



Ties and Rails

Official newsletter of the Crossville Model Railroad Club
and Div. 16, Southeast Region, NMRA

April 2022

(931)210-5050

www.crossvilletrains.org

The Prez. Sez:

Ahhhh Spring finally!

I hope everybody is doing well. I see our donations are doing well.

We have a very important vote coming up on the 4th of April. WE need all members possible to be there. That will be the only item on the agenda on that night. Please participate.

I ask all members to keep an open mind about the upcoming vote and possible change. Whatever happens, I ask all our members to stay with the Club. We need to keep our members. You are the number one reason for our existence. Hang in there before you make a decision that we will all regret.

See you on the 4th.

Visitor's Log

Tom Shallcross

This past month has had visitors from the following states: AL, AZ, CT, DC, FL, GA, IA, IL, IN, KY, MI, MN, MS, NC, NJ, NY, OH, OR, PA, SC, TN, TX, VA, WA, WI.

We also had the privilege of having visitors from Ontario, Canada and from New Zealand.

This month we had 1,547 visitors, 263 of which signed our Guest Registry. It is important that we encourage visitors to sign the Registry because it gives us a better idea as to how the visitors heard about us and how effective our PR efforts are.

HO Scale News - Paul Falk

The OPS session & HO meeting planned for April 4 is canceled so as to not conflict with a CMRC meeting at 6PM.

The tower and programming track changes announced at the March HO meeting are being influenced by the surprising positive results of the DCC++ command station build. (See this month's DCC Shed article for details). It is expected to provide an improved technique in the relocating of the programming efforts from the crowded confines of the tower. It is hoped these plans will be available soon. More details at the May 2nd HO meeting. Time TBA.

News from the NMRA



Recently, the National Model Railroad Association awarded Vince D'Alessandro their Association Volunteer Certificate of Achievement.

The certificate was presented to Vince at the March General Meeting of the CMRC by Richard Morris, the Plateau Division AP Chairman.

Congratulations, Vince, and thank you for all your hard work for the NMRA and for our Club.

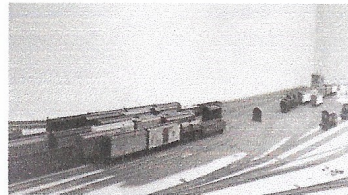


"I've set the timers to turn the lights on and off, and Ralph has programmed the computer to run his trains and start the VCR to tape the operating session."

G Scale News - Ann Grogitsky

At the Swap Meet, we sold \$100. of old brass track of varying sizes and manufacturers, at a very good price.

It was track that we would never have used and would have been hard to sell over the counter.



Operations

Richard Morris

First, we are going to take a break from operations for the month of April. That will give us a chance to go through the cars and check wheels, trucks and couplers to make the sessions go a little smoother.

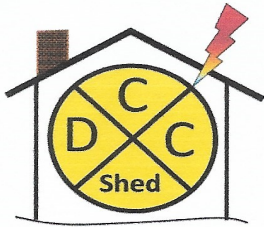
Second, we had a really good session in March. We were able to run mainline passenger and freight trains, work the yard and run a couple of local turns.

If you have ever wanted to try Operations, please attend the next session in May. We can pair you up with an experienced operator so your run will be enjoyable!

If you have any questions or suggestions, please let Richard Morris know at rmorris52@twlakes.net.

Railroad Oddities

Before the use of the telegraph, station agents often climbed up to lofty perches to scan the horizon for approaching trains.



The DCC Shed @ CMRC

Paul Falk

Art Landrigan

Welcome back! In the January DCC Shed, we discussed a d-i-y technique for assembling some inexpensive parts to create a DCC++ command station. Well, time for an update. For expediency, we purchased an Arduino Uno and L298P motor shield from Amazon for a total of \$32. The equivalent parts from a Chinese web site like Aliexpress is roughly \$16. including shipping but can take several months to receive.

Assembly is not difficult and requires no soldering. There is a small trace on the shield board to cut with an Exacto blade and then the two parts simply plug together. Adding two plug-in jumpers completes the assembly. We had an appropriate 2 amp 12 volt DC power supply available. Its connection is with two screw terminals and two adjacent screw terminals are used for the power to the track.

Next is to install the DCC++ software which is available free online. This is a one-time step accomplished with the Arduino IDE software through a USB cable from a Windows computer. The same USB cable is left attached to enable the use of JMRI to operate your train. All the software mentioned here is free to download and use. Total time invested to this point is less than an hour.

Now for a surprise! Time to try programming decoders. There are two remaining vacant screw terminals. Connect these two to a dedicated program track. We begin by experimenting with various locomotives in both HO & N scales. We have yet to find a decoder that was not recognized. We have tried old

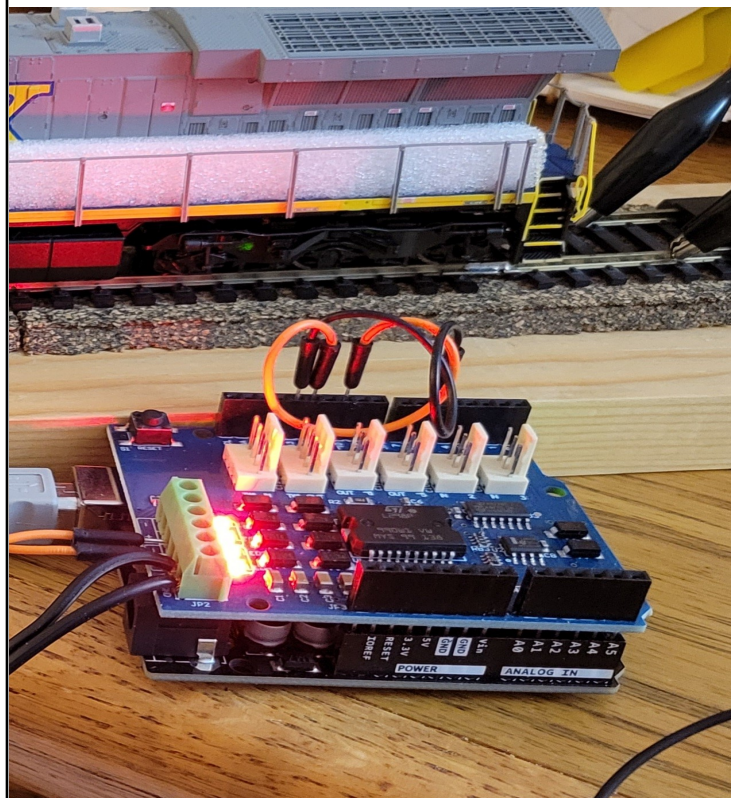
units, new units, sound units and even loksound decoders that are said to need a \$200. special combination of ESU programmer and tester.

Since our initial success, several improvements have been accomplished. A 3D printed housing has been developed. Also a selector switch was added to allow for a simple test track to be used for both programming and testing with the flip of a switch.

Future plans include more builds with the lower priced parts from China (when they arrive). The addition of a loconet compatible third board to allow networking. A new version of the DCC++ software called DCC++EX. Refinements to the 3D printed housing. And likely things we have yet to discover.

Remember, one-on-one training and help is always available, If you experience any unexplained issues with the current DCC installations, HO or N, please document what you have encountered in an E-

Continued on page 4





The Nutmeg Express

On Thursday, March 17th, the Nutmeg Express (in the form of a yellow school bus) recently brought a group of first graders and a group of second graders to visit the gymnastics facility across the hall from our suite.

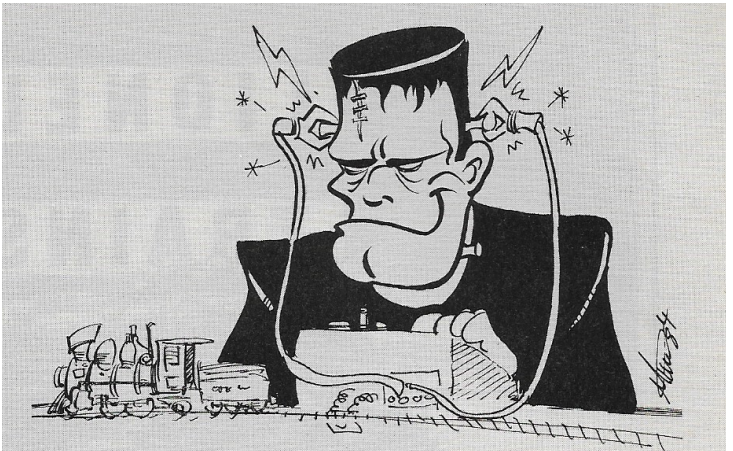
Upon the completion of their field trip, they were waiting in the hall for their return trip to the school. While waiting for the bus, the Thursday Crew invited the two groups in to view our display.

Both groups (58 students/10 adults and 46 students/8 adults) were extremely well behaved and polite as they toured our facility, received stickers and generally appeared to have a good time.

The adults thanked us numerous times for inviting them in and providing some activity for the kids during their wait for their transportation.



mail, or a note to Paul and/or Art. We welcome your interest and comments. Feel free to contact either Paul Falk (pfalk1@gmail.com) or Art Landrigan (arcy22tn@gmail.com) with questions, comments or ideas.



Point to Ponder

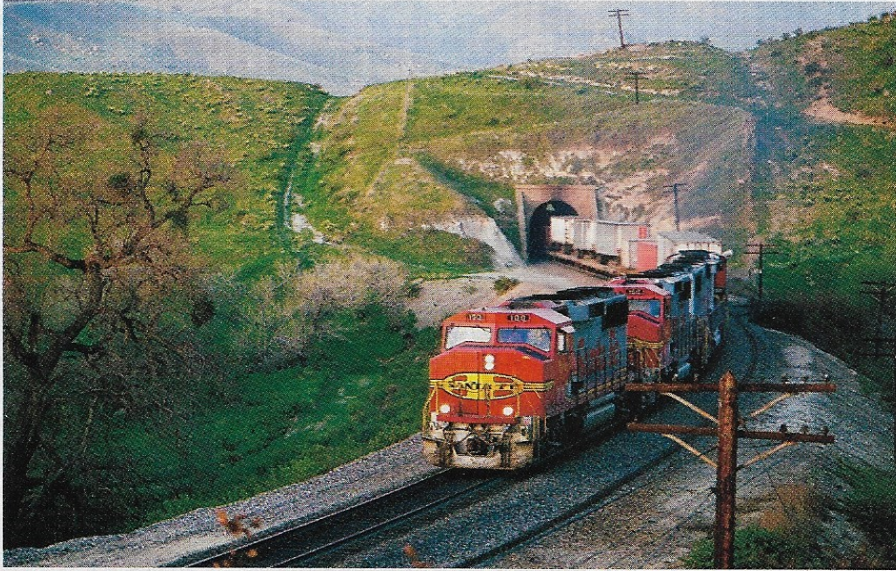
Today I swung my front door wide open and placed my Remington 870 right in the doorway. I gave it 6 shells, then left it alone and went about my business.

While I was gone, the mailman delivered my mail, the neighbor boy across the street mowed the yard, a girl walked her dog down the street, and quite a few cars stopped at the stop sign right in front of our house. After about an hour, I checked on the gun. It was still sitting there, right where I had left it. It certainly hadn't killed anyone, even with the numerous opportunities it had been presented to do so. In fact, it hadn't even loaded itself.

Well you can imagine my surprise, with all the media hype about how dangerous guns are and how they kill people. Either the media is wrong, and it's the misuse of guns by PEOPLE that kill people, or I'm in possession of the laziest gun in the world.

Alright, well I'm off to check on my spoons. I hear they are making people fat.

Same line, two railroads



I don't recall any articles on trackage rights and how they work on the prototype. Can trackage rights be used accurately on a model railroad?

*Rich Frank
Seattle, Wash.*

Want to operate trains from two railroads on a layout with one set of tracks? A trackage rights agreement does the trick. Agreements of this sort are as common on real railroads as graffiti on a grain car. So allowing another railroad to run on your line is plausible and brings a new dimension of operation to your layout.

There are several reasons why a train from one company can be found on tracks belonging to another company. Geography, for example, played a role in the long-standing agreement that governs Southern Pacific's crossing of California's Tehachapi Mountains (shown above). There was no room for rival Atchison, Topeka & Santa Fe to build its own line through the pass so, in 1900, the railroads agreed to share the SP line and split maintenance and dispatching costs. Today's trains are operated by Union Pacific and BNSF Ry., but the Tehachapi agreement endures.

An "overhead" or "bridge" agreement means the guest railroad can move over the host railroad for a set fee but may not

Cooperation is the name of the game on California's Tehachapi Pass, a busy single-track line shared by Union Pacific (formerly Southern Pacific) and BNSF Ry. (formerly Atchison, Topeka & Santa Fe Ry.). Photo by Carl Swanson

serve customers along the line. Less commonly, a "full service" trackage rights agreement is reached, which allows the guest road to serve the host railroad's customers.

Of course, this level of access comes at a hefty price, but it's still much cheaper than building a new line to reach customers already served by a rival line. Under a full-service agreement, the guest railroad runs its own trains, usually with its own crews, collects the money from the shippers, and pays the host railroad a fee (which is usually based on car-miles).

From the railroad's perspective, there are some problems with traditional trackage rights, one of which involves job protection. If the employees of the host railroad lose their jobs because the guest railroad has taken away business, those employees are entitled by federal law to up to six years' pay.

Trackage rights are also a matter of public record. That means shippers can easily find out the particulars of deals other customers have reached with your railroad. In the days when the

Information Desk

government tightly controlled what railroads could charge, knowing what other shippers were paying didn't matter – everyone paid the same rates. After railroads were deregulated in the 1980s, it mattered a lot. If one customer gets a great rate, the other shippers on the line will demand the same.

Railroads today are more likely to sign "haulage rights" agreements rather than trackage rights. When the one railroad grants haulage rights to another company, it's essentially giving the guest line permission to negotiate rates directly with shippers. The details of these agreements are not routinely disclosed – not even to the company that owns the track. The guest railroad is also responsible for supplying the cars.

For its part, the owner company retains complete control over the operation of the line, from dispatching and track maintenance to providing the train crews and sometimes even the locomotives. In return, the line's owner is paid a fee for moving each car generated by the guest company's sales force.

Labor protection laws don't apply to haulage rights agreements. In fact, the agreements usually mean more work for the owning railroad's employees.

Railroads have vastly extended their reach thanks to haulage rights. Back in the 1990s, Santa Fe owned about 7,600 miles of track from Chicago westward. During that same period, haulage rights with eastern giant Conrail allowed the Santa Fe to negotiate transcontinental single-carrier contracts with intermodal shippers in New York, Boston, and Philadelphia.

Although they may not know what the company down the road is paying for rail transportation, shippers also prefer haulage rights because it involves one contract and makes one railroad responsible for the shipment from origin to destination. – *Carl Swanson, senior editor*

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February 21, 2022

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Crossville, TN 38555

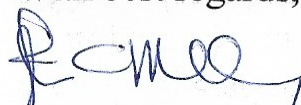
Dear Sirs,

Based on what I've seen on the internet, you are wonderful ambassadors for the model train hobby. And you cover so many facets of the hobby – different scales, equipment, landscaping, etc. Looks wonderful!

This letter is being written because members of Eagle Point Railroad thought that some of your members might enjoy card order in a different scale.

The Eagle Point Railroad in Dunlap, TN is a 1/8 scale outdoor railroad designed for train operations – it's a point to point, mostly single track, railroad with branch lines, passing sidings and many industrial sidings. There is something quite different from bench top scales about having a 2 or 3 man crew, riding a train and conducting railroad operations. So I thought you might like to see a write-up about outdoor “Card Order” and, perhaps, even come to see and participate in a session.

With best regards,


John Mehrling

Card Order at Eagle Point Railroad

People have been intrigued with and played with toy and model trains since the early days of railroads – pull toys, wind-ups, electric trains. No matter the type or the size, we were the engineer of a speeding passenger train or an important freight. As we matured in the hobby, our knowledge and imagination expanded – scale, details became important (*e.g.* rivet counting), types of engines and cars, scenery, sound, etc. And for some, learning about how the prototype operated became a detail worthy of studying and modeling. Gradually “card order” operations, with waybills for each car and with a specific assigned destination, have become an important segment of the model railroad hobby.

Beyond N, HO, S, O and G scales, there is another portion of the hobby – it operates outdoors and is big enough to ride. The most common scale is 1/8th (about 1.5” to a foot). It's the largest part of the “live steam” hobby. Trains that size may be powered by actual steam engines (coal, oil, or propane fired), diesel outline (run by a gasoline engine powering a hydraulic pump and motors or by batteries) or electric motors (batteries). A 40' box car scales out to 5'. Yes, we do have many freight and passenger cars (plus cars that are ridden) to make the event very enjoyable.

Like smaller scale layouts, some live steam layouts were specifically designed for card order operation. Instead of walking along an isle, a crew of 2 or 3 rides the train observing schedules, signals, and train orders as they fulfill their tasks – making the proper set outs and pick ups while meeting scheduled passenger, through freight, and other local freight runs.

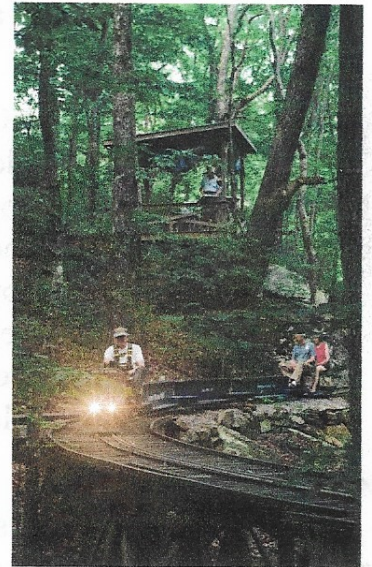
There are a number of live steam groups that do this – we would like to invite you to try out a Card Order event at the Eagle Point Railroad in Dunlap, TN this year. April 8-10, June 8-12*, October 7-9, and October 10-12*. Those dates marked with an * are run with printed schedules along with non-scheduled trains, train orders, and radio dispatching. On the other dates, there is a basic passenger schedule, all other trains are self dispatched.

Eagle Point Railroad is located on 35 acres of wooded mountainside outside of Dunlap, TN. With something like 5 miles of track (actual, not scale), mostly single track with passing sidings and about 60 industries there is plenty of scope for full operations. You do not need to have a locomotive or equipment - be part of a train crew, work in the yard, help with the paper work. Typically, we start a Card Order session about 9:00am and run until about 5:00pm, sometimes with a formal break for lunch, other times taking a break when you want one.

For additional information, go to our website: www.csme-epr.com. or contact John Mehrling at jcmehrling@juno.com or (704) 412-0055.



Picture 1: A box car being set out at the Receiving Track at Bakewell.



Picture 2: A scheduled passenger train passing Monteagle. The dispatcher is in the pavilion above the track.



Picture 3: Two trains meeting at Sale Creek.

Public Relations

Bill Bly

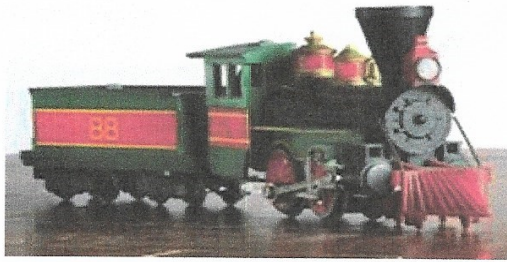
Our Swap Meet was a big success. There were 15 vendors with a few that didn't show up because of the weather.

The vendors were happy, the Club made some money and, considering the bad weather, the attendance was better than expected.

Ed Potts won the HO engine and Noah Johnston won the 12 year and under train set.



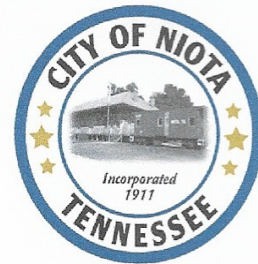




HOME OF THE OLDEST
STANDING TRAIN DEPOT IN
TENNESSEE

AND

HARRY T. BURN
AND THE
19TH AMENDMENT



NATIONAL TRAIN DAY AND SHOW APRIL 30 and MAY 1, 2022

Show Contact Information

Lois Preece, Mayor P.O. Box 515 Niota, TN 37826
Phone: 423-506-9413 email: loispreece@tds.net FAX: 423-568-3026

SHOW HOURS:

Friday, April 29th SETUP Saturday 9 a.m. - 5 p.m. Sunday 11 a.m. - 4 p.m.

IF YOU ARE SETTING UP A MODEL RAILROAD DISPLAY

Name of Organization: _____

Contact Name: _____ Phone: _____

Email Address: _____@_____

Type of Display: _____ Size of Display: _____

Will you need Electric: _____ (Please bring extension cords)

Displays will be in either the Depot or the Community Building across the street from the Depot. You will be informed which location prior to the show.

IF YOU ARE SELLING AT THE SHOW

Name of Organization/Business: _____

Contact Name: _____ Phone: _____

Email Address: _____@_____

Vendor Tables \$20. How Many tables do you want to reserve?: _____

Will you need Electric: _____ (Please bring extension cords)

Vendors will be in either the Depot or the Community Building across the street from the Depot. Make checks payable to the City of Niota

Completed Forms can be Mailed, Faxed or Emailed to the contact information above.

DEADLINE FOR REGISTRATION IS FRIDAY, April 22, 2022



GEORGE L. CARTER
RAILROAD MUSEUM
EAST TENNESSEE STATE UNIVERSITY

RETURN OF THE BIG TRAIN SHOW

Friday - Saturday
June 3-4, 2022

To be held in the ETSU Mini-Dome
with more than 64,000 square feet of display space.

Hours

Friday: Noon - 6 p.m.

Saturday: 10 a.m. - 4 p.m.

Admission

\$6 per day

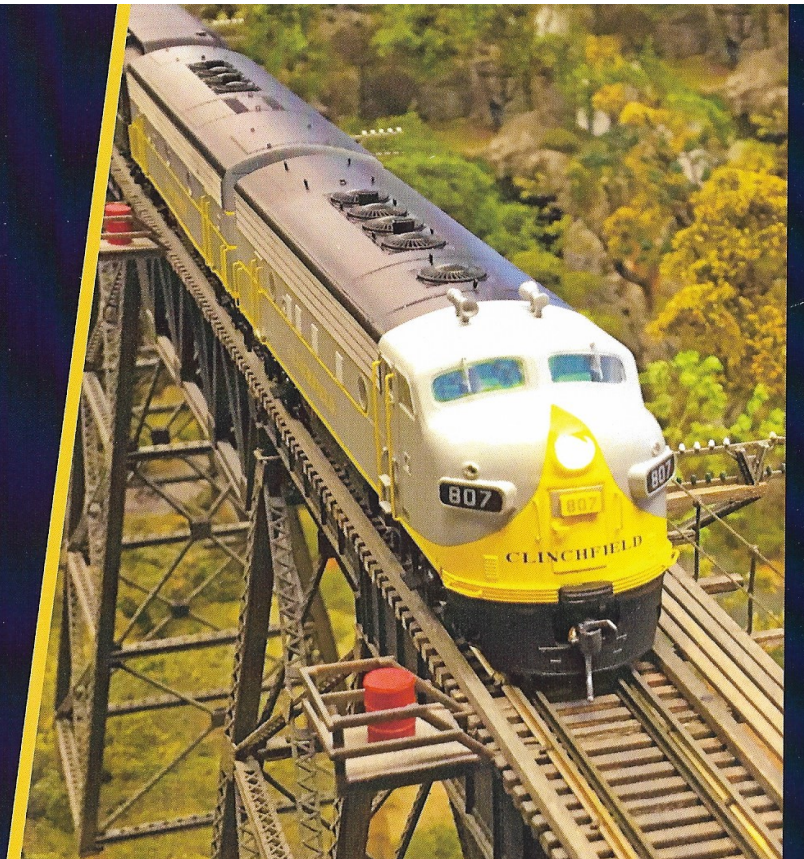
Children under 12 free

FREE Adjacent covered parking garage

Food booths will be open in the Mini-Dome

Lodging available at the Carnegie Hotel right across
the street from the ETSU campus.

For information, call Roger Teinert, 423-791-4937,
or Gary Emmert, 903-452-5012



Directions:

Coming from the north, south and west, use I-81.

- Take exit 57-A onto I-26 east to Johnson City.
- Take exit 24 onto University Parkway and follow the signs to campus.

Coming from the east, take I-26 from Asheville, N.C.

- Take exit 24 onto University Parkway and follow the signs to campus.
- When you approach State of Franklin Road (McDonald's should be on your right)
- Turn left onto State of Franklin
- Past the Mini-Dome and Parking Garage turn left onto Jack Vest Drive.
- The Parking Garage will be on your left.

The George L. Carter Railroad Museum
is located in the Campus Center Building at:

**176 Ross Drive
Johnson City, TN 37614**



GEORGE L. CARTER
RAILROAD MUSEUM
EAST TENNESSEE STATE UNIVERSITY

