engine will not be available for us when we visit the Adobe Mountain Desert Railroad Park, a live steam railroad in Arizona. The new loco will be a good addition to our 1/8 scale railroad fleet. It needs a few repairs, but will

eventually wind up at Eagle Point Railroad in Dunlap, Tennessee. We are members of the CSME, (Chattanooga Society of Model Engineers), and run the rails of the Eagle Point Railroad. We have also operated at several other locations, mostly in Florida and our other home club in New York, the Adirondack Live Steamers. The S&S Shortline is a great place to visit in season and I highly recommend it to any railroad fan traveling in the area.

Arriving back in Las Vegas after the dismal weather trip to Salt Lake, we began to make preparations for our weekend trip to Phoenix. We decided to travel on Friday and stay over until Sunday to fully enjoy the visit. We found difficulty in getting lodging due to a full event schedule in Phoenix. In addition to the train event, there was a car show, and a baseball try-out camp. Major League scouts were evaluating talent and most hotels were

full of railroad, automobile and baseball guests. It was also only 2 weeks before the Super Bowl. We found the very last room in one hotel, but had to find different lodging for Saturday night. It did not dampen our spirits, the weather was great and we were in town for The Maricopa Live Steamers Winterfest 2015. It was their Ninth Annual Operations Meet.



The Adobe Mountain Desert Railroad is a huge layout.

They had 11 actual miles of track in operation. Two loops were out of service due to flooding.



G and I teamed up with a steam locomotive engineer from Chicago and a conductor from Tucson to make a 4 man crew. We left Adobe City Yard upon the direction of the dispatcher with a full train. Our orders consisted of where to leave our cars and what cars to pick up at the various industries located around the railroad.

Obeying rules of the road and working among other trains and crews, our round trip took several hours.





One couple, from Alabama, are friends of ours and also members at Eagle Point in Dunlap. Small world.

After 3 days of car switching, there were hundreds of rail cars still out on the line. Around 3pm, our crew assembled and left to collect cars as the meet was drawing to an end. After another 2 plus hour trip, we returned with over 30 cars in tow.

On an adjacent property is the Arizona Model Railroading Society, Inc. Inside their building is an HO scale layout and an N scale layout.



The N scale is based on some old TV shows including the Dukes of Hazzard.

Many locations and characters from the show are depicted in the scenery. Just outside, but still under cover was an operating, nostalgic Lionel layout. Takes you right back to the 50's. Next to that was a large area of vendor tables used for their train shows. Lastly was a G scale layout nearly as large as the building. Walkways with bridges allowed you to stroll around and over the tracks.

The following day, G and I returned to the 1/8 gauge railroad. The meet was over and the public usually does not arrive until after noon for Sunday train rides. We unloaded our little Davenport diesel switcher and riding car. Nearly by ourselves on the railroad, we ventured out. We wanted to ride all the loops we could. What a wonderful half day of relaxing train riding.

Having the ability to stop wherever we wished, we got a chance to view up close the buildings and scenery.

Loading up just before noon, we completed our visit to the Maricopa Live Steamers.



At the end of our stay in Las Vegas, we were in no hurry to head back to Tennessee. Ahead was still a lot of rail

fanning to do on the route east. Only about 30 miles east of Las Vegas we found the Railroad Pass Hotel Casino. It is nestled in the mountain pass for the highway and railroad on the way to Boulder City, Home of the Hoover Dam. Having stayed there before we knew the hotel and casino was sporting a railroad motif. The small museum there provides great information on the railroads role and the development of the hotel during the construction of the Hoover Dam. The tracks for the tourist train from the Nevada Southern Railroad boarder the rear of the hotel and the trains pass frequently during their operational months, February thru December. Theme rides including the Polar Express are very popular. All this plus the casino environment, insures a rewarding visit for railroad buffs of all ages.

Reluctant to leave, we again headed east for our next adventure. One of the many reasons for this vacation was just down the road in Williams, Arizona. Prior to getting to Williams, we spent the night in Seligman. This is a small one main street town on the old historic Route 66. It was a mainstay during Route 66 heyday. We pulled into a roadside hotel right out of the era. Rooms all

had names of Hollywood stars who supposedly stayed there. As we were checking in, a train went by and I mentioned it. The clerk said I hope they don't keep you awake. We both said we like trains to which he replied about 100 trains a day pass here. Thought to myself, just an exaggeration... wrong, as about every 12 minutes a train would rumble through, Road engines from BNSF or UP pulling mostly container trains with as many as 4 to 5 diesels on the head end. Or sometimes an automobile carrier train or covered hoppers. We ventured around town with many nostalgic shops and places. Dinnertime found us in the Road Kill Café. Very good, down home food, large portions and friendly staff made us return the next morning for breakfast.

We ventured onto Williams, Arizona, known as the 'Gateway to the Grand Canyon'. Arriving early, we proceeded to the hotel with a hope of checking in. The Grand Canyon Railway Hotel is quite new and very upscale. We were allowed to check in and our room was more like a suite. G had secured a package including two hotel nights, the ride to the canyon, guided adult bus tour at the canyon and four meals in the restaurant. Settling in quickly, we perused the grounds and found the restaurant, passenger station and platform, gift shop and mock western town for the wild west shoot out. Two steam engines and a caboose are placed for easy viewing. We strolled into Williams and found many interesting places and shops. After having dinner, we enjoyed the hotel bar and huge fireplace in the lobby. The entire hotel is decorated in railroad and western furnishings. Our room was very comfortable, but the anticipated excitement of the upcoming day had us up early and at the café for breakfast.



Some of the western cowboys roamed about the restaurant making sure guests knew about the shootout in the mock western town. We saw some gunplay and shared many laughs even though the weather was not

favorable.

Boarding the train, the conductor showed us to the adult party car.

G worked another wonder to get us in this car. It is the only one with spirits and munchies. It is also a double deck car with full length observation windows, the only one on the train. We also had passes to go to the outside observation



platform on the rear car whenever we wished. The train pulled out on time and we were off on a 60 mile trip to the Grand Canyon Rail Station.

Misty rain continued to fall, but the trip was filled with good scenery and the car guide related many stories about the area. A guitar playing cowboy moved thru the cars and entertained the

riders with music and fun. Arriving at the canyon on time and boarding the bus went smooth. We were informed the canyon was fogged in, but hopefully it would cease raining and lift soon. It was the first time I had seen the canyon in fog and it was quite different. At times during our tour with frequent stops along the south rim, the rain would let up and some of the fog lifted revealing beautiful scenes of the sunlit canyon walls. Before we left, most of the fog was gone and the Colorado River on the floor of the canyon was visible. We toured most of the buildings in Grand Canyon Village and had ample time to photograph everything we could. One highlight was another steam locomotive.

The 29 had been used on this route for years, but now retired and placed at the rail station.



Returning to our reserved seats after boarding the train, many fellow passengers related stories as the spirits flowed. During the return trip, a band of outlaws were seen galloping along the train. They successfully mounted the

engine and halted the train. Masked cowboys roamed through the cars and at gunpoint robbed every guest of our "donations." Another guitar playing singer came through a bit later to entertain us again. Back in Williams in time for dinner at the café

rounded out one of the most enjoyable days I have ever spent. A 120 mile train ride, adult party car with spirits and munchies, tour of the Grand Canyon, western shoot out, musical entertainment, train robbery, and now a great dinner. What could be better. But wait...there's more!!! During the train ride, G spoke with folks in charge and secured a private tour of the Railroad's engine shop. After another comfortable night and good breakfast, we were picked up at the hotel door and driven to the shops.

Donning safety glasses and hard hats, we signed release forms and were treated to a private tour of the shops.

The flagship steam locomotive of their fleet, the 4960, was in for maintenance. Another full length dome passenger car was being completely restored.



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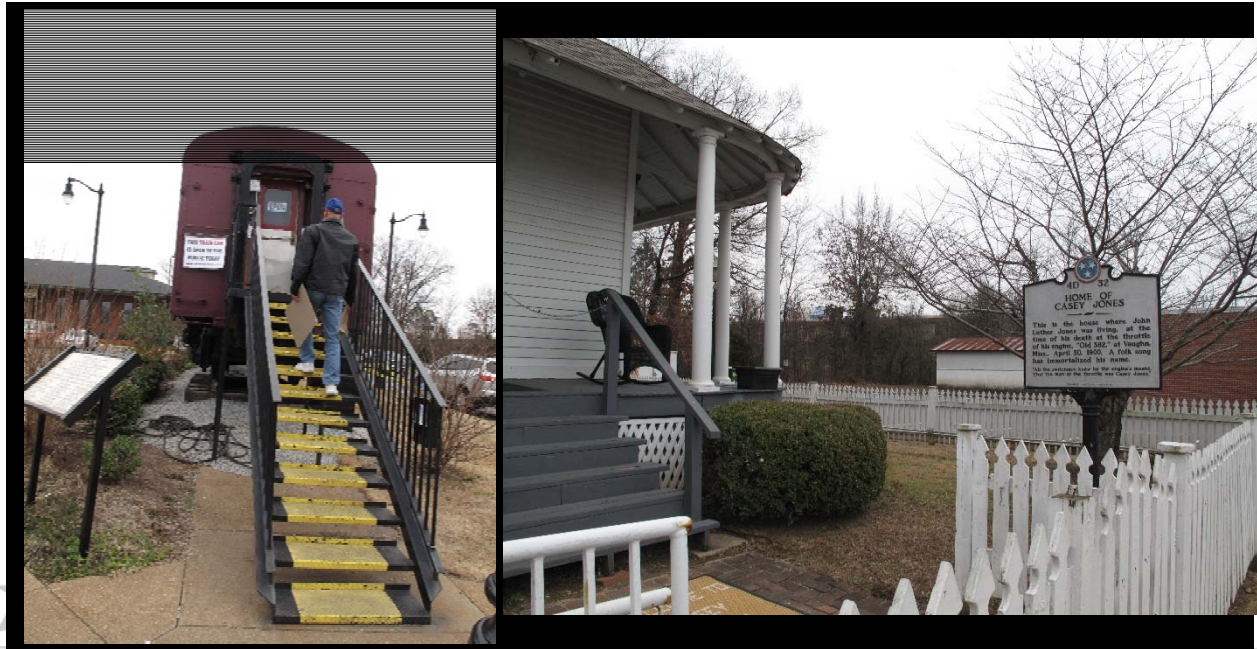


We learned they only buy or accept and restore Budd passenger cars. They were constructed of stainless steel, making renovation a bit easier.

Our guide was very knowledgeable and we asked many questions. A rare treat and unexpected morning tour was terrific. Following our ride back to the hotel, we were back on the road again after picking up a few items at the gift shop.

Putting many miles behind us we stayed in Albuquerque, New Mexico, then many more miles under our belt, we ended up in Forrest City, Arkansas. One more stop in our schedule before heading home. Back in Tennessee, we put this one off on the way west, but realized we had time to include it in our trip. In Jackson we pulled into the Casey Jones Village and Museum. Right off exit 80 on Interstate 40, in Jackson, Tennessee, this is an easy place to find. There several period buildings including a church and a hardware store/restaurant you must not pass up. The place is

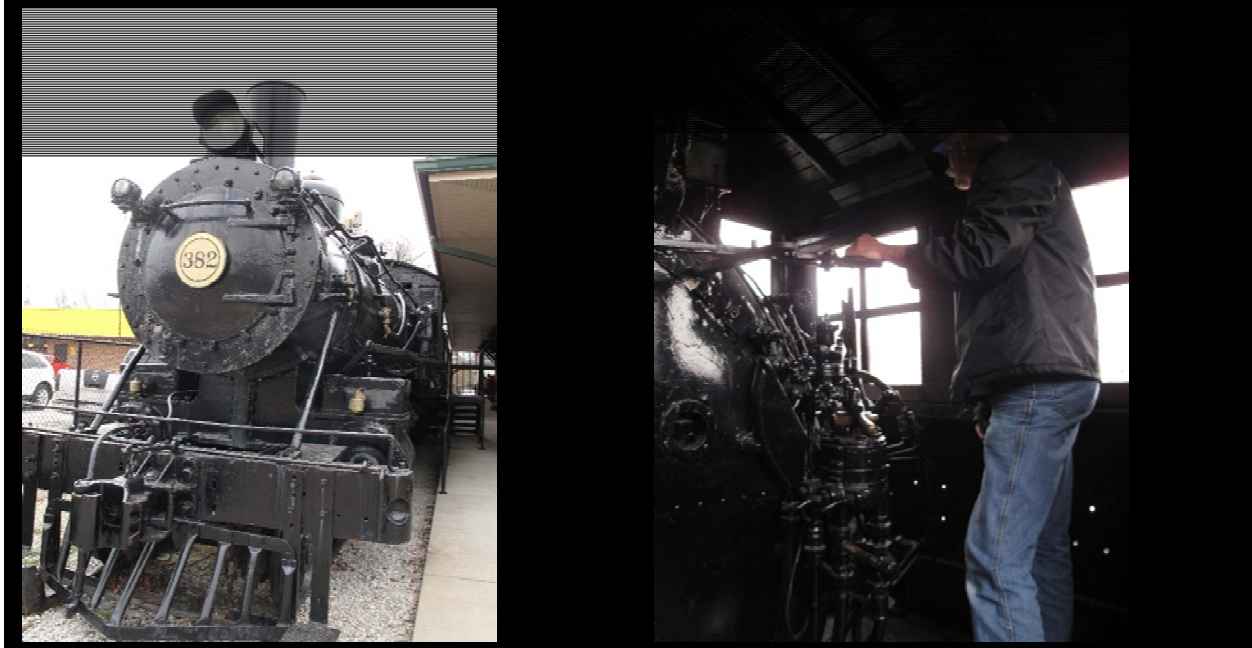
incredible. In the center of the grounds is a Pullman car displaying the accommodations that made it famous.



They have relocated the actual house that Casey Jones was living in at the time. It is still being renovated, but a pleasure to walk through. Furnishings and rooms are as they were the morning Casey left and never returned.

Along the side of the station/museum is a 100 ton Baldwin steam engine similar to the No. 382 which Casey engineered on April 30, 1900.

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You are able to mount the loco and ring bell and feel like you were there over 100 years ago.

After leaving you will know more about Casey Jones than you could imagine.

It features an HO scale not-operating layout depicting the scene or The Wreck which cost Casey his life. Another rail fan experience that is not to be missed.

We finally returned after a full 6 weeks of travel and railroad watching, riding and enjoying encompassing N, HO, O, G, 1/8 scale and life size. A true railroad buffs taste of heaven. We hope you all enjoyed hearing about it. Check the photos that accompany the story.

See everyone soon.

By: *Lloyd Coon & Gudrun Miller*

MLS&T Update

My last article mentioned our second operating session and the power problem I was experiencing when all or most engines, etc., were running.

My call to NCE provided the suggestion to add 3 circuit breakers to divide the layout into 3 areas. I might add the 4th area, the hidden staging, if it proves necessary. However, this area is controlled by power switches, where only 2 tracks maximum should be powered, with a maximum of 4 engines.

I installed 3 of the PSX circuit breakers from Tony's Train Exchange dividing the layout in these districts: yard area (including hidden staging), East/West Hamilton business switching district, and the remainder of the layout, including the new addition of Highlands.

To accomplish this change, I moved all the power and control NCE units from an aisle position to under the benchwork as shown in the accompanying photo(s). This move is positive, in that the switching areas at the end of the layout are easier to reach, but I still intend to add tortoise switch machines to the mainline crossovers in this area.



I followed suggestions from fellow member, Roy Masterson, on his PSX installation. His suggestion was to use terminal strips before the power in and the power out connection to the PSX units. You can see these in the close-up photos. These strips provide protection from someone pulling on a power wire(s) and damaging the PSX unit. Note that the PSX circuit breakers are raised from the plywood by a plastic insulator to avoid overheating.

Track had to be cut at each block start and end, as well as, the main buss power cut, and wiring added from each main block to the PSX “powerout” connection. Due to the “section buss” used on my layout and a little luck, I did not have to change any track power drops—they all were in the appropriate districts.

The radio antenna was moved under the benchwork with the power and seems to work well, but I will need to make the final assessment after the next operating session when more people are present. If a problem exists, I will add another antenna high over the doorway entering the hidden staging room on the opposite

end of the layout. It is possible to add another antenna up to 40 feet away from the main unit.

After reading MR's DCC corner in the May issue, I am adding a third "snubber" so each district has a snubber. I had snubbers on each end originally, which became the 1st and 3rd districts, so the 2nd district, which is the business district on the peninsula, will also have one. The article describes the problem I was experiencing exactly.

Recent Happenings on the MLS&T

Other than installation of the circuit breakers, I have been working to complete the addition to the hidden staging yard, installation of the tortoise switch machine for turnouts that will be inaccessible, when the Highlands area is complete, and starting the support system for Highlands.

The addition to hidden staging in a bathroom and installation of the switch machines got a quick boost when a group came over for a work session. Thanks to Brian Ford, Roy Masterson, Owen Maddux, and Pat Turner for their cutting and installing the plywood tops for the staging area and installing 8 tortoise machines under the Highlands area. Their help certainly cut several days off the time it would have taken me to complete.

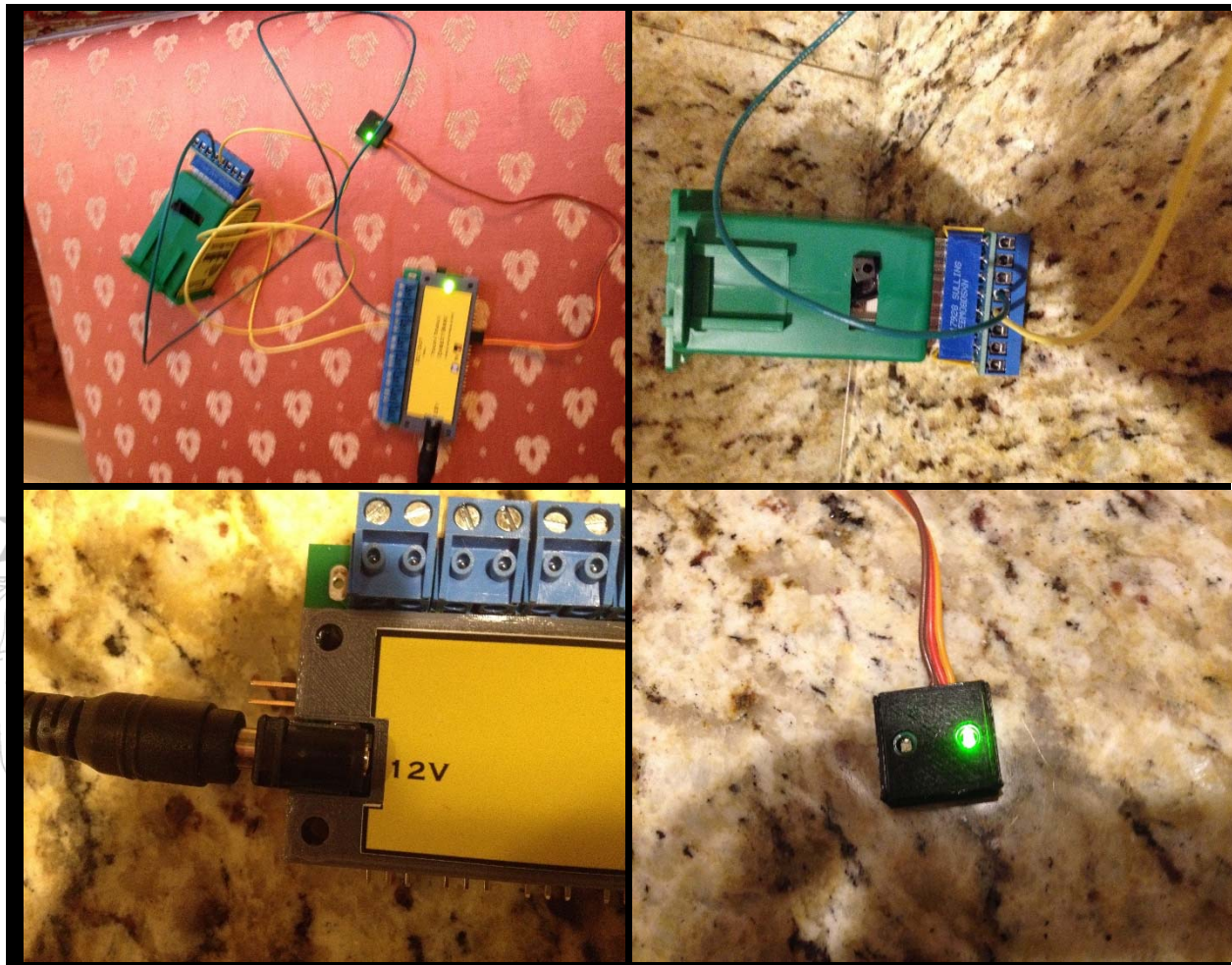
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I had put in and leveled the benchwork prior to putting on the tops. The end area of the 36" length was supported by cross bracing (cantilever) to avoid legs being placed inside the tub area. This proved to be a problem. I had a peak where the two pieces came together which caused couplers to move up and come close to separating. Eventually, after removing the tops and two attempts at re-leveling, the solution was to use legs at the end over the tub – peak eliminated. I am waiting for the arrival of the homasote pieces to put in place, prior to laying track. The first shipment was lost by FedEx.

The controls I am using for the tortoise machines are LED switches by Berrett Hills. At the time of installation, I had tested the units prior to the installation and had a problem with turnouts (the switch) activating without being touched, and

continuing to activate at the end of the cycle. Kevin, owner of Berrett Hills, spent a few days to find the problem and another week or so to manufacture the fix.



The problem was in a new batch of 12V DC power supplies, which were the same model and from the same supplier that all others had been purchased. The power supply was emitting a high frequency signal intermittently that was interpreted by the control unit as a signal to move. The fix was to ground the output side of the controller to a house ground. Kevin supplied a plug-in wire to the controller, which could be attached to the house ground either directly or at a ground terminal unit. Due to

distance required, I am using a ground terminal and connecting to it using the plug-in Kevin provided.

The neat thing about the Berrett Hills system is it's all plug-in — no soldering, and switches can be added, deleted, etc., with the only change necessary being a revised drawing of the track plan area. A complete description is on their website. Just Google: Berrett Hills Hobby Shop.



The Highlands will be an elevated branch line switching area. There will be five industries to be switched in this area: Mid-State Marble Company; Ayres Chairs; Vulcan Manufacturing, a steel fabricator; a Micro-Brewery, and a barrel manufacturer. The track

arrangement will provide a great test for placing cars, turnouts using trailing and facing points on their respective tracks. Some movements will be one car at a time, which will have to be cut out of the full complement of cars that are brought in. A second switcher will be available to help at the site. Also, I have completed building my first business – Central Gas & Supply, an LPG unloading facility. I will complete weathering and decals shortly and complete the installation. The photos show the general arrangement.

I look forward to both these areas being ready soon and having the next operating session.

By: *Bill Orman*

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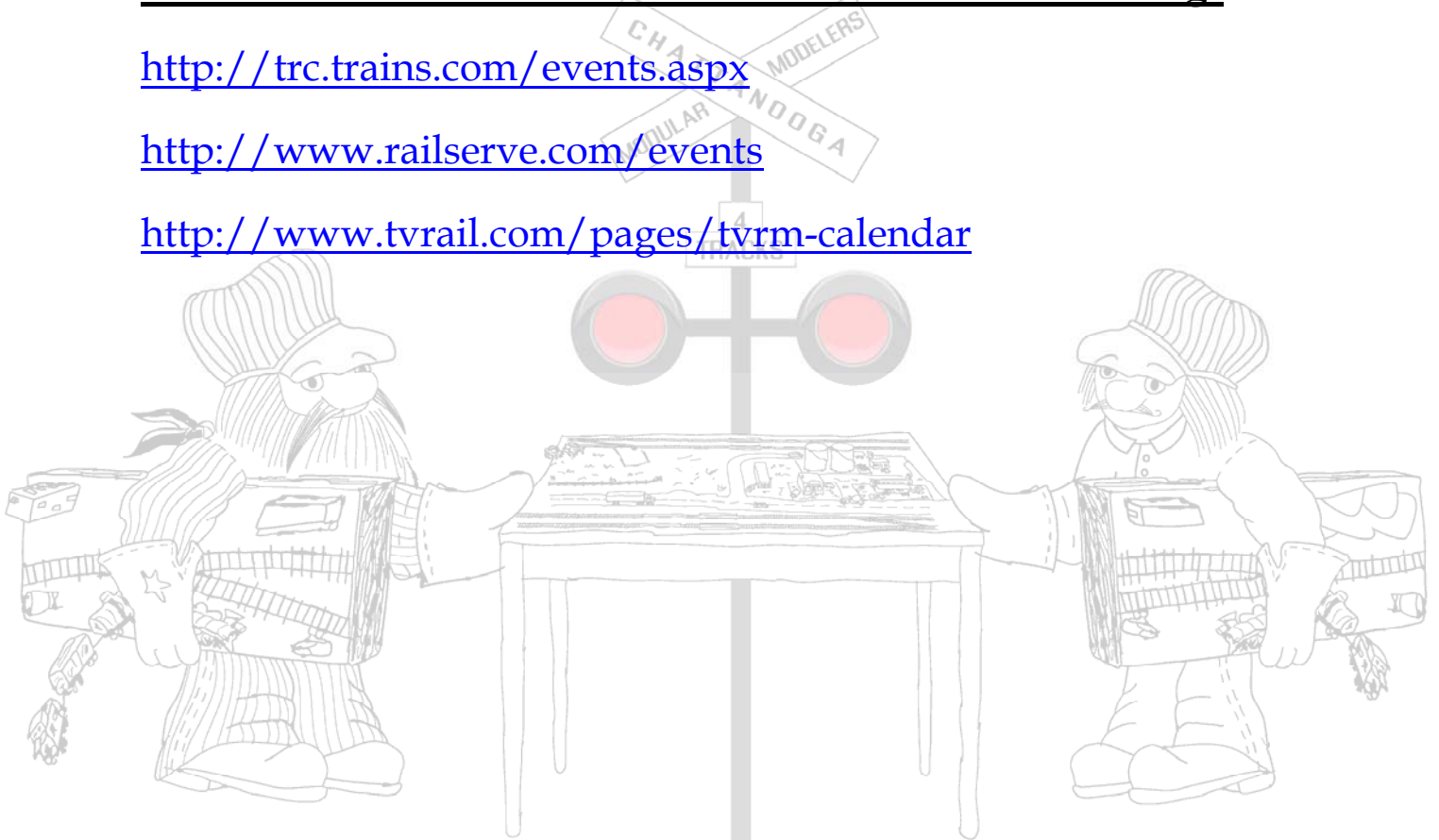
charitable organizations. Special terms and restrictions may apply. Please see the relevant promotion for complete details.

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>



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