



TIES AND RAILS

Monthly publication of the Crossville Model Railroad Club

President's Message

Welcome to May. We are of course still looking for a new home. One problem we are facing is Crossville is growing and that is driving up the price on all real estate whether it's rental or buying.

We are going to have to change the way we work as a club. What that is presently I do not know for sure at this time. We just have to figure that out and we need all members input. Art has told us that the UCRS has 3 different functions. One of them is Operations. That would be the club's responsibility to provide that service under the CMRC name in cooperation with the UCRS. So we have to get with the UCRS board to understand how that would work under the UCRS umbrella. I do not see any reason why that can not be accomplished. We were given conflicting information previously when we had a vote on merging CMRC and UCRS. We still do not have all the information from the UCRS board as to how this will work. I am hoping it is fairly simple process which can move ahead quickly. In order to be able to accept donations which would be tax deductible for the donors those funds need to go to the UCRS.

In order to make this cooperative effort work, we need all members on the same page with a focus on working on our long term goals. This is not a competition between our two organizations, but rather a way both organizations can maintain their boards and remain autonomous as we work together towards our common goal.

The sudden passing of Stan Banks was a blow to his family and the club. His passion for finding us a new home was just a sample of his dedication over his many years of service to the club. Keep Stan and his family in your prayers.

Do you have excess engines, rolling stock or other model train products or supplies? Post it here in the monthly newsletter for some great club wide promotion. Send your list to Pat Taylor

**NEXT CLUB MEETINGS May 13, 3pm BOD 4pm Membership
at Pastor Dave's church**

SPECIAL EVENT

RESERVATIONS STRONGLY SUGGESTED



Upper Cumberland Railroad Society

A Chartered Tennessee Non-Profit Corporation, IRC 501(c)(3) designated

UCRS Clinic - (No Charge)

Model R/R Wiring Techniques

Location:

Oaklawn Baptist Church (Back Bldg.)

3977 US-70 E, Crossville. TN 38555

Date & Time: May 11, 2024, 9AM to Noon

Primarily designed for those who want to learn different methods applicable to wiring efforts (wire size & type, star design vs. parallel buss, various types of connectors, soldering vs. connectors, general tips, including documentation samples etc.)

Call (931-788-0455) or E-Mail Art Landrigan (uppercumberlandrailroadsociety@gmail.com) to reserve your place today.

TOUGH DECISION TIME!

TWO GREAT EVENTS ON THE SAME DAY

MAY 11TH 9 AM TO 3 PM

TRAIN SHOW at the WILSON COUNTY FAIRGROUNDS

945 East Badura Parkway

Sponsored by the MCCTCA

Numerous club members selling

TRAIN DAY is MAY 11!

Train Day is an annual celebration that takes place in the United States to commemorate the history and importance of rail transportation in the country. This day is typically celebrated on the second Saturday in May and is a time for rail enthusiasts and transportation enthusiasts alike to come together and celebrate the importance of trains to the American way of life.

The history of trains in the United States dates back to the early 19th century, when the first steam locomotive was introduced in the country. Over the years, trains have played a critical role in the development of the American economy and infrastructure. They have been used to transport goods and people across the country, connecting towns and cities and facilitating commerce and industry.

National Train Day was first established in 2008 by Amtrak, the national passenger rail service in the United States. The day was created to celebrate the 139th anniversary of the completion of the first transcontinental railroad in the country, which was completed on May 10, 1869. Since then, National Train Day has become an annual event that celebrates the history and importance of rail transportation in the United States.

Submitted by Ralph Watson Marketing Chairperson

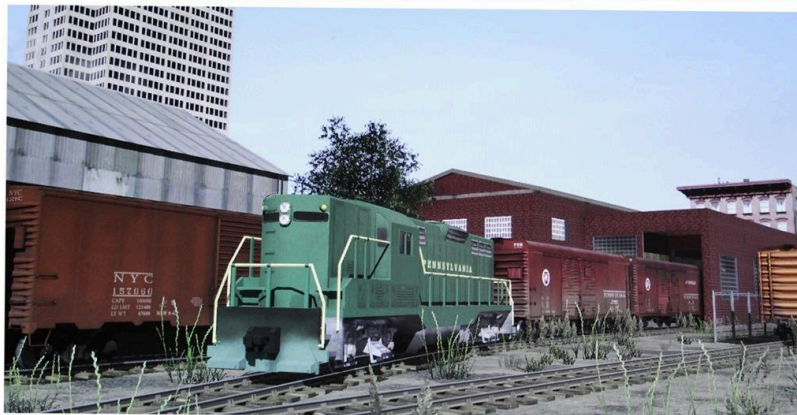
Former CMRC Member and NMRA Master Al Westerfield shares information on his virtual layout

Hi, Pat - Thanks for continuing to keep me informed. I hope you find something soon.

I thought I'd bring you up to date on my model railroading adventures. My back and tremor problems were finally diagnosed two years ago: spinal stenosis and Parkenspn's. They have progressed to the point where I've had to give up the layout and modeling in general. However, I've lately taken up virtual railroading using the Trainz simulator program. I built a world that essentially duplicates my layout and operate it almost daily. In keeping with my virtual world I'm using the JMRI OperationPro program to prepare the switch lists. So I sit in front of the computer with the switch list and operations schematic and run trains. Attached is a photo of my yard from a session a few days ago, and the switch list for '3/30 session. I do the train assembly in the afternoon and the work the next morning. Depending on the complexity of the work it takes between 1.5 and 2.5 hours. The program is really immersive, better than a real layout. But because of the limited number of download images, it is difficult to create specific eras. - A

Virtual photos on next page

AL's Virtual Reality layout photos



Sample Virtual Reality Manifest and Routing

JGL 4 digital

Manifest for train (REARDEN TURN) OUT TO REARDEN AND RETURN

Scheduled work at EASTON, departure time 07:10

[] Pick up FGEX 38772 Reefer 40' Yellow E from EASTON MAIN
[] Pick up URTC 82884 Reefer 40' Yellow L from EASTON MAIN
[] Pick up URTC 10101 Reefer 40' Yellow L from EASTON MAIN
[] Pick up N&W 49422 AUTOCAR 40' Brown E from EASTON MAIN
[] Pick up UP 189828 Boxcar 40' Brown L from EASTON MAIN
[] Pick up ATSF 212483 Boxcar 40' Red L from EASTON MAIN
[] Pick up NKP 15479 Boxcar 40' Brown E from EASTON MAIN
[] Pick up B&LE 81479 Boxcar 40' Brown L from EASTON MAIN
[] Pick up IC 119032 Boxcar 40' Black E from EASTON MAIN
[] Pick up NYC 157060 Boxcar 40' Black L from EASTON MAIN
Train departs EASTON Westbound with 6 loads, 4 empties, 440 feet, 556 tons

Scheduled work at REARDEN, arrival time 07:14

[] Pick up SFRD 35002 Reefer 40' Yellow L from ALL CITY STORAGE
[] Pick up PRR 60890 AUTOCAR 40' Brown L from FREIGHT HOUSE
[] Pick up PRR 69437 AUTOCAR 40' Brown L from FREIGHT HOUSE
[] Pick up UTLX 7682 Tank Oil 36' Black E from FREIGHT HOUSE
[] Pick up URTC 87235 Reefer 40' Yellow E from FREIGHT HOUSE
[] Pick up PRR 60527 AUTOCAR 38' Brown L from HAMMOND MOTORS
[] Pick up PRR 62227 AUTOCAR 38' Brown L from HAMMOND MOTORS
[] Pick up ACL 55647 AUTOCAR 40' Red L from HAMMOND MOTORS
[] Pick up FEC 14071 HopGrain 40' Gray E from REISEN FLOUR
[] Pick up LIRR 2374 Boxcar 40' Black E from RIVERSIDE
[] Pick up CB&Q 38010 Boxcar 40' Brown E from RIVERSIDE
[] Pick up PRR 79156 Boxcar 40' Black L from RIVERSIDE
[] Pick up V&O 3084 Boxcar 40' Black L from RIVERSIDE
[] Pick up AA 1088 Boxcar 40' Brown L from WEIDMAN WARD
[] Set out FGEX 38772 Reefer 40' Yellow E to ALL CITY STORAGE
[] Set out URTC 82884 Reefer 40' Yellow L to FREIGHT HOUSE
[] Set out URTC 10101 Reefer 40' Yellow L to FREIGHT HOUSE
[] Set out N&W 49422 AUTOCAR 40' Brown E to HAMMOND MOTORS
[] Set out UP 189828 Boxcar 40' Brown L to HAMMOND MOTORS
[] Set out ATSF 212483 Boxcar 40' Red L to INVINCIBLE FURNITURE
[] Set out NKP 15479 Boxcar 40' Brown E to INVINCIBLE FURNITURE
[] Set out B&LE 81479 Boxcar 40' Brown L to REISEN FLOUR
[] Set out IC 119032 Boxcar 40' Black E to RIVERSIDE
[] Set out NYC 157060 Boxcar 40' Black L to WEIDMAN WARD
Train departs REARDEN Eastbound with 9 loads, 5 empties, 608 feet, 799 tons

My Train Story Al Barnes

Since I have no pictures of any of my layouts and I've made at least four or five over the years, I can't share those with you. But what I can share is my life as a steam train engineer.

In the five years before moving to Tennessee, I was fortunate enough to be one of the steam train engineers at a fun park in my hometown of Carnation, WA. The name of the park is Remlinger Farms and they had two Crown Metals 2' gauge trains that ran every weekend for a month after Mother's Day and then daily until the day after Halloween, Oct, 31 st .

During the week day operations, we only ran one train with four or five cars. But on the weekends the trains were so popular that we needed to run double-headed with all seven cars because of the 2.5 percent grade on the return trip to the station. Most of those trains were loaded with as many people (adults and kids) as we could squeeze on. We ran on a 1.2 mile dogbone track with loops at both ends that had two road crossings within the park, one bridge and a 200' tunnel just before arriving at the station on the return. When running a single locomotive, we needed two operators. One to manage the locomotive and one to manage the people at the station and supervise the loading and unloading of the cars. Generally, each man would be engineer for two 10 minute trips which included oiling, greasing, mainlining engine steam and water levels also filling the 40 gallon tender when needed, then we would switch jobs. Yes, that's our water tank

Continued on next page



Facts about Model Railroading

Model trains have been in existence for almost as long as real trains.

The first mass market model train sets were invented by a German company called Marklin in 1891.

By the early 1950s, model trains were the number one most popular toy for boys in the United States.

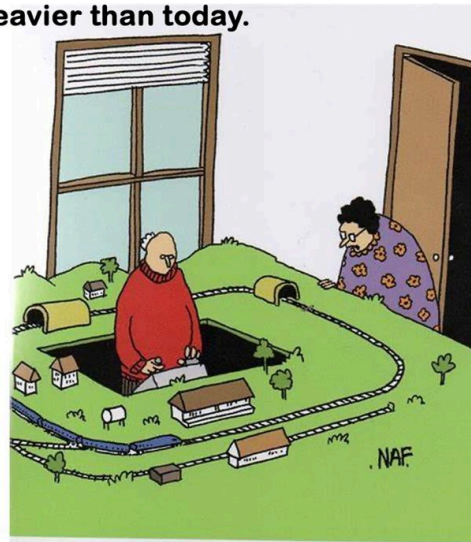
Some of the highest railways in the world are in the Andes mountain range in South America. The Peruvian Central line climbs so high that it carries bottled oxygen in case passengers experience breathing difficulties due to the high altitude.

Al Barnes My Story continued

in the background of the picture above. When we ran double-headed, we needed three people. modified the job assignments. After two trips, whoever was station master would take over the lead engine, the lead engineer would run the second engine, and the second engineer would become the station master to manage the crowd. A sharing system that worked to everyone's satisfaction. We ran from 10am until 4pm as the park closed at 4:30. Most days everything went quite well. It was rare when we had any mishaps as we ran at a leisurely 6-7 miles an hour for the full circuit. One thing stands out in my memory is that no matter the attitude of the passengers getting on the train, everyone was all smiles getting off the train! Unfortunately, those trains are no longer at Remlinger Farms but in an amusement park in a small town in Missouri. That transition happened a number of years after I moved to TN. So my model train story is about two foot guage trains on a 1.2 mile layout. I have many fond memories running those trains and can share some of those when asked. BTW, I produced a YouTube 9 minute video of one of my trips. If you'd like to watch it just do a "Tolt River RR" search on YouTube. You'll also see me in my "porkier" days at 80 heavier than today.

CMRC BARGIN BARN

These are the two end sections of our display from the fair display. You can complete the layout just by adding a center section. They measure 2' x 5' and are FREE to a good home.



"Ted did you know there's a miniature woman tied to the train tracks who looks remarkably like me?"

NMRA
Meeting Reminder
Monday May 20th
10am at Shoney's

Did you know that since the 1830s, NS has owned and maintained a 14,400-acre preserve near Charleston, South Carolina? As one of the most diverse ecosystems in North America, Brosnan Forest is an ecological treasure with biodiversity comparable to the Amazon rainforest. Brosnan Forest isn't just a forest, it's also home to the largest U.S. population of endangered red-cockaded woodpeckers and one of the country's largest remaining stands of long-leaf pines. Our team has already restored over 800 acres (about the size of Central Park in NYC!) of wetlands and 5.7 miles of streams. Every day, we continue our decades-long conservation work, driving sustainable land use and enhancing biodiversity throughout the preserve.

Learn more about our sustainability initiatives at <https://bit.ly/4d8DTkU>.



Proposed By-Law Changes for Consideration

From April 8, 2024 : As chairperson of the By-Law committee, I received 2 proposals for changes. We will be voting on these at the April 8 meeting.

5.4.2 now reads: Absentee ballots are permitted by CMRC members "in good standing" for CMRC elections.

The proposed change reads:

5.4.2 I propose we eliminate this completely

5.7 now reads: A special election is required if a vacancy in the Board of Directors must be filled. This election shall be held at a regular meeting within 120 days from the time the vacancy occurs. The Board of Directors shall nominate an Active Member in good standing to fill this vacancy. A candidate receiving more than 50% of the votes cast shall be declared elected. The successful candidate shall take office immediately to fulfill the remainder of the term.

the proposed change reads:

5.7 The president shall appoint a temporary replacement in case of a vacancy of any other member of the Board of Directors until the next scheduled election

By-Law Proposed changes to be considered on May 13, 2024

5.7 Special Election

A special election is required if a vacancy in the Board of Directors must be filled. This election shall be held at a regular meeting within 120 days from the time the vacancy occurs. The Board of Directors shall nominate an Active Member in good standing to fill this vacancy. A candidate receiving more than 50% of the votes cast shall be declared elected. The successful candidate shall take office immediately to fulfill the remainder of the term.

There have been 3 recommended changes to 5.7 Special Elections

A candidate receiving more than 50% of the votes cast shall be declared elected. In the event that no candidate receives more than 50% of the votes cast, the candidate receiving the fewest votes shall be eliminated and a second ballot issued. This procedure shall be repeated until one candidate receives more than 50% of the votes. In the case of a tie, the candidates shall each present the basis for their candidacy to the members and another ballot issued. If after this vote there is still a tie, the Nominating Committee will break the tie by a coin flip. (01/01/16) 5.4.1 In the case where there is only one candidate for an office, the Secretary shall be directed to cast one vote for the candidate and that candidate shall be considered elected for that office.

5.4.2 Absentee ballots are permitted by CMRC members “in good standing” for CMRC elections.

1 Proposed Change:

Eliminate 5.4.2. removing the ability to use Absentee Ballots for CMRC elections

2 Proposed Change:

Change 5.4.2 to read The Annual Election off offices will be by mail in Ballot.

(This would require a change to 5.4 as to when the announcing the slate of officers to the September Meeting and the nominating committee would be responsible to organize and coordinate the Mail in Ballot process. This could be defined in the clubs Policy and Procedures)

3 option

To make no change to current 5.4 and 5.4.2

After review of the proposed changes to 5.4 and 5.4.2 the By-law Committee recommends for the club to leave the ability for absentee or Mail in Ballots:

A candidate receiving more than 50% of the votes cast shall be declared elected. In the event that no candidate receives more than 50% of the votes cast, the candidate receiving the fewest votes shall be eliminated and a second ballot issued. This procedure shall be repeated until one candidate receives more than 50% of the votes. In the case of a tie, the candidates shall each present the basis for their candidacy to the members and another ballot issued. If after this vote there is still a tie, the Nominating Committee will break the tie by a coin flip. (01/01/16) 5.4.1 In the case where there is only one candidate for an office, the Secretary shall be directed to cast one vote for the candidate and that candidate shall be considered elected for that office.

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