



TIES AND RAILS

October 2025 The Monthly Publication of the Crossville Model Railroad Club

From the President,

This is a membership meeting where we plan on getting a lot of details worked out to make sure all members are in the loop of upcoming events and projects.

First a quick note on the picnic. It went very well and there was a lot of food and a great deal of camaraderie. See details and photos on page three.

We will be getting another update on the building project as we await the building and zoning department final approval.

Ralph Watson and his Lunch on the Lawn crew did a great job getting us more exposure with the community. I am sure Ralph will be submitting a detailed report of who helped and what the public's reaction was as I am sure the plans for the new building were available for review.

Also included are the candidate profiles which were posted on line to all members. This is just to make sure everyone had an opportunity to review them. If you cannot attend the meeting, absentee ballots were sent previously. If you did not receive one, please contact Richard Morrison.

If you do not subscribe to the Chronicle, you missed a great article which Ann had submitted and it ended upon the front page no less. That posting is included on page 4. Another big CMRC "Well Done" to Ann for extra effort on everything she sets her mind to.

Just four months ago, the club was still in limbo when it came to finding a home. The club has made great strides recently and that needs to continue towards our goal of getting back to greeting our public and running trains again..

**NEXT CLUB MEETING is OCTOBER 13th
at Roane State Meeting Room**

Board of Directors 2:30 pm Membership at 4pm

THIS IS OUR ANNUAL ELECTION DAY MEETING

ALL MEMBERS ARE ENCOURAGED TO ATTEND

Variety from a second-hand Rose



The variety evident in July 1963 at Louisville & Nashville's South Louisville (Ky.) shops was enhanced when the railroad acquired Alco cab and hood units from the recently abandoned Lehigh & New England and Rutland. Charles B. Castner photo

Even the larger railroads knew a bargain when they saw it. No sense spending money on something new when something old would do the job, they figured. And that opens up opportunities for us modelers.

It's difficult to hone our interests down to a single railroad. A lot of freelancing is really nothing more than an admission we want to choose something from Column A ... and Column B, and maybe Columns C and D, too.

Even those of us who profess to limit our modeling interests to a single railroad – the Nickel Plate Road in my case – usually build in some form of a Plan B, and maybe C and D, too. The subdivision I chose to model interchanges with quite a few “foreign roads,” including two personal favorites: the Monon and the Chicago & Eastern Illinois. This allows me to have fleets of cars from both railroads that are interchanged with the NKP.

Enough of the C&EI has been modeled at Cayuga, Ind., for me to employ a C&EI local crew to work a grain elevator and the NKP interchange, plus move a passenger train or two in and out of staging.

Monon power is limited to what I can pose on the stubbed-off main line segments at Linden and Frankfort, Ind. But a pair of Monon locomotives show up now and then at Linden after they've delivered the last cut of interchange cars to the Nickel Plate.

I could also pose a New York Central locomotive and a car or two on the former Big Four double-track main that crosses the NKP at Charleston, Ill. A Milwaukee Road caboose is spotted on the 16' length of Milwaukee main line to remind NKP crews whom they're interchanging with at Humrick, Ill.; a pair of C-Liners pop out from behind a view block after they deliver the final cut of NKP interchange cars. And a Baltimore & Ohio local comes out of staging to do

some interchange work at Metcalf, Ill.

I wrote about upping the ante in my August 2015 MR commentary by assuming a foreign railroad needed to detour over your main line because of a derailment or flood damage. The other railroad's train could come out of an extended interchange track, continue over your railroad's main line, and enter a staging yard at one end. An opposing foreign-road train could make a reverse move.

The accompanying photo suggests yet another way to have your cake and eat it, too. The Louisville & Nashville apparently needed some motive power about the time the Lehigh & New England and the

Rutland ceased operations in the early 1960s. They picked up several L&NE Alco FAs and RS-2s and Rutland RS-3s at bargain prices, as this mid-1963 photo attests. Those living in the Northeast have very high regard for those two railroads, and central Appalachia remains a popular modeling venue. No problem: Follow the L&N's example.

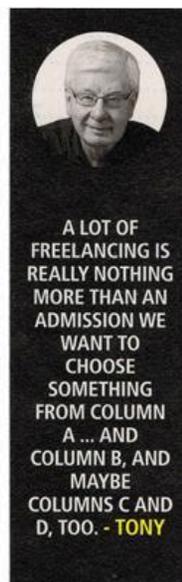
In fact, West Virginia short line Kelley's Creek & Northwestern did just that by acquiring a former Rutland General Electric 70-tonner.

To maintain plausibility, if that's a concern, one should keep timing in mind. The scenario illustrated here works only for the early 1960s.

Before that, these locomotives weren't available, and not long after, they were retired or repainted into L&N's livery.

Mergers present a similar opportunity. I have been considering modeling the Nickel Plate as it existed in the early 1960s prior to its October 1964 merger into the Norfolk

& Western. Then it dawned on me that if I modeled the months or years shortly after the merger, I could add a Wabash F7 or U25B to a consist, or maybe even an N&W high-hood Century 420 or one of those odd-looking high-hood GP30s. Pure NKP consists would still be the order of the day, but the opportunity to do some interesting foreign-road models would be at hand. [MR](#)



A LOT OF FREELANCING IS REALLY NOTHING MORE THAN AN ADMISSION WE WANT TO CHOOSE SOMETHING FROM COLUMN A ... AND COLUMN B, AND MAYBE COLUMNS C AND D, TOO. - TONY

The Club Picnic

On September 8th over forty members and guests attended our annual picnic. As in the past, Jim and Ann were gracious hosts allowing us to enjoy the very pleasant country air on a beautiful evening with a nice breeze.

John Benedetti did a masterful job as picnic coordinator and made sure everyone had everything they needed. Mike Durnwald not only was our grill master, but as he has done for the last few years, provided the buns. Pat and Connie Taylor also donated the meats as they also have done in the past years. So the event was a \$0 cost to the club.

All in all, it was just an all around great event as we formed our circle of chairs so everyone could be engaged in the conversation.

There was a brief update given on the building and the fundraising.



Crossville Chronicle

Saturday, September 19 2025



Crossville Model Railroad Club tentatively plans to break ground in November

The Crossville Model Railroad Club found their new home in October 2024 and are tentatively planning to break ground in November.

Their new home will be at 87 West Ave. in Crossville. The club is working with the Upper Cumberland Society to complete planning and funding for the project.

"Our 30-month frustrating search for a new home is now over and the club has but one mission

and that is to rebuild," according to the Crossville Model Railroad Club website. "We still have some financial hurdles to overcome, but according to those who spent a great deal of time documenting a myriad of numbers, it was determined we can in fact, financially support this project."

The Crossville Model Railroad Club meets at 4 p.m. the second Monday of each month at Roane State Community College and is

open to the public.

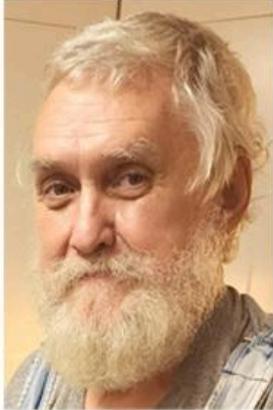
Despite not having a home for over two years, the club is still getting new members. The club started in September 2001 with 11 members and grew to 55 members.

In early September, the club held their annual picnic. The club provided hamburgers and hot dogs. The members also brought a dish to share.

Call Ann Grogitsky at 931-742-1824 for information.

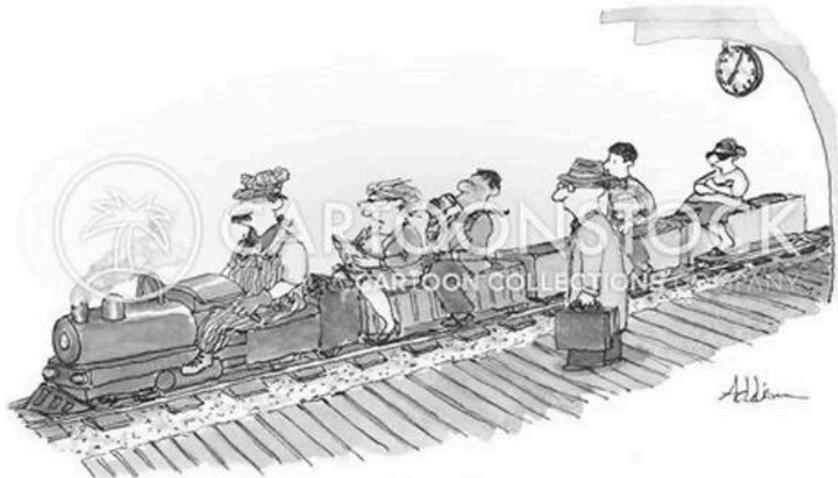
Canidate Profile Marcus Simms

I am submitting my name as a candidate for Director of Utilities.



i have been a member of the Club for a little over 3 years and I fill like it's time for a change. It's time for somebody new to step into the leadership position. I've been to some of the BOD meeting and i try my best to make all club meeting. Sometime it's like being at insane asylum or a clown show, nobody won't to listen and work as Club, they want it done their way. So I'm running for Director of Utilities to represent the members at the BOD meetings and to fulfill my duties as outlined in the Policies of the CMRC, Attachment 12(3) and Attachment 12(5).

I was born, raised, and live in Sparta, Tn. I work a full time at Southern Landscape Supply in Cookeville, Tn as mechanic and shop manager. I worked at my family run business as mechanic, sales, parts, and shop manager. I've been in this line of business going on now 38 years as a small engine mechanic and been awarded many Certificates of Training. I drove a OTR truck little over 16 years earning 16 safety awards and 1 Million Mile Award. I worked for White County Sheriff Department for 2 years as a jailer and served in U.S. Army for 4 years. Becoming a E-4 Specialist in the maintenance field. I'm been a model railroader since 1975 and one time member of local railroad club in Sparta. We were a round robin group that went to different member homes to help out on their layouts or run trains. I served as President and Vice President before this group disbanded. I do have a model railroad layout measuring about 14" x 20" double layer in HO scale. It is now full DCC NCE. I do all my own work on the railroad from wiring, painting, layout building, and scenery. I'm a member of the NMRA.



Lunch on the Lawn Review

We had a really good time at lunch on the lawn. We made some great popcorn. We enjoyed other people's snacks and drinks and things. We met a lot of nice people. We got to tell a lot of people about 87 West avenue.

One of the Habitat volunteers has experience with firing locomotives 119 and the Jupiter, which if you remember the Golden Spike picture, those are the two locomotives in the picture. She, yes a woman, has a world of knowledge about how to fire a coal-fired or a wood-fired locomotive. She is very up on all kinds of information that would make a really good presentation at one of our meetings and I've told her that.

We also heard from other people who have built buildings lately that not everything goes the way you want it to. No surprise there.

Thanks to Ann, Bruce, and Henry for setting up and taking down. We look forward to doing it again next year.

We also are going to be featured on the Facebook page of 102 FM Crossville radio.



CANDIDATE PROFILE Sharon Shallcross

While I appreciate the input of all the candidates running for office, I feel the need to say more about the real reason for my candidacy. All of the people who are running for the Director of Utilities have wonderful qualifications and I am respectful of them.

I feel that I have a say as to the integrity of the best interests of the members of the Crossville Model Railroad Club. At this most crucial time in the history of the club, we are facing issues that affect the future.

First and foremost we have a paradigm change. Events that caused the Railroad club to close its doors, forcing us to find a new home. We do not want to lose the value of what the club had established these past two decades. Thank goodness the club had the foresight to pursue an opportunity to become a 501c3 organization. Through the work of Art Landrigan, he researched and applied to the government and found that in order for the club to receive a 501c 3 we had to adhere to regulations set by the government. Thus, the Upper Cumberland Railroad Society became the entity by which the Crossville Model Railroad Club could receive donations from people who wanted tax write offs. Now this Society cannot by law have members only volunteers. It must be limited to only volunteers that meet the needs to fulfill the purpose of the organization. Their bylaws reflect the regulations and requirements set by the government.

I did prepare a brochure that will be handed out to our members of the Club, so that explains in a simple way how the UCRS and the connection to the Crossville Model Railroad Club. At the August meeting, I made the motion that a legal document be written for the best interests of the club and landlord before we break ground. I know that the Landlord has produced a Commercial Lease Agreement for our consideration, but it does not reflect the best interest for our Club. We must be diligent as to our needs and what happens during the construction process and after. I am hopeful that we can reach common ground so we can indeed build our new home.

As we all understand it, our Club as a 501c7 cannot solicit funds from anyone who wants a tax deduction for income taxes. Thus the \$110,000 had to be received by the UCRS. Simple as that. I say again, thank goodness that years ago, the UCRS was created for such a time as this.

And, these volunteers are all vested in our club and want the club to succeed in the 87 West Avenue Site.

I know that I can fulfill the duties of the Utilities Director. Remember the new building will have new facilities that are different than being nestled in a mall, we will have our own public bathrooms and much needed lighting on the exterior of the building for security. We will need to address these issues and more under the responsibilities of the Director.

CANDIDATE PROFILE John Kessberger

I am submitting my name for Director of Utilities a BOD position I currently hold. I have been a BOD member of CMRC for over 6 years. I was asked to be a director for CMRC by Pat Taylor when Pat was the previous CMRC president when CMRC was located in the Outlet Mall.

I was head the of the previous relocation committee where over 35 sites were researched for potential relocation of CMRC. I developed some of the earlier spreadsheets comparing costs and other factors when researching potential CMRC locations.

I have been a contributing member of CMRC where I have been the electrical lead person for the O scale 3 rail membership. I feel I have good working relationship with Bruce Herring (O scale coordinator) and other current and previous O scale members. I have assisted with troubleshooting and correcting electrical issues with the 3 rail track and track bus on the old 3 rail club layout. I have also rewired limit switches on a O scale lift bridge as well as wiring 12 volt DC power supplies for crossing gates modules and multiple station lights. I am also one of the few O scale members that was able to work under the old O scale low bench work to assist with electrical wiring and related issues.

I am a member of NMRA and have been an O/On3 scale 2 rail modeler since 1980. I have a O/On3 home layout that uses 100% hand laid track. I model short line and logging railroads and have interest/knowledge of geared steam locomotives (shay/heisler/climax). With my electrical & electronics training/experience I have an extensive through the rails analog DC sound system on my layout that features diesel and steam sounds in multiple locomotives and multiple floor speakers. My audio train system includes sound mixers, direct boxes, noise gates and other professional audio components. I use multiple DC sound control systems on my home layout that include both cabled and radio control handheld throttles. I also designed my own DC controlled variable steam exhaust system that makes simple use of a reed switch and rare earth magnets.

I am a retired project manager/engineer where I managed installation of mailing systems in the logistics/printing industry. As a project manager I managed multiple million \$ projects that required coordination of electrical, piping and material handling contractors. I made extensive use of AutoCAD and Microsoft Project as a project manager. I also have experience with environmental, health and safety (EHS) projects in the printing industry.

As a BOD member/director I am very pleased and supportive of the new club location @87 West Ave. for UCRS/CMRC. I also feel that the relationship between UCRS/CMRC has improved and will continue to improve as we move forward with our new club location and future operations.

John Kessberger

CANDIDATE PROFILE Bruce Herring

I am running for the office of President of the Crossville Model Railroad Club. I joined the club in 2018 after retiring from a 43-year career in Bank Operations and Technical support. First in commercial banking until 2001 with The Bank of New York and then with The Federal Reserve Bank of Kansas City until 2018 when I choose to retire. We began to search for a place to spend our retirement years and found our current house through an on-line search. The deciding factor to purchasing it and moving to Tennessee was the existence of the Crossville Model Railroad Club. I was excited to be able to continue in the hobby I took up in the late 1970's shortly after getting married.

My platform is a pledge to finish the work of my predecessors in completing the task of constructing our new home at 87 West Avenue. I pledge to do so without passion or bias. We must ensure that everything we do is legal and in compliance with state and federal tax laws. I also pledge to work closely with our partner, The Upper Cumberland Railroad Society, to ensure that the needs of our club are addressed and met. I am excited for the future and the things to come. I look forward to the designing and construction of the new layouts.

Lastly, I want to acknowledge the hard work of those who got us to this point. Thanks go out to the current and previous administrations of both CMRC and UCRS. A super special nod goes out to Ann and Jim Grogitsky whose efforts made this even possible. I also want to acknowledge Art Landrigan, chairman of UCRS, for all of his hard work in getting the paperwork completed to allow us to begin the fundraising efforts we need to "Git er done."

Thank you,
Bruce D Herring
Candidate for President - CMRC

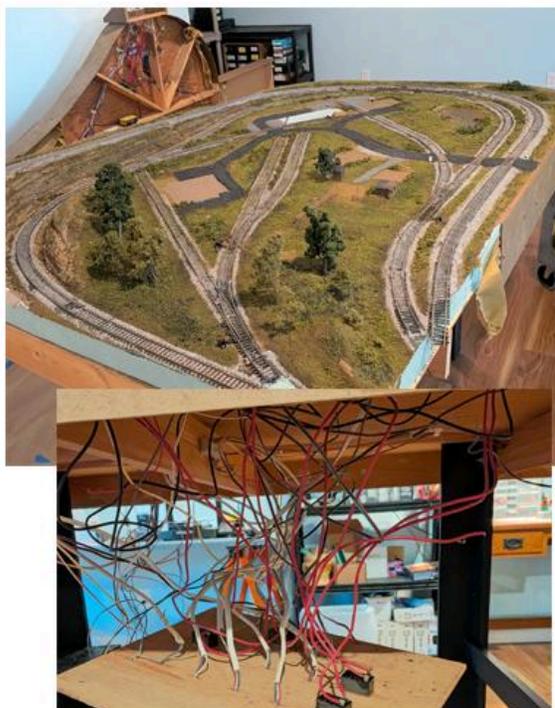
MODEL RAILROAD FACTS

Model railroading has evolved from clock-work-powered toys in the 19th century to sophisticated miniature worlds, with early examples including the "Carpet Railways" and the Chemin de fer du Prince Impérial. Key advancements include electric-powered trains, the introduction of plastic, and digital control systems. Today, the hobby is a complex, realistic hobby enjoyed by all ages, with various scales (like HO, N, and Z), detailed accessories, and thriving communities through organizations like the National Model Railroad Association (NMRA).

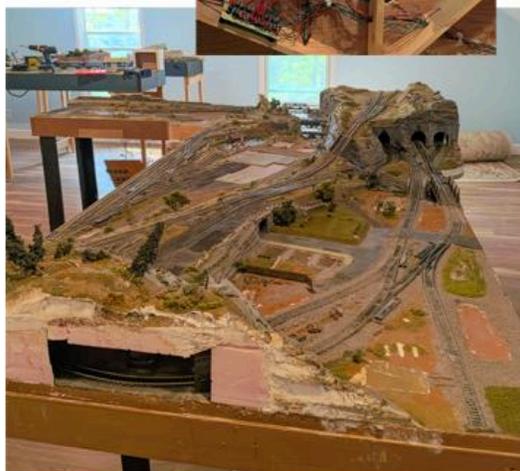
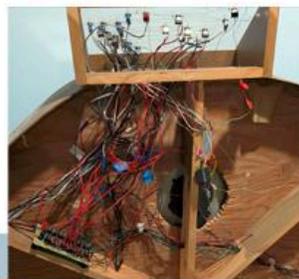


A very impressive Virginia layout now belonging to Ralph

Pat Taylor and I traveled to West Virginia a year ago June and helped take apart this HO layout which is very fully detailed, and at one time was quite nicely put together. Now it's in many pieces and just getting the legs back under it has been a big challenge. Part of it used to hang on the wall and now there's no wall to hang it on. There is also a forest of wires underneath for track power, for Atlas remote control switches, and for scenery lighting. Just all kinds of things. I'm thinking if I take the wires off the Atlas switches that gets rid of a lot of it. The turnouts have plastic frogs and can be manually operated. And if I'm going to use DCC, I won't need all these individual wires to all these different sidings and what not. Or maybe it will be good to shut down parked locomotives. There are two yards. There's two turntables. There's elevations and tunnels. There are many nice structures and a plethora of trees. It's really quite an interesting layout and in the pictures that are included with this, maybe you can see where some of the pieces are going back together. Some of them are not fully reassembled yet. Why would anybody put a turntable across a joint between two pieces of a layout? I don't know. So that's got to be rebuilt. The month of November I don't have anything much planned and anybody that can climb 15 stairs and knows which end of the screwdriver to use is welcome to come work on it with me. We're going to get it running. We're going to have some fun.



More
photos on
Pages
13 & 14



PS: These pictures do not give this layout justice. It was extremely well done with over 100 buildings and it took five people to take it apart. It will its gigantic self and beautiful again but Ralph will need some help.

Candidate Profile Pat Taylor

If you have not been to a club meeting in the last six months, you will not have heard the challenges, the vocal debates, attempts to hold people accountable, and to move forward on our only viable option.

The club had two immovable factions, which were delaying actions on critical issues and proving divisive for the club. As Vice President, I felt obligated to step into the fray as the stalemate was demoralizing to the members. Some criticized me, but the outcome that we desperately needed was finally a reality. We found a new home for the club. I take immense pride in that accomplishment.

I am a communicator, but I also understand that the position of President is one of neutrality.

The Crossville Model Railroad Club, as we know it today, was formed twenty-four years ago by a group of forward-thinking hobbyists with a vision. We only have three of our founding members left to help guide the club. Nothing good was ever achieved by not considering all options and points of view. In doing so, the results will be a combination of compromise and sacrifice. As it should be. What makes the club special is our ability to openly debate the issues to reach a compromise resolution, which directly benefits the club.

Over twelve years ago, the CMRC membership created the Upper Cumberland Railroad Society. It was formed with a board comprised of CMRC members, including the President, Treasurer, and an outside advisor. Since then, they have now created their own bylaws. The UCRS bylaws preclude all CMRC members from being able to be a part of that organization. An internal organization that the CMRC created, but now our members are banned from participating. Bylaws can always be changed and should be. Every member has a right to be part of the UCRS.

At the August meeting, the club voted to proceed with the new building project at 87 West Avenue, with about half of the membership present. Those members were aware of the financial challenges facing the completion of this project. The members voted overwhelmingly to approve taking on the challenge to finally give us a place to call home.

Where would we be with **No West Avenue? No \$110.000** and little hope of finding a space we could afford. It is quite possible the club would not exist had it not been for the generosity and forethought of our members. Now, in a few years, the club could have assets totaling over \$500,000 with the land and building. Challenging and debating critical issues impacting the club should be encouraged. Every member has the right and should be afforded every possible opportunity to express their views and opinions.

I am told I conduct meetings that are to the point, civil, and that we follow our published agenda. My shortfall is my passion and commitment to the club, as admittedly, I take the success of the club as my highest priority when serving in an elected position.

I am a twelve-year member of the club and have been very active in all club activities and in multiple board positions. I am a four-year Navy veteran who, like so many of our contemporaries, served two tours in Vietnam

Pat Taylor

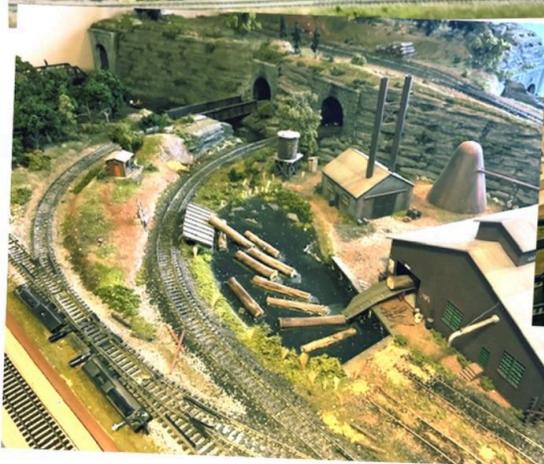
TRAIN SALE

A	B	C	D	E	F	G	H
Brand	Name	RR Line	Model Number	Purchase Price	Scale	Quantity	Notes (Not opened, never used)
1	IHC						
2	Gantry Crane Kit		ARTM 3805		HO	1	
3	50 FT Plug Door Box Car	1258 Erie Lackawanna		\$4.00	HO	1	
4	Pacific Fast Mail	Northern Pacific		\$2-25.00	HO	1	Brass
5	GP38-2 PMR	Norfolk Southern	4607	\$30.00	HO	1	
6	GP50 PMR	Norfolk Southern	4630	\$30.00	HO	1	
7	Prob 2000 Series		21025		HO	1	plastic
8	Prob 2000 Series		21024		HO	1	plastic
9	Roundhouse		1500		HO	2	Old Timers Craft Kit
10	Roundhouse	Erie Lackawanna	4974-1	\$7.00	HO	2	
11	Roundhouse	1613 Nickel Plate		\$5.00	HO	1	
12	Athearn	Tennessee Central	kit #60		HO	1	
13	Athearn	Tennessee Central	kit #58		HO	3	
14	Silver Streak		929-218		HO	1	
15	Walters		MP 932-2203	\$5.00	HO	1	
16	Model Power	Lehigh Portland Cement	8081	\$4.50	HO	1	
17	Athearn	#571-1 Erie Lackawanna		\$7.00	HO	1	
18	Athearn	Clinchfield RR	kit #42 CRR48384	\$13.00	HO	1	
19	Athearn	Clinchfield RR	kit #43 CRR48389	\$13.00	HO	1	
20	Athearn	Clinchfield RR	kit #43 CRR48398	\$13.00	HO	1	
21	Athearn	Clinchfield RR	kit #46 CRR48393	\$13.00	HO	1	
22	Mantus	Crescent Limited		\$170.00	HO	1	
23	IHC		#4110			1	
24	IHC		ATM 3550			1	
25	Faller		B-293			1	
26	Bachman Plus		#35111			1	
27	Rivarosle					1	
28	Gorre and Daphetid	Clinchfield RR #670	1597	\$249.00		1	
29	Gorre and Daphetid		#7750			6	
29	Gorre and Daphetid		#7751			6	

CONTACT: STAR LAKAVAGE 749 Bloickhouse Valley Rd.
 Clinton, TN 37716 Cell 865-332-6881 starintn@outlook.com

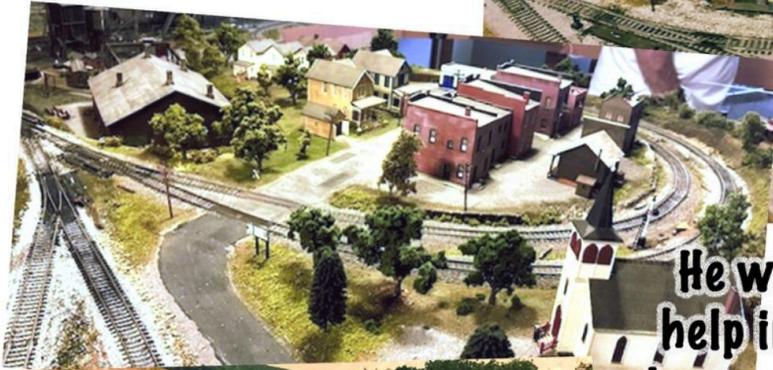
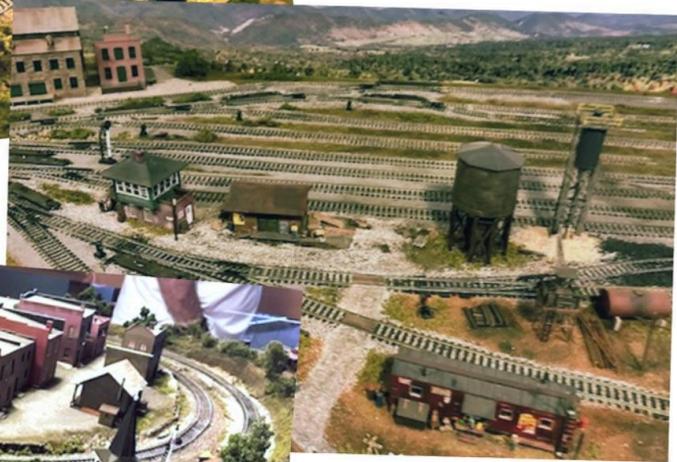


**Ralph's layout
as it was in
West "By God"
Virginia**

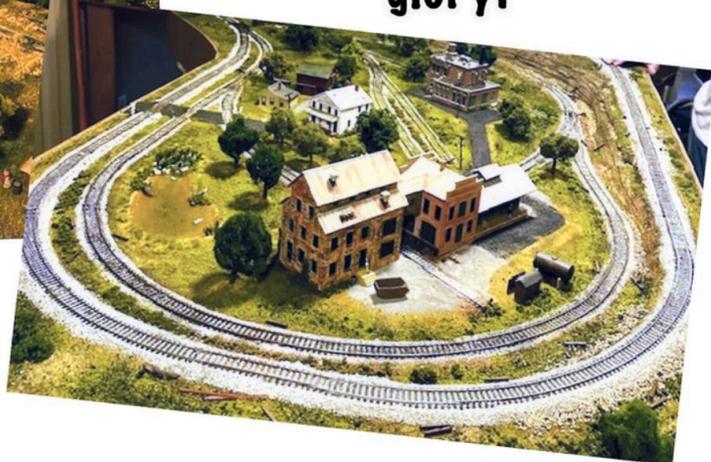




**Ralph's layout
as it will be
in Crossville.**



**He will never refuse
help in returning this
layout to it's previous
glory!**



Proposed Agenda for Membership Meeting 10-13-2025

Call To Order 4pm
Pledge of Alligence
Moment of Silence
Secretary Reports
BOD 8-11 & 9-4 Member 8-11
Financial Reports
CMRC and UCRS
COMMITTE REPORTS
Project/PR, Marketing, Relocation
Scale Reports N, HO, O and G

OLD BUSINESS
Project Report
Picnic Summary
Layout Design Team

NEW BUSINESS
Christmas Party
Sponsor Memberships
Elections of Board Members

Next Meeting will be November 10th
2:20pm BOD and 4pm Membership