



TIES AND RAILS

August 2025

The Monthly Publication of the Crossville Model Railroad Club

At the August meeting the club will hold a vote on critical issues in deciding the future of the club!

As I am sure all members are aware we have put forth an valiant effort to find a new home. Afrwe this exhausting quest, we have been unable to secure a suitable location to reestablish the club.

Then a few months ago Jim and Ann purchased a lot at 87 West Avenue and offered to allow the club to build on the lot they wished to do so.

The City of Crossville, Cumberland County and State of Tennessee has given us a green light if we choose to move forward on this lot.

At the July meeting Ann presented multiple documents which detailed plans, a break down of cost , a timeline for possible breaking ground along with other legal documents. After reviewing this new information the membership voted to reevaluate the West Avenue location.

We have two choices facing us at the August meeting. Do we vote to move forward with building on West Avenue? Or do we continue to have the relocation committee continue their search?

These are critical issue facing the club and every memberm needs their opinion heard and their vote counted on how the club should proceed and move forward. No matter which option we vote to do, you need to be at this meeting.

**NEXT CLUB MEETING is August 11th at ROANE STATE
Board of Directors 2pm Board Room
Social Hour 3:30PM
Membership Meeting Main Room 4PM**

**There will be a membership meeting
at the club picnic on September 8th**

August Project Report

Last month I reported that the Land Use Restrictions that were listed on 87 West Ave was going to be terminated by the state, it is now official, all restrictions have been terminated. Our secretary has copies of the certified letters that were sent to the city and county mayors.

I sent the board an updated copy of the estimated cost to complete the inside of the building, a complete set of the Architect drawings and a copy of the Engineering Study, all of which the secretary has.

On August 1 at 10 AM, a representative from the state will meet me & Jim at the Register of Deeds to finalize the new Deed with no restrictions.

We are not able to be at the August 11 meeting, however, Al Barnes will give my report including the latest figures for the budget. Because this newsletter is available to the public, I will not list the numbers here, you can see them in the club minutes for July. If the membership passes the vote, the next step is for our general contractor to go to the planning committee. (They meet in the 3rd week of each month). Upon approval, we could break ground in September.

Ann Grogitsky, Project Manager

Fiddlers Grove Model Train Museum is an entity inside of Fiddlers Grove Historical Museum that resides inside the Wilson County Fairgrounds. the address of the fairgrounds is 945 E. Baddour Pkwy, Lebanon, Tn. 37087. The hours are Tuesday thru Saturday 10:00 am until 4:00 pm (and of course if you contact me ahead of time I can get in any day between 9:00 am & 9:00 pm because I have keys). Fiddlers Grove was started in 1991 with a collection of log cabins to preserve the history of Wilson County. The train museum has a restored NC&StL train depot (Tuckers Gap Depot) that was built in circa 1870 and acquired by the grove in 2005, a wayside Flag Station (Tate's Crossing), Baxter the caboose (Ex BN railroad caboose that was donated by the Nashville & Eastren Railroad in 2007 and has been repainted and lettered as NC&StL 10230) and the model train museum which was a modular school classroom (double wide trailer with 2 classrooms) which was obtained in 2011 from the county schoolboard and restored to look like a railroad freight house. Inside the museum we have 2 operating O scale layouts, an N scale layout, an HO layout and a double track G scale layout suspended from the ceiling. We also have many display cases with various model train and real railroad memorabilia (if you look close you will find a few shelves with stuff from my collection from my 43 year career). See Photos on page 5 & 6

CLUB PICNIC



The annual club picnic will be held on **Monday, September 8 at 5pm.** Hosting again will be **Jim & Ann** at their home at **5841 Taylors Chapel Rd.** Hamburgers and hot dogs provided by the club. All you need is a covered dish, chairs and drinks.

Sign up sheet at the August meeting.
For more info, call picnic chairperson
John Benedetti at 931-287-4350
or **jonni1942@gmail.com**

He will need to know:

How many and what covered dish.

Corn Hole Tournament with prizes

There will be a membership meeting at the September picnic as we will have lots to discuss there as well.

MARKETING COMMITTEE REPORT

We are looking toward the day when we can begin advertising that we have a new location and building has begun. Our web site and FB page continue to have 'hits' so the world is still looking for news from CMRC.

So far I haven't had any success trying to reach the Fair people about us setting up a display. The fair begins August 18. With the N scale layout back in service this would a great opportunity. Many volunteers will be required to staff the display or it just sit there as a static diorama.

<https://cumberlandcountyfair.com/>

Another event coming on September 19 is the Habitat for Humanity Lunch on the Lawn. We will be handing out popcorn and spreading our good news. Not as many hands are needed, but there is some lifting and carrying. We will want a pop up tent please.

[https://lp.constantcontactpag-](https://lp.constantcontactpages.com/ev/reg/hkbs3/lp/36ddc5d-63db-4cab-9693-195f29e05a3a)

[es.com/ev/reg/hkbs3/lp/36ddc5d-63db-4cab-9693-195f29e05a3a](https://lp.constantcontactpages.com/ev/reg/hkbs3/lp/36ddc5d-63db-4cab-9693-195f29e05a3a)

Ralph Watson, Chairman

2 0 2 5 S E R C O N V E N T I O N

- Thursday Evening Welcome Reception
- Clinics on Friday & Saturday
- Layout Tours
- Operating Sessions
- Non-Rail Activities
- Saturday Evening Banquet



SMOKY MOUNTAIN RAILS

2025 Southeastern Region Convention

September 18-20, 2025

Gatlinburg, TN

2025SERConvention.org

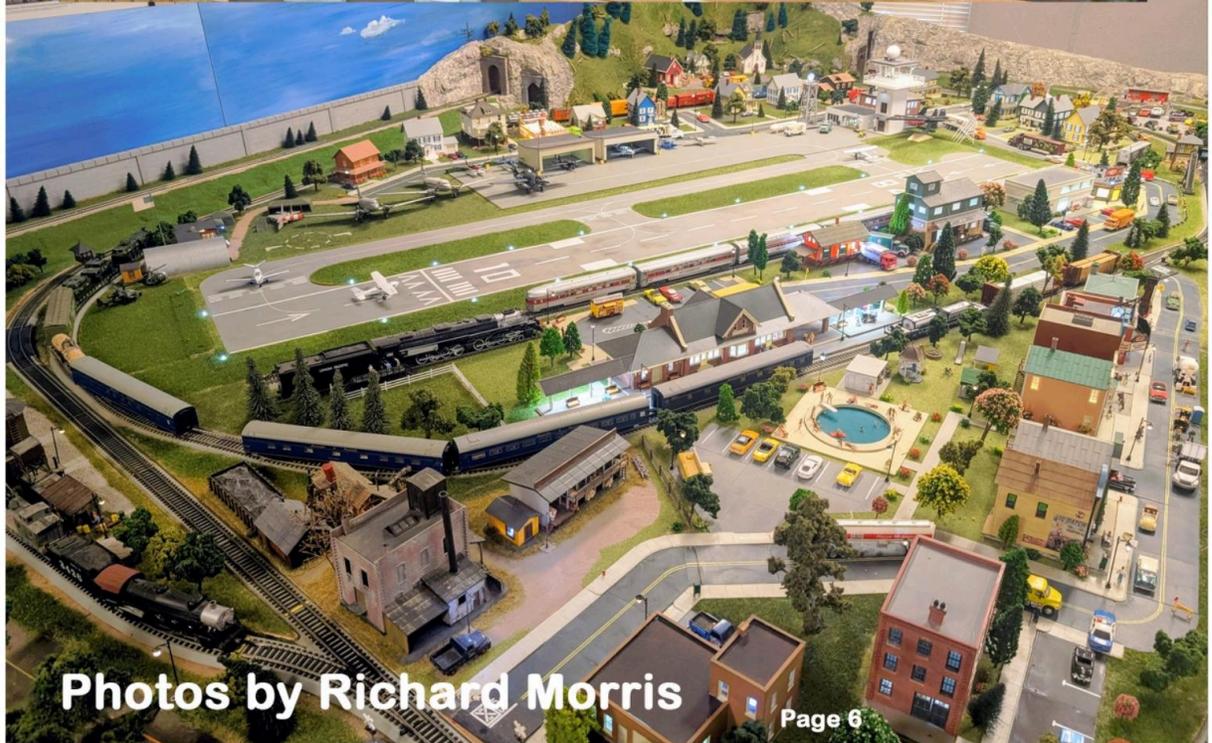
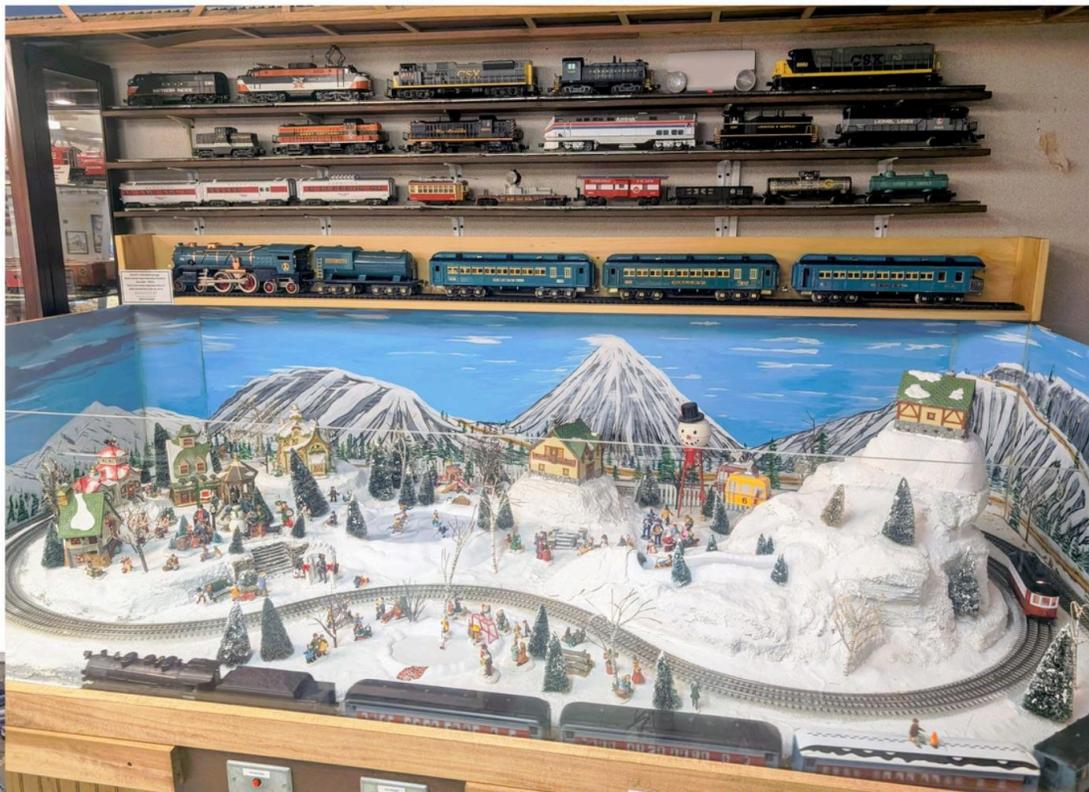
info@2025SERConvention.org





Fiddlers Grove Model Train Museum





Photos by Richard Morris

Page 6

You do have room for a layout

Ideas for using and storing a layout in a small space

By Mat Chibbaro
Photos by the author

How many of you are guilty of claiming to have inadequate space for a model railroad? My recently released Kalmbach book, *Model Railroading in Small Spaces*, eliminates all your excuses. It features six layouts that are either built into pieces of furniture or stored in creative ways to save space.

One layout in my book, the HO Norwest Terminal, measures only 18" x 60", yet it packs in a yard, passing siding, and multiple spurs for switching. In addition, I made a separate removable staging area that I like to think of as a car ferry coming and going with interchange cars. My book contains full construction details of this and the other layouts.

Shelf usage

Mounting the layout on a wall as a shelf takes a small amount of space if you plan appropriately. Mount it at the right height, and you can use the space below. The simplest shelf arrangement is a pair of fixed shelf brackets. For maximum stability, buy a set which is as large as possible and mount so no more than a sixth of the layout length overhangs each end.

Use folding or collapsible shelf brackets and no floor space is taken up when the layout is removed for storage. I made a folding shelf bracket with 3/4"-square molding and a piece of 3/4" plywood. You could also remove the hinge pin and take off the entire plywood section to make it less obtrusive. Fold-down shelf brackets are available from suppliers listed at the end of this article.

You could make your entire layout swing down on the wall by using large hinges or fold-down shelf brackets. Having removable backdrops and structures saves more space.

Adjustable wall standard systems make a great layout location. The standards are the vertical members that mount on the wall. Shelf brackets slide into the standards at whatever heights you desire. An under-cabinet light mounted below the shelf above the layout adds a nice touch.



A wall standard and adjustable shelf system make a presentable location for this layout.

Other locations for layout use

You could operate this layout on a dresser or cabinet. To prevent scratches, glue felt to the bottom of the layout frame.

Another location which is just the right size for this layout is on top of a side-by-side washer and dryer. If one is taller than the other, shim with blocks or books. Check with the users of the washer and dryer first. On second thought, a washer in use could make a good earthquake scene. . . .

Layout storage

Just as shelves make good locations for layout use, they can store your layout too. Most closets have a single shelf above the clothes hanger rod. Above that is usually enough room to mount another shelf for layout storage.

Remember the old-style hideaway ironing board that hinges up into a narrow closet or wall cavity? This is a creative place to put a layout while maintaining your home's decor. The Woodworker's Store sells these ironing board centers, one of which even comes with an electric outlet.

Another storage area that sometimes goes to waste is the space beneath beds. If your scenery is low enough and taller structures are removable, this layout will fit under a bed.

No more excuses

Hopefully I've chipped away at those feelings of insufficient space. For detailed, step-by-step directions for space-saving layouts, consider picking up my book. I also welcome hearing about creative solutions to your space problems; contact me through MODEL RAILROADER. ♦

Mat Chibbaro has had several articles published in MR, including "How to model a burning building" in the May 1996 issue. Mat is a fire code official in Maryland.

Matching paint



A CSX freight heading east from Marion to Cleveland, Ohio, in August 2010 clearly illustrates why matching prototype paint colors is at best an elusive quest. Bruce Ernatt photo

One of the easier ways to start a heated argument among modelers is to ask what color a railroad painted its stuff. It doesn't matter whether you're asking about locomotives or passenger cars or freight cars or cabooses or even roadside structures. The debate will begin. And never end.

One of the classic examples is Pennsylvania RR's Brunswick Green. Seen in the proper light on a clean locomotive, the greenish hue is quite apparent, but it's also easy to understand why those with less discriminating eye for color might say, "Sure looks black to me!"

Those of us who model a smaller railroad have our own color wars. I'd say that 90% of the Nickel Plate Road cabooses now on display have a white stripe along the roof emblazoned with the railroad's famous and well-earned "Nickel Plate High Speed Service" slogan. The problem is that those stripes were painted a color called "aluminum gray," the silver version of Dulux (or imitation) gold.

The railroad's original goal, of course, was to have the stripes look "nickel." Alas, the metallic paints of the late

1940s quickly oxidized to a blackish color, as correspondence from the Frankfort, Ind., shops reveals. Photos confirm that the light-gray (not silver!) stripe was noticeably darker than the pure-white "NICKEL PLATE ROAD" road-name lettering directly below it, but somehow otherwise accuracy-minded folks didn't seem to notice that. Model manufacturers often make the same mistake.

While I was researching paint colors back in the 1960s, I stumbled across the fact that the blue used on NKP's Alco PA1s is the same DuPont paint-chip number as the blue used on Chicago & Eastern Illinois cab units. In 1970, I discovered that the orange "bib" on the nose of New York, Ontario & Western EMD diesels is the same as the orange on C&E cab units.

Just as the small band of graphic artists at EMD and other builders reused the striping patterns on various customers' diesels, they reused the same paint colors, as well. So when a paint company releases, say, "C&E Orange," the O&W modeler can take advantage of that windfall.

But this quest for authentic paint colors has a number of hidden pitfalls. First, as any experienced military modeler will tell us, we have to build in "atmosphere." More than most model railroaders, military modelers realize that our models need to be painted as they would be seen from scale distances. As a train rolls by maybe 3 feet from our eyes, that actually represents, for example, 87 (HO) or 160 (N) times 3 feet of atmosphere between us and the model. Our model paint should therefore be lightened to show the effects of haze.

Our lighting systems are also woefully underpowered compared to the sun. When I inspected a paint chip obtained from International Car Corp. for the gray stripe, my eyes told me it was much too dark. But when I butted it against a chip of NKP blue or caboose red and took them out into bright sunlight, everything looked right.

Our lighting isn't pure white, either. I prefer cool-white

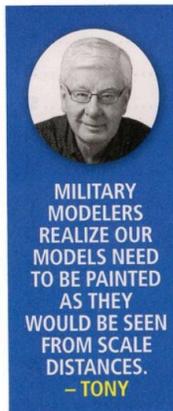
fluorescents, which produce light rated at about 4100 kelvins (K). I can get a replacement CW fluorescent tube in almost any diameter and length on a weekend. You can start another argument about the color of sunlight, but good numbers to use are 5000 to 6000K.

Fluorescent tubes and compact fluorescent lamps (CFLs) are available in that range, and they are bright—and, ironically, look a bit too "cold" for my tastes.

There's also the little matter of fading. Harsh cleaning chemicals and ultraviolet rays (which fluorescents also produce) will cause considerable fading to many types of paint.

So no matter how perfectly you match the actual paint chips, no matter how you compensate for indoor lighting, you're still going to have to ask yourself how long whatever you're painting has been in service.

And then you can sit back and wait for the experts to tell you you're wrong. 



NEW LAYOUT

Since joining the club I have worked my way through four different attempts at a new layout. The last couple have been because I have broken too many bones in a variety of places over the last eight years. I have often bittin off more than I could chew resulting in failure.

However, I found a gem of a layout here in Cumberland County from a gentleman who is downsizing and needed to sell his very well done layout. He was asking a very fair price so with the help of members Ralph Watson and Nathan Barger we were able to move the layout to my train room.

The layout will run both DC and DCC engines just like we did at the mall. Planning to ad a ten foot yard to the side of the layout to facilitate operating sessions. I could diffidently use some assistance with some under the table work. If you would be interested in helping please let me know. Pat Taylor 937-533-0897 pattaylortn@gmail.com



PAGE 9

CONTINUED ON
NEXT PAGE



MarTel Brands
53 PARK LANE SPUR, Crossville, TN
38571 (931) 787-1717

Formerly the Catfish Cabin

The Cabin

Offering a menu featuring a wide variety of American dishes including Fish, Burgers and a variety of other quality dishes.

1833 Peavine Rd # Crossville, TN 38571 (931) 456-9979

GARY'S BODY SHOP

2486 Cook Road, Crossville
931-484-0800

Serving Cumberland County for over 40 years

HOBO Hobbies

128 Northside Lane, Crossville, TN,
(931)484-1900 hobo hobbies@yahoo.com
hoboshobbies.com

ARCY HOBBY

Serving your Hobby Needs Since 2002

www.arcyhobby.biz
4439 Blaylock Rd., Crossville, TN 38572
931-788-3373

Tollett's Total Tree Service

JERRY TOLLETT
 Owner

LICENSED
 INSURED
 FREE ESTIMATES

931.261.0428

SAVE THE DATE

JULY 27–AUGUST 2, 2026

Make plans now to join us for the 2026 Scenic City Express NMRA National Convention. The convention will be held at the Chattanooga Convention Center. It will be a fun experience your family will never forget!



NATIONAL CONVENTION



We are thrilled to announce that the Southeastern Region (SER) of the NMRA will be hosting the 2026 NMRA National Convention and National Train Show in Chattanooga, Tennessee!*

Why Chattanooga?

Chattanooga's central location makes it an ideal choice, being within a day's drive for over 4,400 NMRA members. The city's affordable travel, lodging, and dining options are significant advantages, promising a cost-effective and enjoyable convention experience.

Some things that are being planned:

- Incline Railway
- Riverboat cruises on the Tennessee River
- Rock City
- Ruby Falls
- Point Park
- Tennessee Aquarium
- NMRA organized bus tours to the historic Chickamauga Battlefield

The Tennessee Valley Railroad Museum (TVRM) will host several exclusive activities:

- Dinner Trains: Enjoy a scenic dinner train ride on Tuesday and Wednesday evenings (96 passengers per train).
- Summerville Double-headed Steam Special (Sponsored by ScaleTrains): A unique experience on Thursday, featuring locomotives 4501 and another special locomotive, carrying 240 passengers with lunch in Summerville.
- Hiwassee River Rail Loop Train: A 4.5-hour journey on Friday for 200 passengers.
- Non-Rail Activities: Attend a Homefront Tea Room session, back shop tours, blacksmith demonstrations, and WWII Army Camp reenactments.
- Night Photo Shoot Event: Limited to 50 attendees. Historic steam locomotives will be used at the Tennessee Valley Railroad Museum.

*Activities and dates/times are subject to change or cancellation without notice.



**REGISTRATION OPENS
MID-JULY 2025**





Upper Cumberland Railroad Society

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

Due to the unavailability of the clinic location, the clinic on BENCH WORK has to be delayed and as yet is unscheduled at this time. Keep watching your email for undate from Art.

Getting out and getting under



Seeing these railroaders pose in front of ET&WNC 4-6-0 No. 11 at Pardee Point (above) seemed a bit too distant to relate to personally until Tony rode a tourist train into the Doe River Gorge and saw the famous rock formation for himself (at right). B&W photo: Vince Ryan; color photo: Tony Koester

Many, perhaps most of us, model a time period several steps removed from the present. That usually means we must rely on secondhand evidence or memories to re-create a reasonable facsimile of a given time and place.

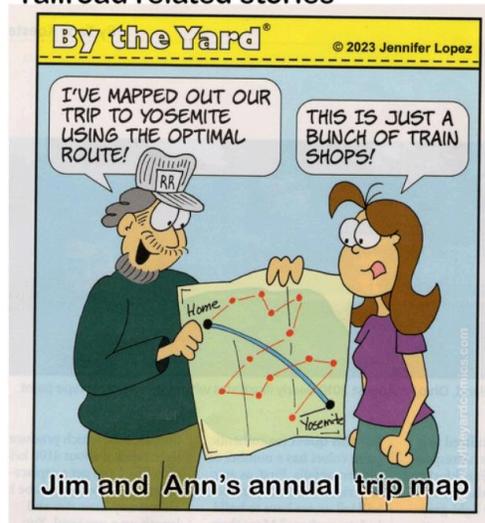
We're very fortunate to have access to many sources of information, most of them reasonably accurate, even about subjects that are surprisingly arcane. But we can also fall into a different form of the analysis-paralysis trap: spending too much time searching for information and not enough time applying it to our model railroads.

Having a virtual pipeline into vast treasure troves of information, helpful though that may be, falls short of Henry Ford's dictum: "Get out and get under!" No matter how many times I read about a long-gone railroad, I tend to view the entire scenario as something of a fairy tale – until I do what Henry said and go see it for myself.

How can I do that if the railroad was abandoned half

Continued on next page

Thanks to Tom Shallcross for the railroad related stories



a century ago? Driving into a town and divining where the railroad must have been, making a few astute turns, and suddenly coming face-to-face with a preserved depot will do it.

Out in the boondocks, a hump in the highway that marks a former grade crossing may lead to a nearby steel bridge or a tunnel. Often, GPS maps still show rights-of-way that have vanished. U.S. Geological Survey topographic maps are also helpful, as are DeLorme railroad map books for each state.

I've long been a student of geology. It's hard to model scenery realistically unless one has some idea of the processes that shaped the land, built rock formations, and so on. So when a railroad of interest passes by a famous landmark, I'm usually going to ferret it out.

Such was the case with Pardee Point in the rugged Doe River Gorge on the East Tennessee & Western North Carolina (ET&WNC, or "Tweetsie"), a 3-footer that at

long last is gaining the attention among modelers it has always deserved. That gorge is about as inaccessible as any place you'd care to mention, save for a ride on the ET&WNC, which ceased operations ca. 1950. But in recent years, tracks have been laid into the gorge again. As part of the ET&WNC

Historical Society's annual convention activities, I was able to see this locally famous rock formation for myself.

Much of the ET&WNC has faded onto the pages of history, but if you know where to look, you can find enough remnants to convert a mental construction into a physical reality. That's why the ET&WNC devo-

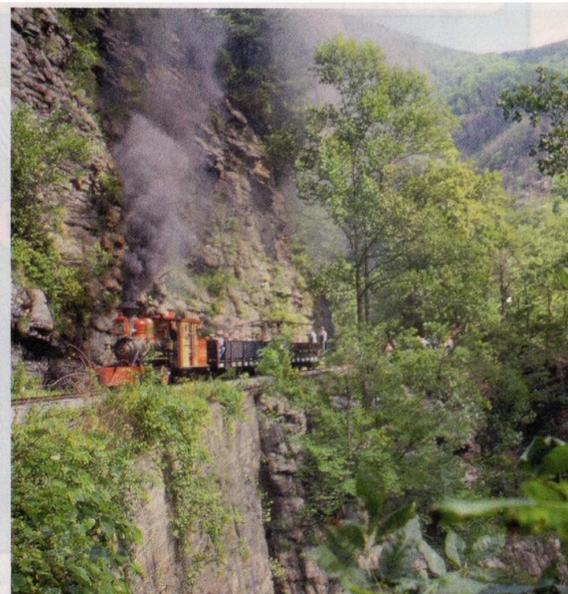
tees get together each year to reinforce those book-learned images with sights they can actually witness first hand.

And sounds, too! ET&WNC No. 12 performs at the Tweetsie Railroad family park in Blowing Rock, N.C., and steam may once again grace the cliffs of the Doe River Gorge before long.



THERE'S NOTHING QUITE LIKE PROVING TO ONESELF THAT A FABLED RAILROAD ACTUALLY EXISTED BY "GETTING OUT AND GETTING UNDER."
— TONY

I'm a guy who spends too much time at his computer. But there's nothing quite like proving to oneself that a fabled railroad actually existed by "getting out and getting under." Go see for yourself where it once ran. Touch the remnants with your eyes. Become a believer that what you read actually happened. **MFI**



CMRC AGENDA FOR AUGUST 11, 2025

Board Meeting will begin at 2:00pm in the board room.

Social Hour begins at 3:30pm in the meeting room.

Meeting will; begin at 4:00pm in the Roane State meeting room.

PLEASE SIGN THE ATTENDANCE SHEET

CALL TO ORDER

PLEDGE OF ALLIANCE

MOMENT OF SLENCE

SECRETARY'S REPORT FOR JULY

TREASURER'S REPORT FOR JULY

UCRS FINANCIAL REPORT

Vote for VICE PRESIDENT

COMMITTEE REPORTS:

MARKETING, PICNIC, PR, PROJECT & RELOCATION

OLD BUSINESS

WEST AVE. PROJECT

UCRS TRAINING REPORT

NEW BUSINESS

NAME TAGS

ESTABLISH FUND RAISING - ONE OR TWO GROUPS???

ADJORN