



CMM News

Official newsletter of the
Chattanooga Modular Modelers, Inc.

1223 E. 34th St.
Chattanooga, TN 37407
A 501 (c) (3) public charity

Issue 006: September 2015

www.chatmodmod.org -- chatmodmod@gmail.com - (423)424-0352



Officers & Directors:



Mark McAllister

President
mlmcallister@gmail.com
 (423)653-7487



Pat Turner

Vice-President
turnermodelworks@mindspring.com
 (423)653-7487



Dale Bryant

Treasurer
livewire@fbright.com
 (423)752-0141 or (423)991-5243



Gudrun Miller

Co-Secretary
187g.millerBerne@gmail.com
 (423)752-0141



Rhonda Turner

Co-Secretary
rhonda@mindspring.com
 (423)752-0141



Lloyd Coon

Director
lacvbw@netscape.net
 (423)280-4221



John Watson

Director
watson.jcw@gmail.com
 (423)413-0062



Joshua Smith

Director
TrainMan3138@Yahoo.com
 (423)280-4221

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

CMM News may be mailed on a per-cost basis. Please send material for publication to chatmodmod@gmail.com. All submissions become the property of CMM News unless otherwise contracted. **Please don't send previously printed materials.**

ADVERTISING:

Rates are for electronic-format of scanner-ready ads. Preferred formats are Plain Text, MS Word and JPEG. Some Text or Text & JPEG ads can be done by the editor.

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

Make Checks payable to: CMM

ADVERTISING RATES

Page Size	Number of Issues		
	1	2	3
Full	\$120	\$240	\$360
3/4	\$ 90	\$180	\$270
2/3	\$ 80	\$160	\$240
1/2	\$ 60	\$120	\$180
1/3	\$ 40	\$ 80	\$160
1/4	\$ 30	\$ 60	\$ 90
1/6	\$ 20	\$ 40	\$ 60
1/12	\$ 10	\$ 20	\$ 30

CMM Members may place one ad per issue up to \$60 dollars in value.

Contents

Confessions of A Steel Mill Modeler or How I Came To Model Steel.....	4
Random Ramblings	8
2015 Hamilton County Fair	9
Prepare Your Organization for Success.....	10
MLST August 2015 4th installment	12
An Unlikely Railroad.....	14
The Evolution of Block River	16
Interview with Klaus -- CMM Member Spotlight	25
Hobby Shop in Crossville.....	36
CMM Treasurer's report	39
At the Throttle	39
Thank you for supporting Chattanooga Modular Modelers Inc. at smile.amazon.com.....	41
Upcoming Calendar Events of Note.....	42
Addition Railroad Events can be found at the following:	42

The assertions and opinions expressed in article(s), announcement(s), and/or person(s) being interviewed in this publication reflect the views of the author(s) or person(s) being interviewed and do not (necessarily) reflect the views of Chattanooga Modular Modelers, Inc.(CMM), its members, or any other contributor to this publication. CMM will, in no way, whatsoever be held responsible for the content of such views nor can it be held liable for any direct or indirect damage that may arise from such views.

Please note that the information in this publication, including all articles, videos and audios, does not make any claims. Any information offered is expressly the opinion of the creator/author or person being interviewed. It is respectfully offered to you to explore, in the hope and with the intention that exploring this material will be educational and helpful to you. The information is therefore provided as is with no guarantee of accuracy, completeness or timeliness.

CMM is not responsible for and does not endorse any advertising, products, or resources available herein or links to other resources or websites.

This publication contains material protected under International and Federal Copyright Laws and Treaties. You may not publish, display, disclose, rent, lease, modify, loan, distribute, or create derivative works based on the contents or any part thereof, whether by yourself or as a consultant, employee, partner or in any other role unless authorized in writing by the creator/author of the article/, video, audio or any content contained herein.

No part of this publication may be reproduced, stored in a retrieval system or transmitted in any form without prior written permission of the Publisher. Permission is only deemed valid if approval is in writing.



Confessions of A Steel Mill Modeler or How I Came To Model Steel

By *Brendan Bresnan*



My fascination with model trains started shortly after I was brought home from the hospital. My two older brothers (10 & 12 yr. old) had a large Lionel layout my dad had helped them build. Mom told me that as soon as I could crawl I was off to the trains. I learned to stand by pulling myself up by the edge of the train table and eventually to walk to the trains. My maternal grandfather and uncles worked for the New Haven and mom road a train to high school daily, so trains were in my blood.

My brothers went off to boarding high school, then college and the military, I inherited the Lionel trains. As a child I was also fascinated by construction project, the larger the better. I watched them build the Capital Beltway just blocks from my home, always trying to engineer in my head how they would complete the next step. DC didn't have any industrial base, but trips to New England to visit family were my exposure to major industry and large mills along the route as there was little in the way of interstate highways and every town had its major employer. Big mills and bustling train yards was my thing! What Washington DC. did have was the Smithsonian, and in particular the Museum of Science and Technology. Within those walls were fantastic models of blast furnaces, open hearths and coke works. The Lionel began to seem too toy like, so I started scratch building crude trackside industries for the layout. In 7th grade I got up the courage to talk to the foreman of the local ready mix plant for permission to take some photos of

the plant. It was rail served. But I still dreamed of someday having big industry models on my layout.

After college and living in an apartment, I changed scales to HO. I loved to build models and my trains had to run through authentic scenery. To me the trains were just part of the scenery, a moving part but still just a part of the overall theater. The scene had to look realistic. I built another model of the batch plant, this time in HO.

My main complaint with traditional models, masquerading as mills, offered by the hobby manufactures was they were too small. Small houses and stores were OK, but you had industries that were a few feet longer than the box car that was waiting for them to load. Common sense would tell you that an entire year's production would have had difficulty filling that one car. I could not have that on my layout! In 1976 I attended the NMRA National Convention in Chicago. One of the industry tours was EMD's locomotive assembly plant. Now that was an industry I could wrap my head around. Chattanooga had some major industries including US Pipe, Wheland Foundry and Combustion Engineering. Each time I drove by I would try and get a glimpse inside. Trying to figure out the sequence of the various processes to produce the finished product. One day I read in the paper that Combustion was having an employee open house. I had to get inside. I talked Elaine into going with me, telling her a couple would be less likely to be questioned and that there would be hundreds of people there. I was right, we had no problem getting in and the only questions we got as we past through the various process areas was "what part of the plant do you work in?" Each time I would say some area that we had just visited, so if asked I could explain that I did "x" in the "y" department. After all I had just learned what they did there. We pulled it off without a hitch. Elaine was basking in the deception and I was longing for my next industrial adventure.

In 1978 I moved from Chattanooga to Northern Indiana, working in Hammond located between south side of Chicago and Gary, IN. The heart of steel country, soon to be known as the rust belt due to OPEC. Most of my

neighbors worked in the mills, but when asked for help getting in they replied "that their wives and families had never seen where they worked". Process questions were met with statements like "the only part of the plant I know about is the building I work in". "I would get fired if I wandered around". Mill security hated folks with cameras and most mills were in neighborhoods that had transitioned into areas that were no longer safe to get out of your car. I had to be content with photographic images in my head from driving by. My steel mill modeling would have to continue to in my dreams.

In 1980, I moved from the declining rust belt to the oil boom economy of Baton Rouge Louisiana. No steel mills there. I got a few business trips to Pittsburgh, as one of our major mutual fund wholesalers was headquartered there. Each trip would include a "vacation" day or two for some outside the fence photography. That was a start that resulted in a few crude models made from PVC pipe and Evergreen sheet. Then about 1984 I saw Dean Freytag's "Little Norma" blast furnace model at an NMRA National contest, winner of 1st place - structures. On one of these business trips I meet another steel modeler as we photographed outside the fence of J&L Steel. We exchanged contact info and swapped some photos and later we got together on my future visits. We got some good pictures of the specialized cars unique to the steel industry. In 1990 the NMRA National was scheduled for Pittsburgh and the tour schedule included US Steel's Edgar Thompson works. I registered early and snagged one of only 80 tickets. But my first venture into a mill was not to go as planned. Two days before the tour, I broke my leg while railfanning the Kinzu Viaduct. The 1990 convention was not a complete bust, I was able to do few club layouts with mill models on my crutches. But the real silver lining came at the bar one evening. About 6 or 8 of us were discussing what we liked best about Nationals, the prototype tours. Then and there we decided to form a NMRA SIG with the purpose of prototypically modeling industries served by railroads. We posted a notice of an exploratory meeting on the bulletin board. The next night we had maybe 30-35 folks, and the Railroad Industry SIG (later to be named the

Railroad Industry Modeling SIG (for incorporation purposes) was born. Over the following years the membership continued to grow and a lot of quality prototype and modeling articles appeared in the quarterly newsletter. As it turned out, about ½ the membership were steel mill modelers. In 1994 we decided to put our theory into practice and announced our first SIG meet in Pittsburgh and roughly 40 modelers showed up to swap info, display models and partake of industry tours, including Weirton Steel's basic oxygen furnace, caster and rolling mill. Before that meet ended we had selected the host and site of the 1995 meet in Bethlehem PA. Over the next 21 years we toured over 50 steel related mills, iron ore mines and foundries. I have hosted four of these, New Orleans, Detroit, Chicago and Chattanooga.

The RIMSIG spawned a spin-off group that concentrated on steel modeling techniques, layout design and operating your mill layout in a prototypical manner. Now officially known as the Steel Mill Modeling SIG. The models displayed have been of museum quality as have been the layouts visited, including Dean Freytag, Mike Rabbitt and Ken McCorry. The mill tours were left to the original Railroad Industry SIG.

As I have explained, the features of model railroading that most interest me are scratch building structures based on actual mill buildings and the unique rolling stock that's required to move the specialized raw materials and products within the mill. No industry is as tied to railroads as steel. Railroads depend on steel for rails, freight cars, motive power and rail traffic. No industry is as dependent on railroads to manufacture their product as is steel. In-plant movements alone can be the basis of a well-designed layout for operations or as a source of interchange traffic. My layout is a combination of the in-plant movements and inter-city traffic. I have a coke plant occupying a 3 x 6 ft. at the Pittsburgh end. A planned 2 x 8 ft. model of Inland Steel, based on over 500 photos from my tours, at the Chicago end. Conrail connects the two cities. Steel mill modeling provides activities that I have found to be "model railroading is fun".

Random Ramblings

By: *Dale Lane Bryant*

We plan to have a great time at the Hamilton County Fair on the last weekend of September. This will be a larger layout than last year and will allow longer train cars. We will load the trailer on Thursday evening at the CMM Depot. I hope to have my other modules already on the trailer. We will then start setup at the Fair Grounds (Chester Frost Park) at 9am on Friday September 25th. We will park the trailer behind the tent for easy loading and leave it at the Fair Grounds on Sunday night. We will pick it up on Monday evening and unload at that time.

We are planning to have a home layout tour in January 2016. We have created a new web site at <http://www.hq-ser-nmra.org> to let everyone know what is going on. Check it out and give us your feedback. This will be our first year doing this for what we hope to make an annual event.

Crossville is planning a "Mini Meet" on November 6th & 7th. It is **FREE** so let's all attend. Check it out at <http://www.crossvillemodelrrclub.org/Minimeet/index.html>

CMM Yearly Events:

- January layout tours for www.HQ-SER-NMRA.org
- Modules at Train show in Athens
- Spring Cookout and open swap meet
- May annual meeting
- Modules at 1890 days in Ringgold, GA
- Modules at Hamilton County Fair
- Fall Cookout and open swap meet

Check out the above event list. If I have missed something or if there is another event you would like to make yearly for our group let me know. I have not included the field trips we take as a group to see other shows around the area.

We have a web site location for caps, garments, and other stuff with our LOGO. We would like all members to wear our LOGO proudly at all events we attend.

I have been asked many times "Who repairs Lionel equipment". I did not know who to send people to but have learned that one of our members "Wade Murdock" does repairs and restorations on Lionel equipment. (423)715-6823. Is there anyone else that does repairs on scale equipment?

For those that have not been there remember that the air conditioner is in at the CMM depot. Be sure to come by on Thursday nights starting at 6:30pm to hear and see the progress we have

been making.

2015 Hamilton County Fair

By *Scott Denson*

Greetings! Once again it's time for our annual set-up at the Hamilton County Fair! This year's layout should be very exciting, with a little different layout design. Plus, we'll have a much larger N-Scale layout for the public to view.

This year's Fair is scheduled for Saturday & Sunday, September 26th & 27th, with set-up on Friday, the 25th. As usual, the Fair's hours are from 10:00 a.m. until 6:00 p.m. on both days.

Again this year, we will begin our set up on Friday the 25th at 9:00 a.m. Hopefully, we should have the trailer with all of the HO scale modules already there, so we should begin as close to 9:00 as possible. We will plan on loading the trailer with the HO modules on Thursday evening, with a time to be determined. All of the N-Scale modules will be brought in by all of the N-Scaler's.

As usual, the Fair's hours are from 10:00 a.m. until 6:00 p.m. on both days. The Fair Officials are requesting that all vehicles be off the road in front of, and around our layout before 9:00 a.m. (This does not mean that we cannot come and go from the assigned parking lot during the Fair's operations.)

As in the past, we will have a limited number of passes for those working at the Fair. Those doing the work setting up on Friday and taking down on Sunday will have priority as to the passes. We should have the passes Friday during the set-up. Passes will NOT be required for entry on Friday, and there is not a restriction on parking on Friday around the layout.

Our HO layout has been designed by Dale Bryant, with the N-Scale layout being coordinated by Bill Knoke. As I mentioned earlier, the configurations this year's set-up will be different from the past, and should prove to be very exciting, both for us and the viewing public!

We hope that we see you there!

Prepare Your Organization for Success

By *Mark McAllister*, President

Many people think that finding money is the first step in starting a nonprofit. But there's a lot more to raising money than just having a good idea. Since nonprofits and foundations exist in order to benefit the public, **there must be a need for your organization and its work in the community**. After you've established that there is a need for your project, you also have to **convince donors and funders that your organization has the ability** to carry out what it says it wants to do! Here are some of the most important things to consider:

- Clear mission and vision, goals, and objectives
- Committed board members
- Capable management, staff, and volunteers
- Legal standing to do business in your community
- Appropriate tax status
- Accounting systems
- Programs that are vital to the well-being of the community
- Fundraising plan, which seeks support from many different sources
- Facilities, equipment, and maintenance.

On each point, I will share my view...

1. Mission, vision, goals and objectives: I think we have a base to begin working with.
2. Committed board members: Yes, I think we have leadership in place that can lead the group in point 1.
3. This would be two parts: 1. I believe the current executive committee (officers) are a capable management team. Could we use training in the affairs of non-profits? Yes, but otherwise capable. 2. Volunteers: We have a core group of volunteers that participate and support the

group. That said, if we are going to build a premier organization that is multifaceted, we will need many more to successfully pull it off and sustain the organization.

4. I think we are mostly there. You (Dale) have completed much of the mundane paperwork to make this happen through the guidance and collaboration with some of our founding members.

5. Appropriate tax status: We attained federal 501(c)(3) non-profit status, in what I feel was record time, and have filled the necessary paperwork with the State of Tennessee to be appropriately recognized for solicitation operations within the state. Additional governmental bodies recognition will follow.

6. Accounting systems: This is a place that we must attain more knowledge and training in order to keep the organization in compliance with applicable state and federal requirements. While some of us run businesses and manage businesses or parts of them, none of us have experience in the day-to-day operations of a non-profit corporation.

7. Programs that are vital to the wellbeing of the community: This area too is one that we need to develop programs to share our hobby with. First thoughts are to contact TVRM to host some sort of model clinic on-site there, participate in their annual RailFest activities, reach out to find opportunities in our stated service area.

8. Fundraising plan, which seeks support from many different sources: This is the area we are most probably weakest in and need the most. Fundraising is vital to making most of the other activities possible. I understand enough that it isn't just a matter of asking for support, it is who to ask and when. Fundraising is as much networking as it is anything else. Successful fundraising doesn't just happen. It is planned, executed, monitored and tweaked throughout the life of the plan.

9. Facilities, equipment and maintenance: In this area, we are farther along than many clubs no older than CMM is. We have a building of our own, a nice web presence, an active social media site and new people seeking us out. We have a "vision" plan for expanding our facility to better meet our needs and are moving forward. We do need to work on building the culture of "ownership" within our membership so that the CMM Depot is perceived as belonging to us rather than being a long term "guest" of an owner/member. I understand space is limited at the Depot and it is difficult to have a modeling session or clinic there of any size. This is where we must put our heads together and think outside the box to meet our needs. Maybe an off-site location could be cultivated to host clinics, modeling, etc. until our facility is large enough to support the group.

What began as a response to a few points has transcended into a state of the organization address. Much more can be said on the above points but it is important for everyone to know how far we have come since our organization in the Fall of 2013. It is amazing what we can

accomplish when an organization's membership purposes to move in the same direction. CMM has done that thus far. We have more hurdles to mount.

If I may dream a bit or, if you will, allow me to share a vision; my vision for CMM..... I see a day when a large group of modelers cannot wait to until the next time the doors of our facility is open again for its meeting. A place where we have the necessary space to teach members and visitors how to build bench work (modules) and how we put the finishing touches on models in our workshop that that for all the world appear and operate as though they were real. Our shop, of course, is complete with basic tools, equipment and a spray booth to craft these first-class models bring the local and national history of railroads to life in a profound way. The place (CMM Depot) will be a gem for the community and a sought after stop for those who visit Chattanooga. Moreover from a modelers standpoint, it will be a place to share experiences gained in our hobby and receive tutelage from more experienced craftsmen. And, I see CMM as a place to forge friendships that bond us together for a lifetime in the World's Greatest Hobby.

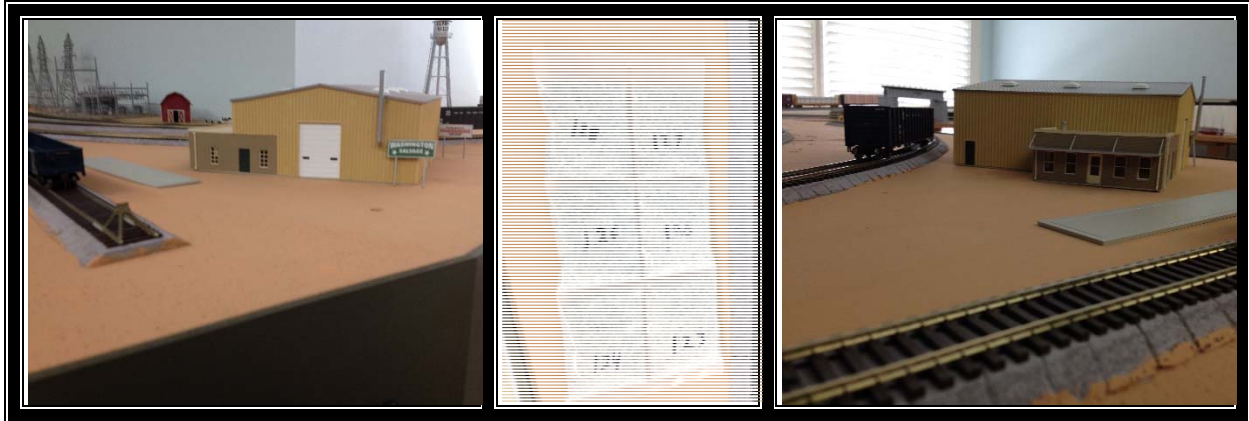
MLST August 2015 4th installment

The summer months seem to move slowly on the MLS&T. Progress has been limited. Projects that have been completed have been time consuming and/or interrupted by normal home and family needs this time of year.



Before the upper level branch line can be added, I need to complete the scenery that will be covered, but still visible. I have installed the VW auto plant loading area photo, which is adjacent to this area (see photo). The concrete auto loading area has been completed and the ballast has been received, so I will be completing that area shortly.

Obtaining the ballast that I wanted proved to be time consuming with the back and forth on size and color ratio, but I am pleased with the final results. I used Arizona Rock and Mineral for the ballast, and I would suggest getting sample bags first. They are happy to do this before you purchase anything. See the photo of the mix ratios of the particular ballast I am using.



I completed the installation of the 4th circuit breaker for the hidden staging area and installed switches to provide power control for the engine maintenance and secondary lead to the turntable, as well as, the semi-hidden staging area. These switches will allow engines being serviced, or waiting to be serviced to be on a dead track.



The Washington Salvage Company has been completed and decaled. Also, the Central Gas Supply has been decaled. I'm now starting the scenery for these areas.

The unloading area for the transfer of autos from the autorack cars to truck transports has the concrete area installed, and the adjacent container/transload yard is in the painting stage. I discovered a problem on some of my tri-level autorack cars with 28" wheels. The bottom of the truck was rubbing the top of the concrete. I tried swapping

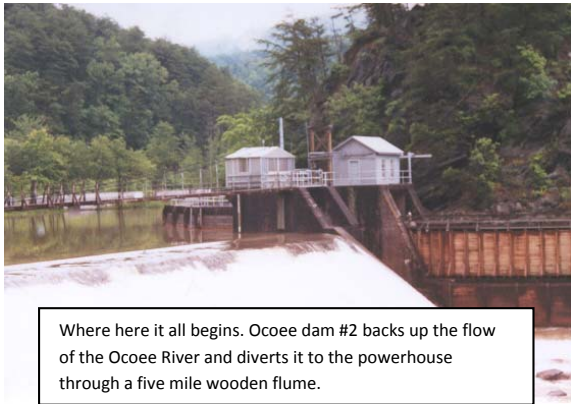
33" wheels, but the wheels hit the bottom of the autorack. The solution was to file about .010" from the bottom of the truck below the spring area.



I have been working on the branchline track layout and have decided to use a slip switch to save space in the crossover area, but otherwise the original plan will work. I'm looking forward to getting this area completed and everything running well. This will allow me to concentrate on scenery.

Until next time..... *Bill Orman*

An Unlikely Railroad by Mark McAllister

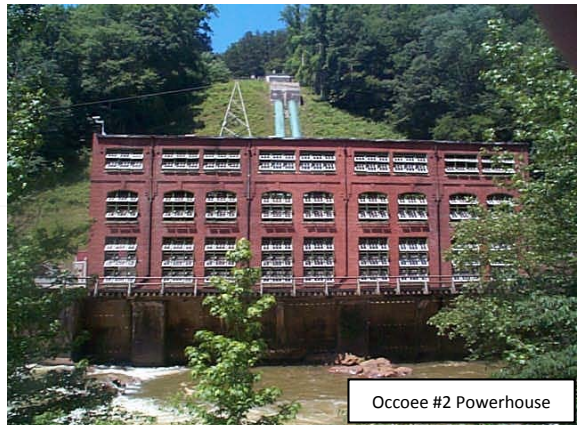


Where here it all begins. Ocoee dam #2 backs up the flow of the Ocoee River and diverts it to the powerhouse through a five mile wooden flume.

In 1912 the east Tennessee foothills to the Great Smokey Mountains was a different place than it is today. Vast stands of virgin forests covered the mountains and valleys. A new technology was entering the valley: electricity. Construction began on one of the first hydroelectric generating plants in this region began during 1912 with the building of the 30 foot high, 450 feet wide, timber crib and rock dam over the Ocoee River know today as Ocoee #2. Normally a dam of this size



Repair work on the wooden flume seen from inside the flume.



Ocoee #2 Powerhouse

would not generate enough power to be of much use. However, engineers devised a unique and ingenious plan to increase the generating capacity of the new dam. During construction of the dam, workmen also carved out a ledge on the side of the mountain and built a 14 foot wide, 11 foot deep wooden flume that traveled some five miles downstream to a point where the water dropped through huge tubes 250 feet to the generating plant below. This gave Ocoee 2 the generating power of a dam over eight times its size!

The new hydroelectric plant went into operation in 1913



serving the Tennessee Valley and can generate a staggering 18-20 megawatts of power. How would all this be



maintained? After all, the water flume hangs on the side of the mountain hundreds of feet above the Ocoee River and in remote territory at that. This is where our unlikely railroad of sorts comes into play. Builders of the plant knew that maintenance would be



ongoing on a wooden structure such as this that carried hundreds of tons of water down the

mountainside. A railroad was built on top of the flume utilizing light rail (20-30 lbs. rail) and small motorcars to move men and materials to points along the five mile route where repairs would be necessary. The photo at the right was taken from across the reservoir and near where the railroad begins at the dam. Small rails can be seen winding unevenly across the top of the wooden structure. The perilous job of riding the railroad and inspecting the flume for maintenance has been the job of the Tennessee Valley Authority since 1939 when the new federal utility took over operation of the Ocoee project. Seen below, once such TVA employee rides one of the propane powered



motorcars down the flume railroad and takes in stunning views of the mountainside as he eases along. On the right here, another TVA crew approaches the end of a passing track high above the river below.

Also pictured are a few shots of the equipment used on the small gauge railroad and the flume itself which strings along the mountainside. If you would like to see this marvelous structure for yourself, it can be found on US Hwy 64 about 30 minutes east of Cleveland, TN. The area around Ocoee 2 dam has been in



the news a number of times lately as it is the location where rock slides have closed US64 to traffic. It is also the area that thousands of outdoor enthusiasts flock to each year to ride the Ocoee rapids. Check it out for yourself and see just what a unique railroad this is and how beautiful the surroundings are. If you cannot make it there for yourself, you can take a ride on the railroad via YouTube at this link: <https://youtu.be/PjzkDJRA05g>

All aboard! Happy Railroading and oh, watch your step. - *Mark*



The Evolution of Block River

By *Dale Lane Bryant*

Many years ago I started building a new module. I wanted it to not be a standard flat module which everyone was complaining about. They were saying things like "Why do we model Tennessee like the flat plains of the central united states" or "Where do you see all this flat ground in Chattanooga". I decided to turn the module upside down. That would give me up to four inch of depth off the side of the track. I just wanted to build a





wooded area that the trains could run through. After looking at what I had built I thought about adding water to the module. I needed some room for the wires to be at the bottom of the module so I put block to hold up the screen wire that I stapled to the module. That is how Block River got its name. Progress on the module was very slow for years. For a while I was just happy to be able to run trains across it. Clamping to other modules was and still is a problem. There is a board on the bottom of the module and clamps have to be tightened from the module next to it. Then I tried to use "Great Stuff" on the screen wire to make the hills and valleys. That was a mess! After scrapping it off the module I decided to use "lightweight hydrocal" to make the ground layer. I now know how heavy "lightweight" can be.



We took the module to many shows even though it did not look good. I know that many others do not want to take a module to a show until it looking good but I do not have a module stretcher. Sometime we just needed the length to make the trains run.

I used Styrofoam out of a computer box to make shapes the screen wire would set on.



This forced some areas to be above the track while others went down and were stapled to the blocks. The shape of the hills turned out to be okay.

I built this as a two module set although they are designed to be used separated. I put "lightweight hydrocal" on the other module first and then painted it with green and brown paint. For those that remember, it turned out *UGLY*. I knew that I was going to cover it with ground foam to make it look like grass but everyone else that saw it said "It looks sick". We nicknamed the other module the toxic swamp. It looks better now but that modules story will be for another day.

I did mention that it has to be clamped next to a normal module. We used them next to each other a few times and learned that the clamps we had just would not work for this. I bought a couple of special clamps just so we could put them next to each other if needed.

I painted the bridge then weathered it with Dr. Ben's real rust.

<http://www.debenllc.com>

It turned out pretty good but the rest of the module distracted from how good the bridge looked.

Did I mention how slow I am at working on modules? Well I am... It took me from 2002





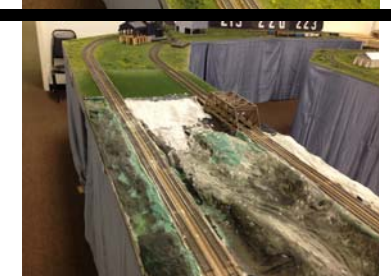
till 2009 to start putting paint on block river. Even then I had not put all the hydrocal on the screen wire to make all the hills.



After the comments over how ugly the sister module to block river looked I just did not put paint on block river for a while after I started putting hydrocal on it. This left the module bright white. This time it got the nick-name of "snow hills".



The modules left the back of Highland Plaza and went in to storage while we looked for a new place to be. We finally did get a place in a different location of Highland Plaza to set up the modules. This meant that I would walk by the "snow hills" twice a week and get reminded that they needed work.



Along with the work I was doing on other modules (48 in all) I did start to paint Block River. I also laid down more hydrocal. Again they went to many shows looking like this. It was a shame but I did it anyway.

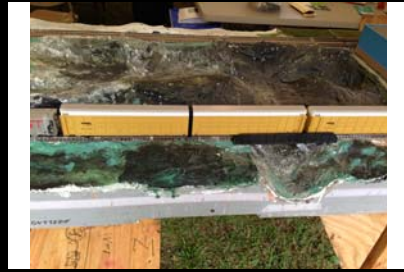


At shows the modules were setup next to a number of different modules. I keep having electrical problems at the shows. I always blamed it on the other modules. After all Block River only went straight through with no turnouts. What was there to go wrong?



I would fix the wiring on the other modules so that everything would run. Then

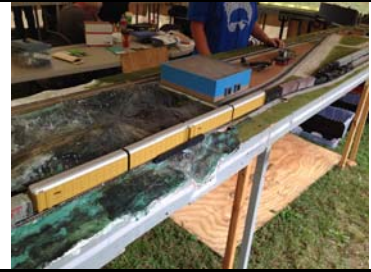




when we would set up again we would have more than one electrical problem. The electrical problems keep moving from module to module. After I would set them back up at Highland Plaza and fix the electrical shorts they would run fine. It was not until we had lost our place to set up at Highland Plaza the second time that I realized that the problem was with Block River. I once again changed the electrical connections on the modules next to Block River but this time I knew where the problem was. I could not correct it on Block River because I had covered the terminal block up with screen wire and "lightweight hydrocal". As soon as the setup at the fair was done I wrote what the problem was on the cork on the module and fixed the electrical back to what it should have been on the adjacent modules.

Sometime in about 2010 or there after the bridge on the branch line side got damaged. I do not remember who but someone put part of their body through it. It was in pieces but it did glue back together well. There was only a few parts I did not find.

Once again the modules went in to storage. For a few setups I refused to use Block River because I knew that it had electrical problems. It was about this time (early 2013) that we started talking about making a new group. We had been together for a while but just had





not went through the “red tape” of making our group in to an organization that the government would recognize. After we did this Lloyd came forward and offered a place that we could meet and work on model train stuff.



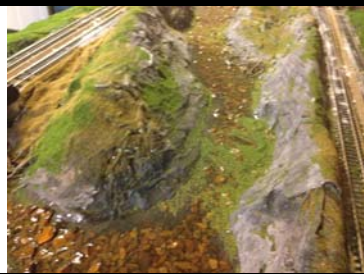
The CMM Depot (previously “The Shack”) has turned in to a wonderful boon to our group. I just cannot say enough about how wonderful it has been to have a place to meet and play with trains. Hopefully soon we will be able to increase the size of the space so that more of us can have a place to play with our model trains.



Pat had asked that I widen the main line bridge so that there would be enough room to run HOn30 equipment across the bridge on the outside main. I pulled the bridge rail off of the kit-bashed bridge and added extra styrene and glued the bridge rail back. It turned out okay.



With Block River standing on legs and not having to run trains on it all the time I could really do work on it. I made sure that the hydrocal would hold water then poured EnviroTex in the river. I made the same mistake that I had done year ago when I poured the water on my JIT modules. The water remained stickie even weeks after I poured it. This time I called the manufacturer and asked why. They told me that I had to stir the mixture in the first clean container for a couple of minutes then pour it in a new



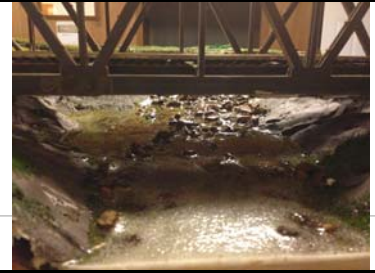


clean container and stir it for a couple more minutes. I poured another layer and this time it hardened.

I had chosen to put pea gravel in the river to make it look like many of the rocky rivers you see in the Chattanooga area. It turned out very well as you can see the gravel through the EnviroTex. There was one section that just did not get a deep enough cote near the branch line bridge. I choose to pour more EnviroTex at the edge of the module and let it run back under the bridge. I guess I stirred air bubbles in to the mix as some of it right next to the edge of the module looks milky. I then choose to put a tree in the water in that area and make it look like the freshly fallen tree has stirred up the water. There is a work crew accessing the situation. I still need to find an HO scale worker with an axe or (better yet) a chain saw and put them next to the stump.

Ground foam has been added to the module and looks well but still needs to have a lot more added. I want it to look like a grown up wooded area like what you would see next to the track in or around the Chattanooga area. I have added liken to fill many of the gaps around the module and under bridge peers. This will need more ground foam added to make it look more like real bushes and shrubs.

I have also changed the electrical connections on the





module. We did this just prior to the Athens show in 2015. John Watson cut the electrical cable on the ends of the module and put back "Anderson Power Polls". We also made adapters so we can connect to the old standard connectors. I am sure that we will be using them a lot until everyone gets their modules changed to the new standard.



Klaus and a number of other members sprinkled ground foam on the Block River module. It looks good and I appreciate any and all help that I get. We will have to be careful to make sure we do not get glue on the river but most everything can be cleaned off the new shiny hard surface.



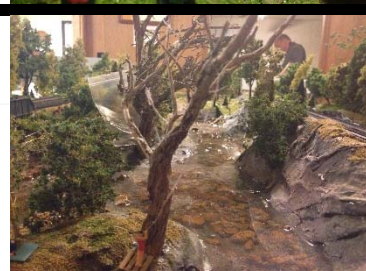
There is a lot of soft hydrocal on the track, ties, and some on the bridges. This needs to be cleaned off carefully. We do not want to damage any of the structures or scenery that has been put in place. Anything that cannot be cleaned we will cover up. Any white spots that are seen will need to be painted or covered.



Pat has brought in a steel brush and I have cleaned the ties and track. It still looks like it is bad but that will all get covered when it is ballasted. I have a smaller steel brush that can be used to clean the bridge for anything that needs it. I then need to paint and weather the bridges.



I have some code 100 micro engineering track that I was going to use for bridge rails.





After cutting it to length and laying it on the bridge I decided that it looks big. I am getting some code 83 flex track that I will pull apart to make a better looking bridge rail on the main and branch line bridges.



The girder bridge on the branch line is a kit bashed structure. It is was bashed from multiple kits for single line bridge kit. I also added to cross beams between the kits so that it looks like it was designed to be use on double track. I will add bridge rails to the bridge soon.



Recently I have put in a couple of alligators. I will have to find a zoo crew that is out hunting them as the idea is they escaped from the zoo. There are also a couple of canoes paddling down the river. On the bank next to the canoes you can see greenery and vines. I hope to put a lot more vines on the steeper banks.



There is also a new retaining wall near the mainline bridge. I put this in because the bank was so close to the rails that the roadbed would have fallen off the edge. The retaining wall will have to be weathered and graffiti put on the back side.



Bridge rails have been added to the branch line bridge. I used code 83 rails as the code 100 rails just looked big. It turned out well (I think).



The rope swing is in and our little lady is ready to swing out in to the river.



There will be more detail added between now and the fair. Please come and watch us grow.

Interview with Klaus -- CMM Member

Spotlight

Q: What is your full name?

A: Klaus Rudolph Peucker

Q: What does your name mean and how did you get your name or nick name?

A: My first name comes from the Russian name "Nicholas". Rudolph was my grandfather's name. The last name comes from the name of a town in the Czech Republic and was just on the border of where we used to live. We used to live in Silesia which was given to Poland after the Second World War. The town was called Pica and when people moved across the border they named the town Peucker because they did not want it the same way, which was without the "c" that is in my name.

Q: Is there anything you tell people to help them remember you?

A: I tell them Klaus Rudolph because here in the United States what they remember is Santa Claus and Rudolph the red nose reindeer.

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

A: My parents came from the state of Silesia which is now in Poland. They grew up in the town called Rucker. They both grew up in the same town and that is how they met. My father used to work as a laborer for the county and they built roads. At that time they used a sledge hammer to make little rocks out of big rocks. My mother - her father had a glass cutting factory where they cut champagne glasses and did all this cutting on the glass. It was an art. My mother, a sibling of nineteen children, worked in the glass cutting factory. After they got married my father made wooden molds for the glass factory just like you see today in Gatlinburg, TN.

Q: When and where were you born?

A: I was born in the town of Hirschberg, Germany. "Hirsch" means deer and "berg" means mountain. This was not too far from where I grew up.

Q: What is your earliest memory?

A: I do remember going to kindergarten which may be the earliest I remember.

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

A: I have a brother and he is in Thailand. He had a girlfriend and went with her to Thailand

and left his wife in Germany. My sister lives in Germany. My brother is ten years older and my sister is three years younger than I am. My sister has two girls and they live there too.

Q: Where did you grow up?

A: I grew up in Silesia up until I was nine years old. That is when the war ended and we were evacuated to West Germany. I then grew up, pretty well, all over Germany because until they found my father who was in an American prison camp we had no income and we depended on the government. After we found my father he had to go and find a place to work. He worked different places until he found the company he used to work for. This took a while because it was chaos after the war in Germany. We moved to the North Sea, then from there we moved to the Black Forest, then from there we moved to the Ruhr Valley, then from there we moved to Allendorf, Germany, where my sister used to live.

Q: Who had the greatest influence on you during your childhood?

A: My mother did because my father was in the army and I do not remember him being home except when he had leave. I also had a few teachers that really helped me to learn. It was hard to keep going from one school to another. After I got to eighth or ninth grade I had a teacher that used to be an Army officer and he was really good, he kind of got kids to learn. He had a lot of positive influence on me.

Q: Where did you go to school?

A: I went to grammar school all over Germany then I went to trade school for three years in 1956 I came to the United States and I knew that if I did not continue my education I would end up just being a laborer. I went to prep school in New York then I went to Hoboken to a technical school. I went there for five years in non-credit courses studying production supervision. That got me the better job. When we came to Chattanooga I went to Chattanooga State and I got my associate degree in mechanical engineering. After I joined the Army National Guard I took a lot of seminars.

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

A: To get along with people and to have friends is extremely important. One of the things I tried to concentrate on was public speaking. I took a number of public speaking courses and they give you confidence.

Q: What did you study in school?

A: I ended up studying mechanical engineering.

Q: What were your favorite school subjects?

A: Drafting. I like Drafting. I also like math although I was not really good at it. I like math because you have a definite question and you get a definite answer. I like history also. I took history in Germany because it was required but when I came to the United States I took history to know where I am.

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

A: I have three children. Two girls and a boy. I have a wife. The oldest daughter got me Emily, my granddaughter. She lives down in Ringgold, GA. The middle one, she lives on our land and is married but cannot have kids because she had endometriosis. She and I kind of help each other with transportation. Then there is Rob, which is the youngest. He is now forty-four. I do not have much to do with him. He is alright but he has to grow up.

Q: How did you meet your significant other?

A: When I came to the United States I had to have a sponsor. Her parents sponsored me to come to the United States. I stayed with them for two weeks. I took her room and she was not too happy about it. We knew each other for about eight years and got closer and decide to get married.

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

A: I was in the Army. I had basic training in Fort Hood, TX. It was infantry and tank training at the same time. Then they sent me to Germany. I wanted to go to Japan but they sent me to Germany and I made the best of it. I am sure they did that because I speak German. After two years I came out of the Army and I started to join the National Guard then but the recruiter discouraged me. When I came to Chattanooga (in 1971) I waited a few years and I joined the National Guard. I was in the headquarters company of an artillery outfit (the 196 Field Artillery Brigade). I stayed with them for the rest of my military carrier and accumulated twenty-two years of services. In that time we went to Iraq which was the only combat I experienced.

Q: What have you done to make a living?

A: In Germany (when I was fourteen years old) I went to the same place my father worked. I worked as a glass blower. Making champagne glasses, vases, and all the fine crystal. When I came to the United States I started off in a small factory assembling altimeters for planes. I did this for a few months and they promoted me to inspector. I knew that was about as far as I could go there. So I went to a factory that was close to where I lived and told them I need a job. The only thing they had was laborers in a foundry. It was hard work and I worked there as a laborer for about a year. I decided that I need to do something about the military because they had the draft. I went to the draft board and they told me I would be drafted in about eight months. I asked them if there was a way to speed that up. Then after the two years of services I went back to the company I had worked at and they wanted me to be a laborer again. I told them I really did not want to do that and they said that is all we got and that is what you got to take if you want to stay with the company. I took two weeks of vacation then went back to talk to them. They told me that they only had laborer jobs then a foreman came in and said "I asked you a hundred time to get me someone to work on the drill press." I said "Ed, you lied to me." He said, "OK, ok, alright" and I started working in the machine shop. The boss that I then had advanced me from one machine to another. He came to me one day and told me that I needed to go back to school. That is why I went to Stevens Institute of Technology in Hoboken, NJ. I

was not even through with the school when the promoted me to supervisor in the foundry. The fifteen people I worked with before I then supervised. Later on when one of the foreman retired they gave me the job. When I came to Chattanooga I had thirty people that worked for me in the foundry machine shop. One of the tool and die method engineers got fired and I had went to Chattanooga State Community College and my boss gave me the job.

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

A: Previous job was a Forman in the machine shop. When I went to a method and tool engineer I bought tools, designed tools, designed fixtures, programing CNC machines, and other little things. It was quite a job and I really loved that job.

Q: Do you have any work related skills?

A: I think everything I did at work has now helped me design models and modules.

Q: What kind vehicle do you drive and why?

A: Most of my vehicles are cars. I have a Ford Focus and I bought that because I wrecked the Toyota Camry. I had to buy something and I could not afford to buy something expensive because the insurance company would not give me much money for it. I also have a Chevy Equinox. The other vehicle I got was a Ford F150 long bed work truck. You got to have that when you got twenty acres.

Q: When at a restaurant what do you order to drink?

A: Mostly coffee.

Q: Who are some of your heroes and why?

A: My parents. Both of them went through a lot during the war. They were still able to take care of my brother, my sister, and me. My brother is also a hero to me because after the war he was very instrumental with keeping my mother, my sister, and me going with things like food and a place to stay. He did that in a really professional way. If it has not been for him I am not sure where we would have ended up. One of the other heroes I think of is Gandhi. I also think of the Dalai Lama as a hero for different reasons. I also think of General Dietrich von Choltitz who saved Paris, France after the war because if it had not been for him they would have destroyed Paris. Hitler kept calling "Is Paris burning? Is Paris burning?" and he did not do it.

Q: Where have you traveled?

A: From Germany I went to Paris when I was sixteen. I went to Holland, Belgium, Switzerland, Austria, and then when I came to the United States I went to Mexico, then I went to Spain. With the Army I went to Saudi Arabia, Kuwait, and Iraq.

Q: What type of books do you read?

A: Science Fiction.

Q: What magazines do you subscribe to?

A: I read the Reader's Digest front to back. I also get Diabetes Forecast and AARP.

Q: What's the best movie you've seen?

A: 2001: A Space Odyssey

Q: What are you passionate about?

A: The universe. When I listen to "Through the Wormhole" with Morgan Freeman and see those movies I try to take everything in and I realize how enormous the universe is. In comparison to the universe we are nothing, we are not even a speck of dust. BUT, we are able to know about the universe, learn about the universe, and we learn what is out there. I just keep thinking why, how, and who gives us that ability to do that. It does not matter if you know everything because we learn. It's just unbelievable and that is what I am passionate about...

Q: If you could live in any other time, when might that be?

A: I would say in the future because I would be really afraid of the past. Just think if you wanted to live during Jesus's time. If you say that then you must be taking only the nice things out of the Bible. Those times were really bad. Human lives did not mean anything. If it was the figures out of the Bible, the Romans, or before that Genghis Khan then life did not mean anything. The sad thing about that is that if I say that I would like to live today but I see ISIS and I think it has not changed in that region. I think I am pretty happy where I am...

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

A: I think they have good things and bad things about them. The thing I am disappointed about is I let television rob me of precious time. I start watching a program and I cannot tear myself away from the program even though I know I should go out and cut the grass. I think cell phones are just great. I do not know what we would do without them today.

Q: When did you first get interested in trains?

A: I must have been around ten to twelve years old. It was after the war. My mother brought home a magazine from Marklin and I just went crazy over it. So, she decided to let me have one. I got an oval with a freight train and that is when I first started to be interested.

Q: Who introduced you to the hobby?

A: My mother.

Q: Tell us about your first model railroad purchase.

A: I think I went over to Jim Horton's place (Chattanooga Depot) when we came down here and I ordered a Tyco set. That must have been around 1972. I put the Tyco set on a 4 by 8 and I still have some of those trains.

Q: Tell us about your first layout

A: The Tyco set and it really was my first layout. I had two circles and switches. Then I went downstairs in the basement and made a bigger layout.

Q: Do you or have you worked with Dioramas?

A: No.

Q: Do you have a home layout? If so tell us about it. Do you have or have you worked with model railroad modules?

A: I got both. I have a 12 by 23 layout in the basement. The first part of that layout was the two old modules I got from the club. I made them wider and I put a yard on it and then I added all around. It started as module but now it is more like permanent. I also have the modules in the garage. I got those from the club too. I am still working on them.

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

A: Since I first joined the CAMRC in the late 70s.

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

A: HO. I like HO scale but I am going to experiment a little bit with N scale.

Q: Do you build model railroad scale kits?

A: Yes.

Q: If so what was the last kit you put together?

A: It's an old timey factory. I think it is supposed to be a tooth pick factory. I got the kit from Willie, he sold it to me real cheap.

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

A: I like putting kits together.

Q: Have you done any scratch building?

A: No.

Q: Have you done any super detailing?

A: I tried to. What you see on the modules, I did some of that. I will get in to that more.

Q: Have you participated in the NMRA Achievement Program? If so have you any awards and/or certificates?

A: No.

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

A: No. I have locos and I have some that need to be worked on. I tried to work on them but I did not get anywhere.

Q: Do you service your own locos?

A: No. That is why I think some instruction or a class from Mark would help.

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

A: Yes.

Q: Do you service your own cars?

A: Yes.

Q: What breaks most?

A: Trucks and couplings.

Q: What is your favorite car?

A: I like freight and cattle cars.

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

A: Yes. I like that.

Q: Do you maintain your structures and if so what is needed?

A: Yes. If I did not put them together right I have to do some rework. Then I try to detail the structures. Sometimes I do not detail them right away so I do them later.

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

A: Different ones. I do not go in to a particular one. I got a little of everything from homes, farms, and factories.

Q: What is your favorite?

A: I would say the homes that I put on the modules. I like them.

Q: Do you build your own scenery?

A: Yes.

Q: Do you service or repair your own scenery?

A: Yes.

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

A: The mountains and the edges of the home layout.

Prototype Models:

Q: Do you build models based on prototypes?

A: No. I did not get in to that.

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

A: No.

Q: Have you laid any model railroad track?

A: Yes. I have bridges and track work.

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

A: Yes but everything is DC right now so it is easy. I have not gotten in to DCC yet and I would like to get in to that.

Q: DC verses DCC and why?

A: With DCC you control the engine with DC you have to control the track. I think DCC is an easier way to run the railroad.

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

A: I did not do that either.

Q: Have you participated in an operating session? If so where, when, and how often?

A: No.

Q: How do you operate your trains? *{In circles, industry to Industry, point to point, test track only, or in a box on the shelf?}*

A: At this point just in circles.

Q: Have you worked in a model railroad event?

A: The fair. I volunteer for anything model railroad related that anyone wants me to do.

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

A: Just on the modules.

Q: Have you published any model railroad books?

A: No.

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

A: I do not know how to answer that. I just know a "little bit" of everything.

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

A: No.

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

A: The only thing I have done has been with the club.

Q: What are your model railroading areas of interest?

A: Right now would be DCC. Trying to understand that and make it work.

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

A: None. I feel that everyone knows more than I do.

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

A: The electronics. The seminars that have something about trees. I am interested in that too. Right now what I would like to learn most is the electronics.

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

A: I do not really have any that I would not like.

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

A: Structures but right now it is tracks.

Q: What railroad items do you collect?

A: I have been collecting cars. I have quite a few cars.

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

A: Norfolk Southern because it goes right through my town.

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

A: The CAMRC.

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

A: I would like to change the controls to use Wi-Fi.

Rail fanning:

Q: Do you or have you rail fanned?

A: No. I would like to do that though.

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

A: Every time I talk to someone that is slightly interested I try to push it.

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

A: Number one.

Q: What model railroad friendships have you maintained?

A: Everyone in the club including the other club too.

Q: When did you get involved with this organization?

A: When we started it in 2013 but was really working with the group before that.

Q: What attracted you to the cause?

A: Model railroading itself plus the camaraderie.

Q: What attracted you to this organization in particular?

A: I kind of like the module types. What attracted me to the group is all the help that I got.

Q: What are your activities and what do they involve?

A: Mostly to get there and watch everybody and learn from what everybody is doing.

Q: What motivates you to stay involved?

A: It keeps me alive. There is nothing more important than having friends.

Q: In your opinion, what is the most important work that this organization does?

A: To make the public aware of model railroading and try to get this through to the community.

Q: Why do you volunteer or donate?

A: To keep involved.

Q: Of what contribution or achievement are you most proud?

A: I am proud that I was able to stick it out with the group and get along with everybody. To me it is important that you get along with people.

Q: What do you hope the organization will achieve in the near future?

A: I hope that we will get a place that is bigger of make the place that we have bigger.

Q: What do you hope the organization will achieve in the long term?

A: To get young people interested in model railroading. To have them continue the group in to the future.

Q: Does anyone in your life play a role in supporting your involvement? In providing inspiration?

A: Linda (my wife) does. If she did not support me I would have a rough time doing it.

Q: What other organizations or causes do you support?

A: The Lions Club. Also the Sunshine Seniors to be with people my age.

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

A: If you teach them all the things we are doing, whether it is structures, electronics, and everything, I think you automatically teach them discipline. It will help them with their effort to be in model railroading and keep them off the streets.

Q: What should we teach children about life?

A: Learn about Jesus. Follow and try to understand what the Man was trying to tell the human race then you find out that one of the important things is love. The love for one another.

Q: How lucky are you and why?

A: I am very lucky because I have had people (like my mother, father, and brother) to protect me from the worst part. Through the rest of my life I have also been protected by friends, co-workers, and bosses. I always had good jobs. I always liked my jobs. I have tried to work for my future and Linda's future so we would not be a burden to our kids. I feel very lucky that I have been able to accomplish that.

Q: What makes you angry?

A: What makes me angry is the situation with Rob (my son). I try not to show it but I sometimes lose it with him. The other thing that makes me angry is, we as the human race (even though we have made a lot of progress and the world is basically getting better) still have pockets like ISIS. What could be worse than having people cut other peoples head off and not have any conscience about it.

Q: What would you change about the world?

A: Make sure that every human being gets all the communications that is available on the planet. With that I think you would see more progress with the human rights issue go away.

Q: Do you have a message to share?

A: Love one another.

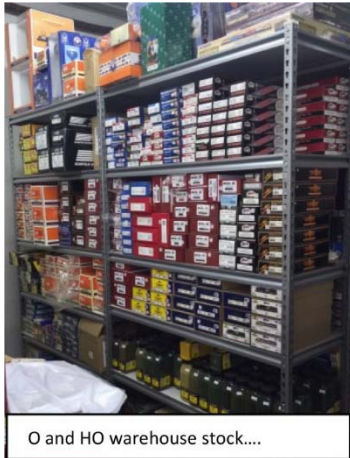
Q: What haven't we talked about that you'd like to discuss?

A: You cannot talk about every detail of your life but this has been adequate.



Hobby Shop in Crossville

Every now and again, I will take out on a road trip and end up somewhere I never intended to go but was glad I did. Well that recently happened when CMM Treasurer, Dale Bryant, and I set out on a road trip to



O and HO warehouse stock....

Knoxville and Crossville to reconnect with an old friend in the hobby. Mike Ferry of Crossville, Tennessee has been in the hobby for many years and active in the NMRA. We were fortunate to be able to meet with Mike at the Crossville Model Railroad Club's setup in the Crossville Outlet Mall. They have scales N to G running in a semi-scale setup for the public and have done a good job of putting together a rather large railroad that is open to the public six days a week. Staffed by volunteers from the club, they support the operating budget from donations

by visitors. If you are in the area, go by and visit them.

By now, I bet you are asking if this is the gem that I mentioned in the opening. No, it isn't. A week or so back I received a call from CMM member Owen Maddux regarding a visit he had to a hobby shop in the Crossville area while he was visiting the Crossville club. He stated that he had a good visit and long discussion with Art Landrigan, owner of Arcy Hobby, about the closing of the only hobby shop in Chattanooga that catered to model railroad hobbyists. Art, like many hobby store owners, started in a totally different direction when he helped his wife, Cynthia, open a scrapbooking store in a cabin/retail building on their Christmas tree farm. Yes, I said a Christmas tree farm and one-time full service nursery. At the urging of his wife, Art started added trains to open a railroad hobby shop. A train shop had been a dream of Art's for some time, and from the looks of things, it was a big dream!

Art and Cynthia (Cindy), Arcy Hobby, have a very large selection of the things that make their hobby special to them and many others as well. I found it very interesting that many of the things Cindy carries in her part of the shop cross over to the model railroading hobby. On the railroad side, Art has a large collection of hobby items from



HO Display cabinet of stock.

manufacturers such as Athearn Genesis, Intermountain, MTH, Classic Metal Works, Walthers, Broadway Limited, Atlas and many, many more. Art is also a stocking dealer for Digitrax and Train Control Systems. You have to see it to appreciate the stock on hand. To that end, below are the photos I took while visiting there.



4' x 6' N-scale display cabinet of stock

Art is also an active member of the CMRC and is heading up the min-meet in Crossville this November. You may have seen information for

this meet published on our Facebook site recently but if you didn't, follow this link to get more information. The admission is free with many clinics planned including a 3D printing clinic and a visit by Salesman and DCC Guru, Norm Stenzel of Train Control Systems who will talk about WOW sound.

Follow this link to the mini meet details:

<http://crossvillemodelrrclub.org/Minimeet/index.html>

Arcy Hobby carries a large variety! Call Art at **(931) 788-3373** to place an order.

As radio commentator Paul Harvey used to say: "And now, the rest of the story....." In talking with Art you can tell he has a passion for model railroading and, hearing that Chattanooga was losing the only train shop in the city, wanted to do something to help. Art offers discount pricing on many of his products and has agreed to extend an additional 10% discount to CMM members placing orders with him. Arcy Hobby is a Walther's dealer in addition to maintaining a dealership with many other product manufacturers. The shop gladly accepts mail orders by phone or website at: www.arcyhobby.com. Art even offers an attractive layaway policy for large purchases. Generally, purchases totaling over \$100 may deposit 20% down and take 4-6 months to pay out the balance. This comes in handy with the cost of models rising with each new run. I think if



Stocking Digitrax and TCS DCC equip.

you give Art and Cindy a visit, you will come away a happy railroader.....

- Mark

McAlister,

CMM
President



Arcy Hobby carries a large variety! Call Art at (931) 788-3373 to place an order.



CMM Treasurer's report

Starting from the first of the year we have had \$2,663.44 Revenue and \$1,989.07 Expenditures. This brings our bank balances to \$785.99 in checking and \$624.08 in building fund as of the end of August 2015. Any member is welcome to ask questions and see detail for any transaction that has occurred.

At the Throttle

By: *Mark McAllister*, CMM President

Greetings CMM members! I am beginning a column in this edition titled "At the Throttle." In the column I will share with you some of the plans and happenings within our group that you may or may not have heard elsewhere in the club's



communications. I also hope to share my vision for the direction of our group as your elected leader and lastly, I will use the column as an editorial on items I feel are important to our club, the membership and our general operation. I hope you find the information informative and useful. We are so fortunate to have the talent we do in our organization.

Though the summer season is generally thought to be a time of light activity within the model railroading community, our group has been on the move in a number of ways. First, our weekly activities meetings at the CMM Depot (formerly known as the Shack) are growing with participation and activities. If you have not attended before, or in a while, join us! There is always lively discussion about trains, modelers sharing how and what they've been doing individually, help for any of your projects and more. The meeting time is 6:30 pm each Thursday. Watch for updates and project plans on our Facebook page or in our group emails.

In addition to the growth in group participation, your leadership is working to host an area-wide home layout tour in January 2016. The boundaries for this are within the NMRA's Headquarters Division of the Southeast Region and include both the southern and northern districts. Some of layouts you may be familiar with and some not. Again,

updates will be posted on our Facebook site and email update. Eventually, information will be posted on a website dedicated to the layout tour.

September brings long afternoon shadows, cool mornings and the beginning of fall. It also signals the return of our busy season. Beginning this year, we will be participating in the RailFest celebration at the Tennessee Valley Railroad Museum on Sept. 12 & 13. Setup of our 10' x 22' display will be on September 11. Two weeks later, we will do the same thing as we participate in our 20th annual visit to the Hamilton County Fair. Labeled as one of the "Original" exhibitors, we will again fill the 30' x 50' tent with operating layouts in both N and HO scales.

Our activities do not stop there. In October, yours truly, will conduct a clinic on building your own static grass applicator and we will also learn to use it. On October 17, we will have our hugely popular fall cookout and anniversary celebration at the CMM Depot that will feature a runby of a Tennessee Valley Railroad excursion train and our outside "yard sale" event where you bring your own trains to sell or trade with others.

November is Model Railroad month. The Crossville Model Railroad Club will be hosting an NMRA Mini Meet titled "Model Railroading in the Digital Age" on November 6 & 7. Several from our club are planning to attend. Admission is free and more information can be found at: <http://crossvillemodelrrclub.org/Minimeet/index.html> We will continue our activities by having a guest visit, Richard Bendever (Dr. Ben), who is a master model builder and retailer of a large variety of easy to use scenery materials. Richard will be conducting a clinic on weathering your equipment or buildings at a date and location to be announced.

Wow! What a fall season. I am excited to see all these activities and more coming. It is all possible because of the work of our members. Get involved, stay involved and our possibilities are limitless! Soon, we will begin the planning stages of our new building. We will need everyone to make it happen. Time is precious so the more we have helping the less the burden on us all.

I will close this first column, that is almost as long as a unit coal train, by asking you to look at all we are doing and find a place to hop on. We don't want to leave anyone behind! Your club is great, just like the extra fare section of a first-class passenger train! What makes it so great? You do..... So, come on, All Aboard! We'll see you at the next activity...



Thank you for supporting Chattanooga Modular Modelers Inc. at smile.amazon.com

When you shop on Amazon remember, always start at smile.amazon.com and Amazon will donate 0.5% of the price of your eligible AmazonSmile purchases. Our AmazonSmile special link is: <http://smile.amazon.com/ch/46-3772881>.

What is AmazonSmile?

AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to (Chattanooga Modular Modelers, Inc.) your favorite charitable organization.

You use the same account on Amazon.com and AmazonSmile. Your shopping cart, Wish List, wedding or baby registry, and other account settings are also the same.

On your first visit to AmazonSmile (smile.amazon.com), you need to select a charitable organization to receive donations from eligible purchases before you begin shopping. They will remember your selection, and then every eligible purchase you make at smile.amazon.com will result in a donation to Chattanooga Modular Modelers, Inc.

You can change your charity to Chattanooga Modular Modelers, Inc. at any time. Your AmazonSmile purchases after the change count towards your newly selected charity. To change your charity, sign in to smile.amazon.com on your desktop or mobile phone browser and simply select "Change your Charity" in "Your Account."

The AmazonSmile Foundation will donate 0.5% of the purchase price from your eligible AmazonSmile purchases. The purchase price is the amount paid for the item minus any rebates and excluding shipping & handling, gift-wrapping fees, taxes, or service charges. From time to time, they may offer special, limited time promotions that increase the donation amount on one or more products or services or provide for additional donations to charitable organizations. Special terms and restrictions may apply. Please see the relevant promotion for complete details.



Upcoming Calendar Events of Note

Sat Sept 12 - Sun Sept 13 TVRM Railfest (Chattanooga)

<http://www.tvrail.com/pages/railfestAtlanta> Railroads Prototype Modelers meet

Fri Sept 18 - Sat Sept 19 Southern Museum of Civil War and Locomotive History (Kennesaw GA)

<http://www.srha.net/rpm/default.htm>

Friday Sept 25 – Sun Sept 27 CMM setup and running trains at the Hamilton County Fair

<http://www.hamiltontn.gov/fair/>

Oct 17 - Nov 22 (every Sat/Sun) Piedmont Pilgrimage

throughout Atlanta area

<http://piedmontpilgrimage.com/tour-list>

Fri Nov 6 - Sat Nov 7 Mini-meet: Model RailRoading in the Digital Age (clinics)

Crossville Model Railroad Club (Crossville TN)

<http://www.crossvillemodelrrclub.org/Minimeet/index.html>

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>
