



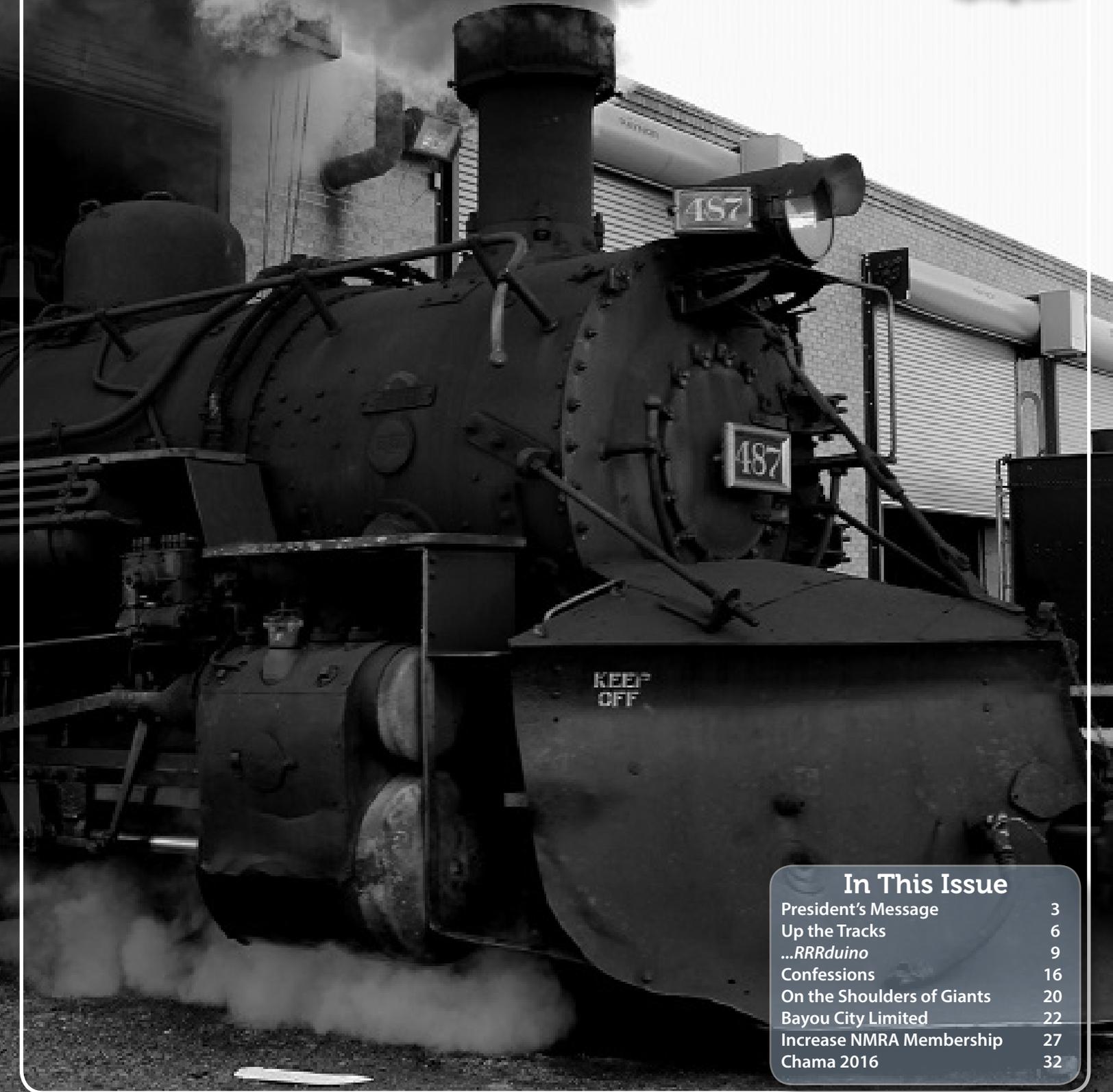
# The Marker Lamp



Volume 63

Number 2

Spring 2017



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BOARD ADVISOR BILL MCPHERSON 4402 Vista Creek Dr. Rowlett, TX 75088 (972) 463-9721 tpbill@verizon.net	TREASURER DONNA ORR 2625 Rolling Meadows Dr. Rockwall, TX 75087 (972) 722-4769 dlo-ris@sbcglobal.net	SECRETARY-EMERITUS EUNICE LINDA 3028 Cumberland Waco, Texas 76707-1219 (254) 754-5535 linda@hot.rr.com

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---	--	---

## LSR Division Directors

(1) COWCATCHER DIVISION CHRIS ATKINS 1633 Parkside Trail Lewisville, Texas 75077 (214) 222-1285 chris@railroadermodelers.com	(2) BAYOU DIVISION ROD FREDERICKS 640 Chippenhams Dr. Baton Rouge, Louisiana 70808 (225) 766-8014 fredericks.rod@gmail.com	(3) TRINITY RIVER DIVISION JERRY HOVERSON, MMR 522 COUNTRY RIDGE ROAD MELISSA, TX 75454 (972) 540-5315 <a href="mailto:jhoverson@gmail.com">jhoverson@gmail.com</a>
(4) CEN-TEX DIVISION PETER KAZMIR 2022 Foothills Leander, TX 78641-2376 (512) 259-6720 <a href="mailto:pakazmir@gmail.com">pakazmir@gmail.com</a>	(5) DIVISION DAVE LAMBERTS 3717 95th Street Lubbock, Texas 79423-3811 (806) 792-7244 DavidWL1944@aol.com	(6) DIVISION KEVIN BERGEMAN 3318 Windy Ridge Ct San Antonio, TX 78259-2607 (210) 488-4370 <a href="mailto:kevin.bergeman@gmail.com">kevin.bergeman@gmail.com</a>
(7) DIVISION DON P. KIMMELL 9132 Mansfield Road Shreveport, Louisiana 71118 (318) 798-7718 elf4kcs@mac.com	(8) TEXAS GULF DIVISION JIM LEMMOND 2821 Frostwood Circle Dickinson, Texas 77539 281-534-6179 281-229-0845 <a href="mailto:jimlem@verzion.net">jimlem@verzion.net</a>	



## LSR Chairs

ACHIEVEMENT PROGRAM DUANE RICHARDSON, MMR 1122 Holland Drive Garland, TX 75040 (972) 495-6375 duane@purgatoryanddevilriver.com	PUBLICATIONS- <b>ML</b> EDITOR RILEY TRIGGS 1005 Robert E Lee Rd Austin, Texas 78704 (512) 636-3521 rileytriggs@gmail.com	CONTEST CO-CHAIR CHUCK LIND, MMR 3680 CR 324 Navasota, Texas 77868 (979) 219-3305 <a href="mailto:Chucklind46@gmail.com">Chucklind46@gmail.com</a>
CONVENTION JACK MERKEL, MMR 2408 Whitewater Drive Bertram, Texas 78605 (512) 355-3289 <a href="mailto:ElmerMerk@aol.com">ElmerMerk@aol.com</a>	HISTORIAN JIM LONG, MMR 2404 Creek Ridge Pearland, Texas 77581-5728 (281) 482-4987 (no email)	CONTEST CO-CHAIR LOREN NEUFELD, MMR 9821 Oboe Dr. Houston, Texas 77025 713-666-8451 <a href="mailto:lorenmr@aol.com">lorenmr@aol.com</a>
EVENTS BILL DRYDEN 202 Tallwood Drive Georgetown, Texas 78628 (469) 964-8571 <a href="mailto:bdr149@airmail.net">bdr149@airmail.net</a>	WEB SITE-PUBLIC RELATIONS JEFF PALMER 2806 High Plateau Dr. Garland, Texas 75044 (972) 495-2097 res06wqv@gte.net	NOMINATIONS CHAIR STEVE BLACKSON, MMR 9803 Mandeville Cir. Austin, TX 78750 512-918-2630 steve@windypoint.com
MEMBERSHIP CO-CHAIRMAN LARRY SWIGERT 6548 Clearhaven Circle Dallas, Texas 75248 (972) 239-0909 LS4Results@aol.com	PARLIAMENTARIAN JOHN GARFIELD 3013 Marquise Ct. Burleson, TX 76028 (817) 653-3219 <a href="mailto:j-g.garfield@att.net">j-g.garfield@att.net</a>	PHOTOGRAPHY CHAIR DAVE LAMBERTS 3717 95th Street Lubbock, Texas 79423-3811 (806) 792-7244 DavidWL1944@aol.com

MEMBERSHIP CO-CHAIRMAN  
MIKE MACKAY  
1700 Desperado Road  
Fort Worth, TX 76131  
214-460-1329  
mikemackey\_tx@sbcglobal.net

NON-RAIL  
VIRGINIA FREITAG  
1835 Alta Vista  
Houston, Texas 77023-2503  
(713) 926-2993  
v-gfreitag@comcast.net

EDUCATION CHAIR  
BOB BARNETT  
2925 Plumb Street  
Houston, Texas 77005  
(713) 660-8820  
Barnett6@sbcglobal.net

## The Marker Lamp

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### EDITOR

RILEY TRIGGS

1005 Robert E Lee Rd  
Austin, Texas 78704-2026  
512.636.3521  
rileytriggs@gmail.com

### ASSOCIATE EDITORS

GERT "SPEED" MULLER  
gertmul@gmail.com

ADVERTISING  
GERT "SPEED" MULLER  
gertmul@gmail.com

Visit the LSR's web page at:  
[www.lonestarregion.com](http://www.lonestarregion.com)

The editorial policy of The Marker Lamp, the official publication of The Lone Star Region, shall be to contribute, wherever possible, to the promotion, growth and understanding of the hobby of Model Railroading, within the confines of good taste and responsibility. The Marker Lamp is published once each quarter by and for the members of The Lone Star Region of The National Model Railroad Association. Articles appearing in The Marker Lamp are the opinions of the authors and do not necessarily reflect the position or policies of the officers or membership of The Lone Star Region or The National Model Railroad Association.

Address all correspondence, news, photos and drawings to the editor. All material will be gladly accepted and will be used depending on the availability of space and suitability of material. None will be returned unless a stamped, self-addressed envelope is provided. Correspondence relating to Pike Ads and Dealer Ads should be addressed to Donna Orr, 2625 Rolling Meadows Dr., Rockwall, TX 75087 (972) 722-4769 dlo-ris@sbcglobal.net

Cover photo  
Blake Bogs  
Chama 2016

### Submission Deadlines & Advertising Closing Dates

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Summer Issue .....July 15  
Fall Issue.....October 15

### Internet Post Date:

Approx. 30 Days After Deadline.

Materials received after the deadline will be held for the next issue.



# President's Message

by Steve Barkley, MMR  
[baylormax@aol.com](mailto:baylormax@aol.com)

**M**y second term as President is coming to an end. I am limited to serving no more than two terms, so I will be stepping down. I will become the LSR Board Advisor which is a voting position.

I have enjoyed working with the very talented and motivated modelers who have served as officers and in other positions in the LSR leadership. Much has been accomplished. Annual conventions were held each year in various cities, including, for the first time, Beaumont, Texas.

The LSR became an IRS 501(c)(3) non-profit corporation. This has already saved the LSR thousands of dollars and will continue to reap savings. As an IRS 501(c)(3) corporation the LSR is exempt from paying Texas sales taxes on its purchases including convention expenses. This may also apply to purchases in other states as we explore holding future conventions in Louisiana.

The Achievement Program is alive and well. LSR members continue to earn certificates and MMR's. Al Boos, MMR, oversaw the program for LSR members for many, many years. Duane Richardson, MMR, has now taken over for Al.

Mike Mackey, MMR #573, and Jerry Wilson, MMR #577, are the LSR's two newest MMR's. Looking at the NMRA web site, the LSR now has 39 living MMR's.

## 2017 ELECTIONS

There were no contested elections in 2017. In recent years, it has been difficult for the Election chair to recruit candidates to actually run in a contested election. However, the LSR elected the following highly qualified modelers to serve as officers:

President: Chuck Lind, MMR  
Treasurer: Gert Muller  
Division 1 Director: Mike Mackey, MMR  
Division 3 Director: Donna Orr  
Division 5 Director: Dave Lamberts  
Division 7 Director: Don Kimmell (our resident "Elf")

Thank you again to Blake Bogs for serving as both the LSR Convention Chair and as an LSR Director at Large.

## THE MARKER LAMP

Riley Triggs has done a superb job editing the *Marker Lamp*. Transition to on line publishing has enabled a longer, more colorful publication. Back issues can be found at the click of a mouse. (Why is it a mouse "click" and not a "squeak"?)

On line publication is also saving the LSR significant expense. This has helped the LSR to remain solvent without dipping into its reserves.

Remember, you earn Author points for photos and articles published in the *Marker Lamp*. Release your muse and share your projects, photos, and thoughts with the rest of the LSR membership.

## FUTURE CONVENTIONS

Mike Mackey and others are floating the idea of forming a permanent convention committee. This committee would assume the task of selecting a host city for the yearly LSR Convention and then actually selecting the dates, hotels, and handling registration, finances, and the host of other tasks associated with running a convention. Local groups would be welcome to help. This would allow future conventions to realistically be held in cities without a large LSR membership. New Orleans, anyone?

## IN CLOSING

Thank you all for your interest and support during my four years as President. I never expected to hold this position. The LSR has many, many interested and dedicated modelers who have served both in elected positions and appointed committees. I am honored to have served as President.



# Visiting Pittsburgh

by Riley Triggs

[rileytriggs@gmail.com](mailto:rileytriggs@gmail.com)

[ponyrr.blogspot.com](http://ponyrr.blogspot.com)

[modelrailroaddesign.blogspot.com](http://modelrailroaddesign.blogspot.com)



*Representation of early Pittsburgh*

I recently visited Pittsburgh, PA and I was able to find an afternoon to hang out at the Carnegie Science Center's 2500 sf Miniature Railroad and Village®. Andrew was the docent on duty, and because the crowd was thin on a weekday afternoon, he spent quite a bit of time with me.

Andrew took me back stage to their work room where they build new features and repair locomotives. The locomotives run about 13 miles a day and last for 2-3 months before needing a complete overhaul.

Andrew worked on their first 3-D printed structure, the Westinghouse atom smashers from the 1930s. They use the Form 2 3d resin printer and have other projects in the works.

The layout suffered a recent minor catastrophe when their real-water river sprung a leak and flooded the base of the layout. Andrew said that they have very few problems with the real water, which has two boats that float the length of the river propelled by a bicycle chain and magnets beneath the water. Some other facts from their web site:

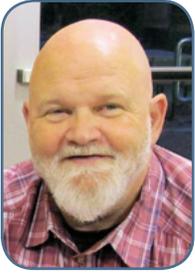


The Miniature Railroad & Village® features:

- 105 animations
- 250,000+ trees
- 14 aircraft
- 85 automobiles
- 1 Incline (Monongahela Incline)
- 60 trucks
- 22 horse-drawn vehicles
- 23,000 fans in Forbes Field

The layout is definitely worth a couple of hours if you happen to be in Pittsburgh. For more pictures, see my blog at [modelrailroadesign.blogspot.com](http://modelrailroadesign.blogspot.com)

*Riley*



# Up The Tracks

By Bill Dryden NMRA & LSR Life Member

Here are upcoming events within the LSR of which I am aware. I will provide all the information YOU send me or I can glean from other publications, websites, etc., for these events. Additional information may be available through the NMRA Scale Rails and/or various trade magazines or various websites. Also, note that all show times and dates are at the discretion of the sponsoring organization and are subject to change. Please forward any and all information about upcoming events or activities in your area, club, etc., to me via e-mail at [bdr149@airmail.net](mailto:bdr149@airmail.net).

Lone Star Region 66th Annual Convention (2017)  
The Convention will be June 7 - 11 at the Westchase Hilton in Houston, TX.  
Please keep checking the website at <http://bayoucitylimited.org/>  
Come all!!!  
PARTICIPATE!!!

## RECURRING EVENTS AND MEETINGS

LSR Division 3 - Northeast Texas Division – Allen  
The Trinity River Division meets on the Second Saturday of every month at Christ the Servant Lutheran Church, Allen. Occasionally the day or branch changes due to scheduling conflicts so pay close attention to the e-mail meeting notices that go out a week before the meeting. If you would like to be added to the e-mail list contact Jerry Hoverson At [JKHoverson@gmail.com](mailto:JKHoverson@gmail.com).

LSR Division 4 – Cen-Tex Division – Austin  
The Cen-Tex Division meets bi-monthly at the Austin Northwest Recreational Center, 2913 Northland Drive, Austin, TX. Meetings are held at 10:00 am on the Second Saturday of the odd months and include clinics, show-and-tell, DCC minute, social activities and a layout open house. For more information about upcoming meetings, see <http://centexnmra.org> or contact [director@centexnmra.org](mailto:director@centexnmra.org) to be added to the mail list.

Alamo Model Railroad Engineers - San Antonio  
The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 p.m. in the Zucht Building at the Texas Transportation Museum, 11791 Wetmore Rd., San Antonio TX. For more information call Peter Shavney (210) 317-3661 or Gene Turner (210) 355-2777; or visit the web site [www.alamomodelrailroadengineers.com](http://www.alamomodelrailroadengineers.com).

Houston Area Live Steamers  
HALS has over 9,000 feet of track for you to enjoy and ride on most any Saturday of the year. Someone is usually there every Saturday with special run, operations, waybills/timetable, work and fun run days scheduled throughout the year. Our public run days are the third Saturday of the month March through November. Come see our 2,500 foot expansion in Phase 4. Model Railroaders (any scale) are welcome to attend most any time. Check our web site out at [www.hals.org](http://www.hals.org) for schedule of events or e-mail Rick White – [rick.white.jr@gmail.com](mailto:rick.white.jr@gmail.com) for more information.

North Texas Council of Railroad Clubs – Irving  
The North Texas Council of Railroad Clubs (NTC) meets the 3rd Tuesday of the month. Visit the website [www.dfwtrainshows.com](http://www.dfwtrainshows.com) for more information about the NTC, its meeting site or member clubs.

### New Braunfels Railroad Museum

Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm. New Braunfels Railroad Museum, 302 South San Antonio Street, in the 1907 Restored Railroad Depot; New Braunfels, TX. Museum phone (830) 627-2447. Kids of all ages will have the opportunity to run model trains and become a Jr. Engineer. Also among the displays at the Kids Fun Day will be a large US Army Model Garden (G) Scale and Lego Trains. Visit our Steam Engine, Caboose, Dining Car (available for Birthday Parties) and Box Car. There will be other fun, train related activities, additional model trains, train artifacts, our 1907 depot are on display. The Railroad Museum opens at 10:00 am on Saturdays. For field trip scheduling and more information, call Howard Young (210) 542-6121, or visit us at [www.nbrrm.org](http://www.nbrrm.org).

### Texas Western Model Railroad Club – Forest Hills

The Texas Western Model Railroad Club meets for its business meeting every 1st Thursday of the month at 7:00 PM. The Club is located at 6808 Forest Hills Drive, Forest Hills, TX. For more information: (682) 587-2092 or [www.twmrc.org](http://www.twmrc.org) or email [cdo@twmrc.org](mailto:cdo@twmrc.org).

## EVENTS AND SHOWS

### May

20th – 21st Jefferson's Train Days Celebration and Model Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 11:00 a.m. to 4:00 p.m. Adults \$6, children under 6 Free (Includes layout tour of R.D. Moses T&P Model Railroad). Separate Train Days activities requiring separate admission fee include Historic Jefferson Railway narrow gauge train ride and Jay Gould's business car "ATALANTA" guided tour. (Discounts available for multiple admissions) More information contact the Museum at (866) 398 – 2038 or (903) 665 – 2775, or [www.jeffersonmuseum.com](http://www.jeffersonmuseum.com), [www.jeffersontraindays.com](http://www.jeffersontraindays.com) and [www.jeffersonrailway.com](http://www.jeffersonrailway.com).

20th – 21st Cotton Belt Historical Society; Tyler TAP Chapter Annual Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 11:00 a.m. to 4:00 p.m. Adults \$6, children under 12 Free. Harvey Convention Center, 2000 West Front Street, Tyler, TX More information: [www.cottonbeltdepotmuseum.com](http://www.cottonbeltdepotmuseum.com).

### July

20th – 22nd East Texas & Gulf Rail Modelers Assoc. – Annual Model Train Exhibit. Thurs Noon – 5:00 p.m., Fri. 9:00 a.m. to 5:00 p.m., Sat. 10:00 a.m. to 3:00 p.m. Admission: Free. Port Arthur Library, 4615 9th Avenue @ Hwy 73, Port Arthur, TX.

### September

16th – 17th 35th Annual Temple Train Show. Sat. 10:00 to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults \$7, \$1 discount for seniors and active duty military and dependents w/ ID, kids under 12 Free with paid adult, Seniors & Active Duty Military Discounts. Frank Mayborn Center, 3303 North 3rd Street, Temple, TX. More information: [www.centramod.com](http://www.centramod.com)

### September October

Sep. 30th – Oct. 1st Fall Plano Train Show (Sponsored by the North Texas Council of Railroad Clubs) Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 am to 4:00 p.m. Adults \$8, Kids Under 12 Free with Paid Adult Admission, Scouts & Scout Leaders in Uniform, Admission is Free. Plano Centre; 2000 East Spring Creek Parkway; Plano, TX. For more information: [www.dfwtrainshows.com](http://www.dfwtrainshows.com).

## October

7th – 8th Texas Western Model Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults \$8, Kids Under 12: Free. Forest Hill Civic Center, 6901 Wichita Street, Forest Hill, TX. More information: [www.twmrc.org](http://www.twmrc.org).

28th – 29th New Braunfels Railroad Museum's 9th Annual Train Show. Sat. 10:00 a.m. to 5:00 p.m., Sun. 10:00 a.m. to 4:00 p.m. Adults \$8, Kids 3 – 13 \$2, Kids Under 3 FREE. New Braunfels Civic Center, 375 South Castell Avenue, New Braunfels, TX. For more information: call Jim Edmondson (830) 629-2071, e-mail: [jedmondson@satx.rr.com](mailto:jedmondson@satx.rr.com) or web site: [www.nbrrm.org](http://www.nbrrm.org)

## November

10th – 11th East Texas & Gulf Rail Modelers Assoc. – Annual Model Train Exhibit. Fri. Noon – 5:00 p.m., Sat. 9:00 a.m. to 5:00 p.m., Sun. 9:00 a.m. to 5:00 p.m. Admission: Free. Port Neches Library, 2025 Merriman Street, Port Neches, TX

## December

3rd – 23rd Christmas at the Museum. Tues. – Fri. 10:00 a.m. to 4:00 p.m., Sat. 10:00 a.m. to 2:00 p.m. (Closed Sun. & Mon.). Adults \$5, Seniors \$2, Kids Under 18 \$1, Museum Members Free. 214 N. Fredonia Street, Longview, TX. More information: (903) 753-5840 or <http://gregghistorical.org/>

## Excursion Train Trips

Austin Steam Train; Cedar Park, TX; (512) 477-8468; [www.austinsteamtrain.org](http://www.austinsteamtrain.org)

Grapevine Vintage Railroad; Grapevine, TX; (817) 410-3185; [www.gvrr.com](http://www.gvrr.com)

Old Hickory Railroad; Jackson, LA; (225) 634-7397; [www.louisianasteamtrain.com](http://www.louisianasteamtrain.com)

Texas State Railroad; Palestine & Rusk, TX; (888) 987-2461; [www.texasstaterr.com](http://www.texasstaterr.com)

Please consider our deadlines for submittals and publications to allow adequate lead time to correctly announce your event – Column submission deadlines are the 15th of January, April, July and October; publication of the Marker Lamp is the middle of the following month.



# ...RRRduino...

by Speed  
[www.TxNamib.com](http://www.TxNamib.com)



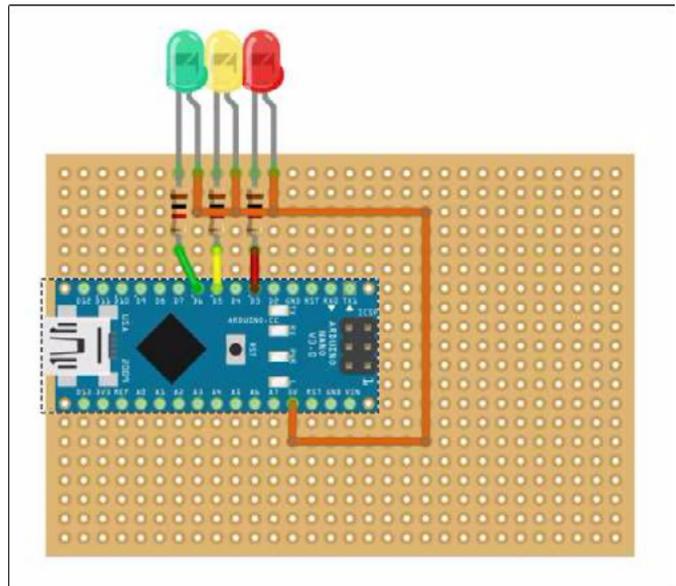
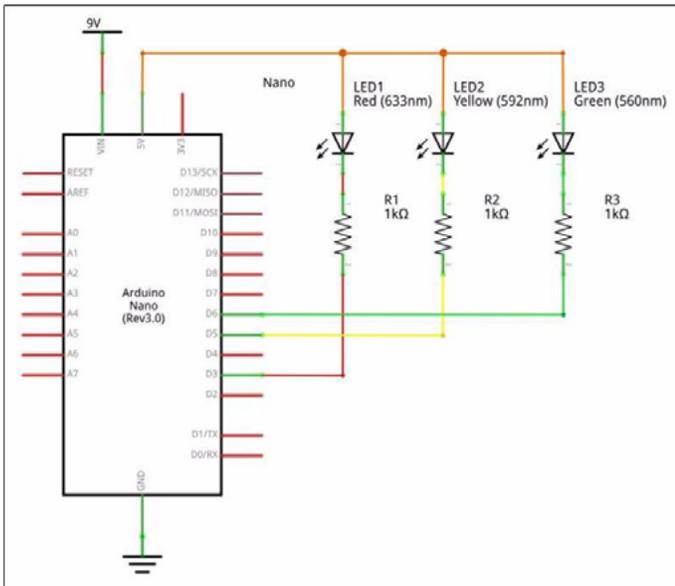
[Onn 4 Device Universal Remote for \\$2.64](#)

## Active traffic lights for scenery!

Something simple EVERY layout can use or the price of 1 Arduino (read \$3) and 6 LEDs and 6 resistors! A traffic light simple steps through green, yellow and red from one direction and then allows the other direction to do the same.

So you would need a green LED and its appropriate current limiting resistor to set the brightness you want, a yellow one with its resistor and the same for the red signal. Then you make at least one more copy of this for the cross traffic and more sets if you also need to show the opposing directions.

Only the first Traffic light shown, do the same with pins 9, 10 and 11 for the next 3 LEDs and resistors.



Only the first Traffic light shown, do the same with pins 9, 10 and 11 for the next 3 LEDs and resistors.

The code is written with Object-oriented Programming (OOP), which is in short, a way to write code where you can instantiate an object that contains all its own methods and data variables. Big words right? But all to write less code, so all worth the heartache. Without OOP, we would create a long list of instructions to interact with a long list of variables, for example:

```
// no-OOP Trafficlight code, like in the old days
void setup() {
  // make all pins outputs
  pinMode( northRedLED, OUTPUT );
  // ... and 5 more of these for the other signal light pins...

  // and then turn only the Red ones on and the rest off
  digitalWrite( northRedLED, LOW ); // turn the red on
  digitalWrite( eastRedLED, LOW ); // turn the red on
  digitalWrite( northYellowLED, HIGH ); // yellow off
  digitalWrite( eastYellowLED, HIGH ); // yellow off
  digitalWrite( northGreenLED, HIGH ); // green off
  digitalWrite( eastGreenLED, HIGH ); // green off
} // setup

void loop() {
  // We start with going north getting the green
  digitalWrite( northRedLED, HIGH ); // turn the red off
  digitalWrite( northGreenLED, LOW ); // turn the green on
  // east is already red
  delay( 2000 ); // 2 seconds green, or more if you like

  // northbound yellow
  digitalWrite( northGreenLED, HIGH ); // turn the green off
  digitalWrite( northYellowLED, LOW ); // turn the yellow on
  // east is still red
  delay( 1000 ); // 1 second yellow
```

```

// northbound red
digitalWrite( northYellowLED, HIGH ); // turn the yellow off
digitalWrite( northRedLED, LOW ); // turn the red on
// east is still red
delay( 1000 ); // 1 second red on both

// eastbound green
digitalWrite( eastRedLED, HIGH ); // turn the red off
digitalWrite( eastGreenLED, LOW ); // turn the green on
// north is still red
delay( 5000 ); // 5 seconds green

// and so forth ... with maybe 6 more lines of code for east's yellow and then both red again
} // loop

/***** END OF FILE *****/

```

You can see that, even though this is not a humongous long list of instructions, if you want to change anything in the cycle, you need to do it in two places, for going north and going east further down. If you want to add another set of lights at another street intersection (*since you do have 6 more free pins, right?*) you need to duplicate every line of code, except the delays and then change the pin numbers to use:

```

// We start with going north getting the green
digitalWrite( northRedLED1, HIGH ); // turn the red off at the corner of Main and First street
digitalWrite( northRedLED2, HIGH ); // turn the red off at the corner of Main and Station street
digitalWrite( northGreenLED1, LOW ); // turn the green on at the corner of Main and First street
digitalWrite( northGreenLED2, LOW ); // turn the green on at the corner of Main and Station street

```

Well, you could simply wire the LEDs into the same pins, but you can only do that so many times before you reach the pin's current limit. And, what are you going to do when you don't want the lights at every street corner to be perfectly in sync? That is not how the prototype does it, well don't model that either, since nobody likes stopping at every light!

So, in OOP, you put all the signal managing code in a class, TrafficLite, in my code, then create an object (or two) from it and simply call the methods in the object to move the signal to the next phase. The methods you can call are Go(), DelayStart(), IsRed() or Update():

```

TrafficLite lite1( NS_REDPIN, NS_YELPIN, NS_GRNPIN );
TrafficLite lite2( EW_REDPIN, EW_YELPIN, EW_GRNPIN );

void setup() {
  lite1.Go();
  lite2.DelayStart();
} // setup

void loop() {
  lite1.Update();
  lite2.Update();
} // loop

```

So, in the code above, we have the class start the signal in the `Go()` method at red, and turn the other two off, and we simply check the time expired every time `Update()` is called to move the signal to the next state. To keep it a little easier on the audience, the two signals is synced to each other by specific, but instead have their phases delayed by `DelayStart()`; So as long as you make sure the time for red is longer than yellow plus green, they will stay out of phase and appear in sync. The point here was to show that if I wanted 2 more traffic lights, all I need to add is:

```
TrafficLite lite3( NS_REDPIN2, NS_YELPIN2, NS_GRNPIN2 );
TrafficLite lite4( EW_REDPIN2, EW_YELPIN2, EW_GRNPIN2 );
```

And get them to go in `setup()` and then in `loop()` have:

```
lite1.Update();
lite2.Update();
lite3.Update();
lite4.Update();
```

When you use an [Arduino Mega 2560](#), you have 56 digital I/O pins and can easily do 9 intersections! And you don't want to deal with 9 x 18 lines of code, I hope.

```
// TrafficLight v0.01
//
// Two ways to do this, each pole runs on its own cycle, you just need to start them at the right time
// or a higher power change the states and each light just light the right light, right?
//
// I added a "delayStart", which sends the 2nd light into a short red wait, before going green, when the
// first lite goes red. So there is some time for both to be red, safety fizshhhht offisah!
//
// Something to check out http://playground.arduino.cc/Code/FiniteStateMachine

#define UPDATETIME 50

#define INTER_RED_DELAY 30 // 30x50 = 1.5 seconds
#define GREEN_TIME 100 // 100x50 = 5.0 seconds
#define YELLOW_TIME 30 // 30x50 = 1.5 seconds
#define RED_TIME 20+GREEN_TIME+YELLOW_TIME+INTER_RED_DELAY

// The Class contains all the variables and code to operate a TrafficLite
// In the newer Arduino IDEs, you can put all this code in a TrafficLite.h
// file, so you can use it somewhere else too.
class TrafficLite {
  // Class Member Variables
  // These are initialized at startup
  int redPin; // the pin number of the red LED
  int yelPin; // the pin number of the yellow LED
  int grnPin; // the pin number of the green LED

  int ledState; // ledState used to set the LED,
                // 0 off, 1 red, 2 yellow, 3 green, 4 delay start while red
  int countdown; // counting down in time units of UPDATETIME
  unsigned long previousMillis; // stores the last time the countdown was updated

  // turn the led on for the current state, to avoid keeping track of which light to turn off,
  // we turn them all off, and then the needed one on.
```

```

// Since the Anode is connected to 5V, we turn the LED on by making the LED pin LOW
void Output() {
    digitalWrite( redPin, HIGH ); // turn all off
    digitalWrite( yelPin, HIGH );
    digitalWrite( grnPin, HIGH );

    switch ( ledState ) {
        case 0: break; // stay off
        case 4: // red, while the other light is red too
        case 1: // red
            digitalWrite( redPin, LOW ); break;
        case 2: // yellow
            digitalWrite( yelPin, LOW ); break;
        case 3: // green
            digitalWrite( grnPin, LOW ); break;
        default: break;
    }; // switch
} // Output()

public:
// Constructor - creates a Traficlite
// and initializes the member variables, state and pins
TrafficLite( int rPin, int yPin, int gPin ) {
    redPin = rPin; pinMode( redPin, OUTPUT );
    yelPin = yPin; pinMode( yelPin, OUTPUT );
    grnPin = gPin; pinMode( grnPin, OUTPUT );

    countDown = 0;
    ledState = 0;
    Output();
    previousMillis = millis();
} // TrafficLite(int, int, int) constructor

// start off in the green state
void Go() {
    ledState = 3; // go green
    countDown = GREEN_TIME;
    Output();
} // Go()

// the only way to get into state 4, and we go red and wait the
// inter_red_delay, while the other lite is red.
void DelayStart() {
    ledState = 4; // go red and wait
    countDown = INTER_RED_DELAY;
    Output();
} // DelayStart()

// true if the lite is in the red state, use to turn the other lite on at the right time
bool isRed() { return ledState == 1; } // isRed()

// to avoid using "delay", we rather check the current time and so how far we are from
// last time, to decide if a lite needs to change color
void Update() {
    unsigned long now = millis();

    if ( now - previousMillis >= UPDATETIME ) {

```

```

previousMillis = now;
if ( countdown > 0 ) {
  countdown--;
} else {
  ledState--;          // 4 goes to 3 only once, so no need to switch case 4:
  switch ( ledState ) {
    case 0: ledState = 3;
    case 3: countdown = GREEN_TIME; break;
    case 2: countdown = YELLOW_TIME; break;
    case 1: countdown = RED_TIME; break;
  }; // switch
  Output();           // Update the actual LEDs
} // time for change yet?
} // if
} // Update()
}; // TrafficLite Class

TrafficLite lite1( 3, 5, 6 ); // create the first TrafficLite object using pins 3, 5 and 6
TrafficLite lite2( 9, 10, 11 ); // create another TrafficLite object using pins 9, 10 and 11

unsigned char firstTime; // let the first lite run and when it goes red, start the
                        // second one with the inter-lite red delay first

void setup() {
  firstTime = 1;
  lite1.Go();
  Serial.begin( 115200 );
  Serial.println( "RRRduino TrafficLite v0.01" );
} // setup

void loop() {
  if ( firstTime == 1 ) { // only the first time, wait for red and delayStart lite2
    if ( lite1.isRed() ) {
      lite2.DelayStart();
      firstTime = 0;
    } // if isRed
  } // if firstTime

  // and this is all that runs after the first time...
  lite1.Update();
  lite2.Update();
} // loop

/***** END OF FILE *****/

```

Well, that was quite number of lines, but to add another intersection is 6 more lines of code and to change the timing on let's say the green phase, is changing the one and only `#define GREEN_TIME xxx`. You will also notice that all 6 pins in use are PWM capable pins, labeled with a ~ on the Uno, so to fade the green, red or yellow in and/or out, you simply create one more function in the TrafficLite class and all the LEDs will do the fading.

Want to make it a little more advanced, something no-one else has done before? Add a pedestrian light and give a guest a button to press to cross the road! One more LED and resistor and one pushbutton switch with a pullup resistor! Or what about those green turn signals, ever seen those on a model train layout?

A small warning about copying code from pdfs and other documents, make sure the funny characters like double and single quotes end up in your program as the straight looking ones:

There is a big difference between “, ” and ". Only the last one is useful. Again, the code is also at <http://www.TxNamib.com/EnS/rrrduino/division-3-clinic/traffic-lights-for-streets> if fast typing was not giving you your nickname. **ML**





## New layout

By Duane Richardson, MMR  
[duane@purgatoryanddevilriver.com](mailto:duane@purgatoryanddevilriver.com)

**“In a fit of excitement, we tend to jump right in...”**

**A**nother train show season is behind us here in North Texas. My club is planning a trip up to St. Louis for the Sn3 Symposium in the spring. As I write this we have put our Sn3 club layout up for sale and have been talking about what we will build next. While I hate to see it go there is just isn't anything left for us to do on it and with nothing to build, most of the guys are ready to move on to a new project. Who knows where the next project will lead us but it's safe to say that we'll have a good time along the way.

Since we are approaching the planning stages of a new layout I wanted to talk a bit here on, what I have found, is the best approach to building a new layout. In a fit of excitement, we tend to jump right in and start building benchwork as soon as we know what the basic shape of the layout will be. This presents a lot of problems that will only make life harder on you as you proceed with your layout. Do you have to have a completed track plan before you start? It certainly helps. If you at least know the route your mainline will take, then that is enough but it really helps to know as much as you can about what will be where before you start building your benchwork. You know need to know this for a couple of reasons. First, you need to be able to allow for any grades in your mainline and second it allows you to know where all your turnouts will be and to not have a brace directly where a switch motor needs to be. Another important reason is that you need to know where all your lighting will need to go.

Once you know where the benchwork will be I've found it helpful to tape it off on the floor. Like many, I tend to find that space is at a premium and I have never had the luxury of working in a completely empty room. By taping off the benchwork I know what my isle space will look like and if I have to store things in the train room I can have it under where the benchwork will be. Admittedly, this is more for organization than anything else. As the benchwork goes up the tape can be removed. This step can give you a really good idea of how the room will look and maybe help you identify where you might have space issues for your operators. It's better to find this out now instead of later when you have spent time and money building benchwork only to find that the space that looks okay on paper is really too small for 2 people to stand in when you are running trains.

The first really truly required step is to install the lighting first. This is why it is important to know what will be where so you know how to illumi-

nate it. This is also really important if you plan on accenting certain areas of the layout with special lighting. If you plan to just run some florescent lights then there isn't much to do but being able to install the lighting without having to work around standing benchwork is very helpful since you will, more than likely, be moving ladders around to install it. If you are paying an electrician to install your lighting, then it's going to cost you more because they charge by the hour and it will take them longer if they have to work around things. Not to mention that you might get 'special pricing' for making it a difficult install (the 'putting up with you' tax).

The second step, once the lighting is installed, is to put up your backdrop. Not having to lean over benchwork to paint a backdrop is a huge benefit. If you are using anything that needs to be glued to the backdrop like most 2-D printed backdrops, the wallpaper type backdrops like those sold by Backdrop Warehouse or even photo backdrops, it's better that these be added before the benchwork gets in the way. The larger prints, like the wallpaper type backdrops, can be hard to man handle and having benchwork in the way only adds to the difficulties.

Our lights are in, and the backdrop is up. Now it's time for benchwork. There are so many different ways to build benchwork. From observations and practical experience, I have found that making my benchwork from 2x4s works the best. 2x4s are cheaper, straighter and stronger than 1x4s. They are also twice as wide so it makes mounting your fascia easier as well. I also like to use 2x4s for risers for many of the same reasons. Yes, it's overkill but, again, it's easier to use, straighter and above all cheaper. I use either 3x4 cabinet grade plywood or splined roadbed. The cabinet grade is more expensive but you get next to no voids between the layers. You can use Marine grade or Baltic Birch plywood but the cost

goes up a lot for these. Good quality materials pays off in the long run. I know a modeler who built his layout on fence pickets because they were cheaper. It also meant working on his layout was a constant fight with splinters. Try to avoid falling into the trap of reusing all sorts of left over lumber. It can be cheaper to do so and believe me, I understand that side of it but if you are trying to hold up a layout you don't want material that has a bunch of holes in it that weakens the structure. You also don't want to be working around nails, splinters and such either.

Another thing that I have learned along the way is that I do not like to drive screws down from the top of the layout for any reason. I attach risers to the roadbed with L brackets or I make a block from 1x4 that does basically the same thing. This allows me to drive all the screws from the bottom. If you ever change your mind and have to move something this will easily allow that to happen. If you have ever played 'Find the Screw Under the Scenery' then you know what I'm talking about. A place people run into trouble with driving screws down into it from the top is that this creates a dimple in the Homosote that can cause a low spot in your track. If you get short screws and drive them from the bottom (just make sure they don't go through the top of the roadbed) then you won't have that problem.

I still like to use Homosote for a roadbed material. Yes, the problems with the product are well known but for me it's still my go to material. Several in the Region have started using other materials, like Micore-300, but I haven't used them enough to talk about them here. With Homosote I know I'll have to level it and it's messy to work with but I'm used to that part. The most critical step with Homosote is that you want to seal it on ALL sides. I go to the local Home Center and buy a gallon of paint from what they call the 'Oops' section.

# “All along this journey you must be careful and really take your time to do the job right.”

These are cans of paint that didn't come out the color the customer wanted. You can usually find a gallon in some shade of brown or one that they can add color to and make it brown. You really don't care too much since the purpose of this is to seal the material. Any unpainted surface can draw moisture from the air, or during the scenery process, and cause the material to swell.

The next step is to actually lay the track. It doesn't matter if you use flex track or hand lay the track the one thing you need to make very certain of is that the road-bed is level. In modeling any railroad, but especially in narrow gauge, I like to have some 'side to side' sway in my track work. Really straight track operates really nicely but just doesn't look real. The side to side sway is easily done but you really can't have any up and down in the track. Uneven track work leads to accidental uncoupling of your trains. This is usually an unwanted feature for most modelers (unless you are Gomez Adams). I do NOT like to solder every rail joint. I will solder joiners in curves but that's about it.

Moving or replacing track becomes problematic if you solder every joint, and if you have locked all the joints together it leaves the rail no way to expand and contract with temperature changes (this is import if your layout lives in a garage or some sort of location that isn't climate controlled. You can have scale 'sun kinks' if the rail can't move with the changes.

So...our lights are up, the backdrop is in place as is our benchwork and track. What's next? Unless you have jumped on board to pioneer battery power in your locomotives we need to wire the layout.

Wire comes in various gauges and comes as a solid piece of copper or stranded. Both have their purposes. I like stranded myself but this is another 'to each their own' situation. Neither option is wrong. There are, however, a few things that I have found over the years that can be really helpful when wiring a layout. First, I wire each town like you would a modular layout. I place terminal blocks on each end of town and everything is wired from one block to the next. This allows me to isolate a town easily if I am chasing a short or installing

something new. This is also handy should you find you have to take your layout down and move it. The biggest advantage to doing it this way is that every town can have the same wiring scheme.

For example, if you have Red and Black wire for your buss you can have a 'Red in the Front, Black in the Black' scheme. That way the rail nearest you is always red. When running your mainline you will have to turn complete 180 degree turns which then flips the wiring. If you wire each town from block to block, all you have to keep track of is to plug the wire into the correct spot on the terminal blocks. This does mean that sometime you might have a situation where the colors have flipped like this but make a note as to why and attach it to the layout by that terminal block. Trust me; this will make chasing shorts or opens MUCH easier. Also, the absolute biggest favor you can do for yourself is to pick a color code for your layouts wiring and STICK TO IT!

Red/Black flipping to Green/Purple and then flipping to Grey with a green trace/Yellow or whatever becomes a nightmare fast. I realize that sometime we have to work with what we have but this one is one of the biggest issues I have found when I get a call saying, "I have a short on my layout and I just can't figure out where" and then we have to crawl under and figure out what is where (and why). We all know layouts that are wired with whatever was available and if you ask them they will all tell you that they wished they hadn't.

I don't trust the track joiners to transfer power so I solder a drop wire from the track to the buss for each section of track. I do not like to strip the insulation back on the buss wire to solder on the drop wire. This just opens the wire to oxidation which can create problems over time. I like to use the Scotch Locks or suitcase connectors. These are simple to install by slipping over the buss, placing the drop wire into the other side and crimping the metal bar down with a pair of Channel Locks (The special vice-grip style pliers aren't worth the expense and really don't work as well as the Channel Locks). The suitcase connector allows the buss wire to pass all the way through it but the drop wire side has a

block so it only goes in half way. This can be tricky in that the buss wire can slip out while you are crimping it.

Clamp a hemostat across the buss and drop wires to hold them together and then crimp the connector. Another option that I just learned about came from Jerry Hoverson and I thought was a really great idea. He drills out the stop so that he can run a longer wire all the way through the connector. With the suitcase connector installed in the middle he then solders one end to one side of the track joint and the other end solders to the other side of the track joint. Not only does this mean you use half the number of connectors but it also eliminates the issue of the drop wire slipping out. It may take a bit of time to drill out the connector but this will be something I plan to try on my next project.

One last note on soldering drop wires...if there is one thing that just sets off my OCD is to see a big wire soldered to the side of the rail. I know that this is the way its been done for years but it really looks bad (especially in pictures). Some of the cleanest drops I have ever seen were done with a resistant soldering unit where the wire was bent into an L and soldered to the bottom of the rail.

Since not every modeler can afford such a unit I have a cheap and easy fix for you. Replace one tie in the section of rail with a PC Board tie with a gap in the center to isolate each side electrically. Solder the rail to the tie and then make an L shape from the drop wire. A drop can then be soldered to either side of the PC tie. Let the ballast drift a little higher over that tie to hide it and you will never see an electrical drop again.

From this point I start placing the 3-D mock-up buildings that I have written about before to give me an idea where the scenery can go. I then place blue painters tape over the track to protect it during the scenery process. This keeps the plaster and paint off the rails (the track ballast should be done last so that it looks like it was placed top of the land). Your scenery could be flat or have hills or mountains depending on where your railroad is located. Typically, we tend to add hills and mountains where some do not normally exist so we can hide

our track running under or over another piece of track.

There are many different ways to create scenery from foam to traditional plaster hard shell. Yet another 'to each their own' situation. Either way you go, this is where your layout really comes to life. All the work we have done to this point really is just the foundation.

Scenery, structures, people and cars all bring the layout to life and, for me, is really where the fun begins. Don't get me wrong, I'm one the sick folks who truly enjoys hand laying track but this step really gets my creative side going. Making scenes and placing all the little details so that each space tells a story is the fun part for me.

All along this journey you must be careful and really take your time to do the job right. I can't stress this enough. Jumping the gun and doing things before they should be done will only lead to problems. The end goal for this is a layout that runs like Swiss watch. If you take your time, and do the job right this is easily achieved. You can't lay track without roadbed underneath it. You can't go back and easily add it or even just adding a brace under some roadbed can be a challenge once things are covered up.

I remember a story that John Allen ran wiring in conduit under the cement floor of what would become the Gorre and Daphetid that sat unused for 16 years but once he got to that side of the layout it was already there and ready to go. Careful planning and execution will give you the layout of your dreams. Getting the cart in front of the horse will usually give you a layout that has constant problems and will only be a frustration for years to come.

If you have something that you would like for me to cover, please feel free to contact me and I'll see what I can do about digging up some information. [duane@purgatoryanddevilriver.com](mailto:duane@purgatoryanddevilriver.com)

Until next time, keep the boiler full, the fires hot and your wheels on the rails. **ML**



## Cliff Robinson

By Richard Kamm



Cliff Robinson



**T**his time I want to share with you another Giant in the Hobby- the late Cliff Robinson of Dallas, Texas. Cliff Robinson lived with his wife Mary in a simple house in an exclusive part of Dallas, Texas. In was in the building behind his house that the magic began. In this building was Cliff Robinson's model railroad- The Marquette Union Terminal or MUT Lines.

Cliff Robinson is a gentleman and he was a gentle giant in the hobby. I will always recall my first operating session with Cliff Robinson on the MUT Lines. Several friends and I had traveled to Dallas, Texas for the session. Prior to the session Cliff Robinson had spent some time describing his newest locomotive and the Swiss motor he had installed in it. It was clear that this locomotive as special the Cliff Robinson's heart. During the session I was reaching up to a remote part of the layout and leaned over a lower track just a the "pride of the fleet" was about to pass. The locomotive and by "tummy" met and the locomotive fell to the floor which a loud crash. Cliff Robinson was seated as his dispatcher's panel when the room fell silent. After what seem like an hour, Cliff Robinson slowly got up, walked over and picked up the locomotive. As he turned to take the broken locomotive away he simply said

**“It’s okay, let them have them. They needed some work anyway.”**

“It need some work anyway” and placed it on his work bench. The locomotive was replaced and the operating session continued as though nothing had occurred.

Cliff Robinson was a kind, gentle man who I never heard of harsh or unkind word come from his mouth about another model railroader. If we went to a layout where there were wooden blocks pulled by string, Cliff Robinson would say “Nice string” He was just that sort of man. Soft spoken and respectful of others. These were the qualities of a great man.

Cliff Robinson was also a generous man with things and wisdom. Many times I had seen him listen contently to some modeler tell about his “trials or tribulations” after which, Cliff Robinson would slowly and respectfully give the fellow modeler a piece of sage advice, encouragement and praise.

When I was new in the hobby, I would go to conventions and meeting and try to see every clinic presented. In noticed

that Cliff Robinson and several others would spend most of their time sitting on a sofa or chairs and talking with people who passed by. I wondered why they had no interest in the clinics. Years later I realized that they had “been there” and “done that” and they we all too familiar with what was being presented.

I recall spending man happy hours with Cliff Robinson and others on his magnificent MUT lines. It was well thought out, was fully sceniced operated flawlessly and was “well ahead of it’s time” There was a secret to the MUT lines which was not at all obvious due to the operation scheme- you only did trailing point moves. There were no run around moved to be made. The layout easily accommodated six operators plus the dispatcher who was always Cliff Robinson when I was there. Often, as great as the operation sessions were, the best part of a session was the “discussions” which were held afterwards. Cliff Robinson knew all of his contemporaries in the hobby and had an immense wealth of knowledge, but he never flaunted it. Cliff Robinson was a humble man and lived by the motto “I would rather be happy than right”.

Cliff Robinson cared more about operating his layout than writing about it so there is very little published about the Marquette Union Terminal (MUT) and there are very few photographs. One day while we were talking, I mentioned to Cliff Robinson that I had just received the railroad author certificate from the National Model Railroad Association (NMRA). Cliff Robinson asked me, “and how many more merit badges do you plan to collect. Do you think you will be a better modeler if you are a ‘Master Model Railroader’?” Cliff Robinson had insight like that.

For me personally, one of the more difficult chapters in Cliff Robinson’s life actually came in the form of his epilogue. An auction of all of his railroad equipment was being held to help his wife, Mary Robinson, after his death. While there. four well known collectors were all sitting together and making coordinated bids on locomotives or train sets in order to maximize the “deal”. During one of the breaks, I had a discussion with the person holding the auction and it was agreed that several items would not be put up for auction, but sold on consignment so as to maximize the value for Mary Robinson.

When I think back on this time, I can almost hear Cliff Robinson saying “It’s okay, let them have them. They needed some work anyway.”

**ML**

Convention

Houston, Texas June 7 – 11, 2017

# BAYOU CITY LIMITED

By Randall Wilson



## BAYOU CITY LIMITED

2017 LONE STAR REGION CONVENTION

JUNE 7 – 11, 2017

Model railroaders are a friendly group. In survey after survey model railroaders indicate that fellowship is their favorite part of the hobby. The annual Lone Star Region convention offers model railroaders the chance to gather with old friends and make new ones. The Bayou City Limited 2017 convention is dedicated to sharing the model railroad fellowship.

The timetable for the Bayou City Limited 2017 is a bit different from past Lone Star Region Conventions. The Bayou City Limited timetable borrows several ideas from the very successful Narrow Gauge Convention held in Houston in 2015. Each day will feature a break between the morning clinics and the evening clinics. During this midday break attendees can gather with friends for lunch at the hotel or one of the many nearby restaurants. This midday break allows attendees to enjoy a self-guided home layout tour, an operation session or maybe a restful nap after a big lunch.

The self-guided home layout tours and op sessions benefit from the midday break by avoiding Houston's rush hour traffic. The additional benefit is driving to the home layouts in daylight hours. Even with a GPS unit it is easier to travel

unknown streets in the daylight.

Each evening has a different activity after the midday break. Wednesday evening choose between clinics at the convention hotel or op sessions on one of Houston's many fine layouts. Thursday evening features a Bar-B-Que dinner (included in your registration) at the Rosenberg Railroad Museum. Friday evening enjoy excellent clinics or a home layout op session. Saturday evening is the convention banquet featuring keynote speaker Joe McMillan.

Bayou City Limited 2017 also has several non-rail tours, a great selection of prototype tours, the contest room and an incredible number of brass models in the raffle. The rest of the activities of the convention can be found on the website <http://bayoucitylimited.org/>

So, if you haven't signed up for Bayou City Limited 2017, what are you waiting for. Old friends and new friends are waiting to see you! **ML**

**ATTENTION!**

**OUTHOUSE  
CONTEST**

**2017 HOUSTON  
BAYOU CITY  
CONVENTION**

This year the special contest will be "Outhouse".

We did this several years ago and had several great models enter the Special Award. We decided to bring it back this year to see if we could increase the models in the Contest Room.

The rules are very simple - build an outhouse! It can be part of a Display/Diorama or a stand alone building entered in another area in the contest room.

Get your thoughts together and build an outhouse for your railroad, would make a good 1st scratchbuilding project if you are working toward your MMR. It was proven the last time that it is possible to merit building an outhouse.

See you and your entries in Houston.

**START WORKING  
NOW  
on an entry!**

# ATTENTION! NON RAILS

PLAN NOW TO ATTEND

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*Lots of plans are in the making  
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*New ideas never done before at  
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START WORKING **NOW** on an entry for the  
ARTS AND CRAFTS CONTEST:

THE THEME IS  
BAYOU CITY

The Texas ***Gulf Division***  
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**The convention dates are June 7 – 11, 2017**

Activities will take place at the Westchase Hilton Hotel

9999 Westheimer Rd. Houston, TX 77042-3802

Reservations can be made by going to:

[www.bayoucitylimited.org](http://www.bayoucitylimited.org)

**GBW Railcar Services and Beauchan Rail Services Tours – Limited to 25**

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**32 Clinics covering all aspects of Model Railroading presented by some of the best modelers**

**A visit to the Rosenberg Railroad Museum and Tower 17 with catered B-B-Q (Included with Registration)**

***TWO Super Layout Tours (Let us do the driving)-25 slots each***

**Operating Sessions, Self-Drive Layout Tours, Saturday Evening Cocktails and Dinner**

***Don't Get Left at the Station***

**Register NOW at [www.bayoucitylimited.org](http://www.bayoucitylimited.org)**

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***Houston is a great Family Getaway***

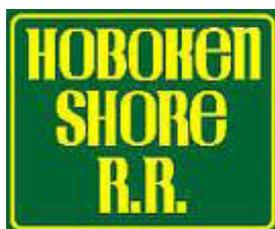


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Pike and dealer ads are now available in color for the same price! Share your railroad or advertise your business to others while supporting the Lone Star Region.

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Then send to:  
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Ads can then be sent as a JPG file attached to an email to:  
[rileytriggs@gmail.com](mailto:rileytriggs@gmail.com)

# HOW TO INCREASE YOUR NMRA DIVISION MEMBERSHIP IN “5 SIMPLE STEPS”

## Part 1

By Kenneth Kaiser  
NMRA Life Member



*Military modeling*

**A**s a child, the highlight of the Kaiser Family Christmas was setting up our LIONEL standard gauge passenger train set... Then sitting and watching, with bright eyed excitement, as it made its way on a journey that circled the base of the Christmas tree.

As I hit my teens, my dad and I went all-in and built a permanent train layout in the cellar.

When the Viet Nam conflict occurred, I joined the Air Force and my modeling was restricted to rebuilding cars. Upon retiring I got back into the hobby and recently received my 50 Year NMRA Membership Certificate. I was hoping for a gold watch or a diamond pin to go with it, but they are yet to arrive.

As with any retirement, I now could do the things on my bucket list... A list that began with “Back to model railroading!”

So I began to attend DFW Metroplex area train shows. That is where I first met Larry Swigert, LSR Membership Chairman. I watched him fix engines and cars, explain to individuals the benefits of becoming an NMRA member, and sign up numerous new NMRA members.

When the next show came around I dropped by the NMRA booth again and asked if there was anything I could do to help. Larry said that if I could stay till close I could help break down the booth. It was a lot of fun and I got to meet many new friends. The next few shows I



Sign-up table



Test track table

came back for more, helping with the setup or teardown of the booth.

After several shows, Larry asked me if I would like to try my hand at the membership table. I said, "Sure!" So under Larry's tutorage I became a regular at the membership table and really loved it!

And now, a bunch of train shows later, I pretty well have the "program" down pat... a "program" that we've used to recruit over 132 new NMRA members in less than three years!

So now the question for you...

Do you really want to add new NMRA members to your Division?

If so, I would like to take this opportunity to share my knowledge with you and provide the "Five Steps to increasing your Division's membership in just one day!" The whole process is simple, but not easy.

#### STEP 1: "YOUR MEMBERSHIP TABLE PEOPLE"

The first step, and probably key item to your success, is to select a team of members from your Division whose sole motivation is to offer individuals, whether at a train show or any other event you set your booth up

at, the opportunity to share in all of the benefits of an NMRA membership. Those members that you choose for your Membership Recruiting Team must be "people persons". They must truly enjoy being in the NMRA, and have a passion for letting people know about all of the benefits and fun they will have as a NMRA member.

#### STEP 2: "CONFIGURING YOUR MEMBERSHIP BOOTH"

The membership layout should be located in a well-lighted, high traffic area. The best location would be adjacent to, or surrounded by modular layouts that will draw families.

Its configuration would depend on the actual area available.

Signage, indicating this is the NMRA booth, is required to draw the individuals to the membership area. Additional lighting may also be required.

As a minimum you need at least one 8 foot Membership Table. This table should be well lighted and have copies of NMRA magazine on display. Some of the magazines should be closed and others opened, showing specific sections dealing with modeling scenery, building structures, track layout plans, etc. Also copies



*Scratch building clinic table*

of the NMRA handout “GET MORE FROM YOUR HOBBY” should be within easy reach, as well as sign-up sheets for a newcomer clinic and NMRA membership application forms.

Also, note that weeks before the event starts you need to put together a “Railroading 101 Newcomer’s Clinic”, where potential and/or actual new members can learn the ABC’s of model railroading. This clinic would include everything from selecting a scale and layout design, to building the actual layout. The sign-up sheets, mentioned above, should be available so the division staff will know how many individuals to expect for the clinic. These sheets will also serve as a means of contacting the individuals and reminding them of the clinic’s date and time.

Additional tables would be extremely helpful in drawing individuals to the membership booth, as well as creating a more professional look. These tables would feature such things as: a Test Track Table, a Clinic & Demonstration Table, and a Young Person’s Switching-Game Table.

Here is an explanation of these tables:

“TEST TRACK” TABLE: This table would be located next to or adjacent to the Membership table. It should be a multi scale test track where individuals who have purchased equipment or are considering a purchase can test the equipment to see if it functions properly. The test-track should include as a minimum... N and HO scale in both DC and DCC, as well as O gauge track capabilities.

If the item being tested doesn’t function properly, a knowledgeable staff member from your Division should be present to assist the individual. The model may only need the electrical contacts and/or wheels cleaned or a loose wire reconnected. If there are other problems that cannot be easily fixed, a recommendation to return the item to the dealer would be in order.

Remember, any responsible dealer wants the buyer to be happy with the purchase and is glad that a defective item is discovered before the buyer gets it home. By providing a service to the person who is testing their new or potential purchase we have made a friend. This will provide the membership person the opportunity to discuss the many benefits available by becoming a member of the NMRA family. Normally,



*Family tree  
building table*  
*Young person's  
switching table*



you will get several new memberships just based on the services provided at the test track table.

“CLINIC & DEMONSTRATION” TABLE: This table would be located next to, or adjacent to the opposite side of the Membership table. High interest clinics such as making trees, weathering buildings and rolling stock, or building structures work great here. Making pine trees brings in the most people because children can participate in making a tree and they get to take it home with them. As a family participates, people’s natural curiosity draws other individuals to the table. A scratch building project also attracts an audience.

“YOUNG PERSON’S SWITCHING-GAME” TABLE: This table would complete the square. It includes a small layout where young folks can learn how to do a series of train movements where they pick-up and drop-off cars at a specific locations. It is a challenge that gets the boys and girls and their parents involved in railroad operations.

This activity frequently becomes a family affair, as parents assist their children in completing the task. The layout of the game is similar to “John Allen’s Timesaver”. It consists of six sidings with an engine, caboose, ore car and a flat car.

Each of these tables allows an individual to engage in, or view an activity that provides either an actual or potential benefit to the individual. The individual

watching the tree making clinic realizes that he or she could learn to make inexpensive trees; the individual at the test track has his or her problem solved; and the young person at the switching-game learned railroading skills. Your Division staff members at each location would then explain that these types of services are available to all NMRA members at Division meetings or by fellow NMRA members. The staff member would then suggest that they might consider joining the NMRA and would pass them over to a Division Membership Person who could explain the additional benefits of becoming a member, and assist them in completing the application form.

How well does this system work? Well check this out... In the first few weeks of 2017, in just 3 days of Train Shows, Dallas/Ft Worth signed up 23 new members and Houston signed up 18 new members for a total of 41 new model railroaders, all ready and eager to “get more out of their hobby” as a part of an NMRA Division !

This will work for YOUR Division too! **ML**

COMING IN THE NEXT ISSUE OF YOUR *MARKER LAMP* look for “PART 2: Enrolling the member – Just how to do it”.



484

484

KEEP  
OFF

KEEP  
OFF

# CHAMA 2016

by Blake Bogs  
[superchief15@yahoo.com](mailto:superchief15@yahoo.com)



**Blake Bogs**



RIO GRANDE

DENVER & RIO GRANDE WESTERN

315

DAREN

315

DRIVER  
FIREMAN  
CONDUCTOR  
BRK  
CLERK

7721

311





WMA T-17

KEEP  
OFF



487

487

DENVER & RIO GRANDE WESTERN

463

BIGGRANDE  
RYAL HORSE  
BUFFAL TURKEY  
SCENIC LINE  
WORLD

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V

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NO. 2 BRAKE BEAM  
APPROVED GEAR  
TYPE S HEATER  
TYPE K-1 TRIPLE

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**Blake Bogs 2016**

2156





## Nominations



by Blake Bogs  
[superchief15@yahoo.com](mailto:superchief15@yahoo.com)

Hello Everyone,  
May has rolled around again which means it is time for another report. Summer is just around the bend and I am personally looking forward to it! This not only means extra time for me, but also means that I will have time to build models for the LSR competition in June. Let me run through the last couple of months.

February was a busy time for model railroading.

At Petticoat Junction we had Jim Brandenburg give a clinic on the Denver O Scale Club which was displayed in the Denver Union Station for many many years. It is amazing the amount of details that the club's layout featured.

In addition, February featured the San Jacinto Train Show. I was unable to go last year due to having 4 tests in two days, but was lucky enough to be able to attend this year. This year's show was fantastic! The San Jacinto Train Group always puts on a fantastic show and is always worth attending.

March meant Spring Break which means more time for my layout and a well needed break. I started pledging to myself to give my layout an hour or more worth of work, depending on the amount of homework I had. This work has now paid off and my switches are starting to come back to life after ballasting and painting the track over the past couple of years. I have decided to make a few changes on my layout which in the long run will help. They aren't implemented yet, but will be by the end of summer. One of my goals is to get my layout looking like a layout. I have plans for several buildings that will improve the look of the layout once installed. I just need to build them...

March 31 was the cut off for the elections and I am proud to announce we now have new officials! Chuck Lind-President, Gert "Jim" Muller aka Speed- Treasurer, Mike Mackey -Division 1 Director, Donna Orr- Division 3 Director, Dave Lamberts -Division 5 Director, and finally Don Kimmell-Division 7 Director.

Hope to see y'all in June at the LSR Convention in Houston! Don't forget your contest models!!!! Oh and don't forget that the 2018 election will be upon us before we know it! Your opportunity to run is now! Call or email me ([superchief1520@gmail.com](mailto:superchief1520@gmail.com)), and I will walk you through the process!

Keep them trains running!

## Director Reports



### Cowcatcher Division 1

by Mike Mackey  
[director@cowcatcherdivision.org](mailto:director@cowcatcherdivision.org)  
[cowcatcherdivision.com](http://cowcatcherdivision.com)



photo by Darrell Cowles

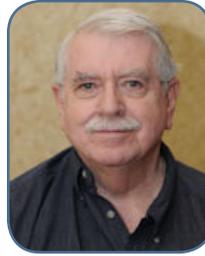
Please allow me to express my gratitude and thanks for being honored by being elected to be your new director of Division 1. I cannot wait to share with you all of the plans that are already in place and being acted upon to take our division to the next level.

We now have an executive board for our division. The board members are as follows:

Ken Kaiser – Treasurer  
Dick Brannan – Program Manager  
Mike Corley – Webmaster  
Chris Galvin – Communications Manager/Newsletter Editor  
David Grein – Operations Manager  
Leo & Lorrie Palitti – Achievement Program Advisors  
Cody and Casey Akin – Contest Entry Advisors  
John Garfield – 501c3 Manager

These individuals will be helping to lead our division toward a new level of dynamic involvement which, I hope, will become a model for all divisions across the NMRA. Their help will help us all and I'm extremely grateful for their assistance in achieving some specific goals that I've set in place.

Recently, I held a meeting to outline our targets for the division for the next eighteen months. I'm eager to share with you that we already have in place exciting programs for each of our upcoming meetings for that period. We have already set a complete schedule of guest speakers and various clinics to promote our hobby and increase modeling skills for all of our members at our monthly meetings.



## Bayou Division 2

by Rod Fredericks

[fredericks.rod@gmail.com](mailto:fredericks.rod@gmail.com)

225-939-0187



photo by Darrell Cowles

Speaking of our monthly meetings, these meetings will be held on the second Saturday of each month beginning at 10am, thereby not conflicting with Division 3 meetings, and allowing members in our area to attend multiple meetings each month if desired. Thanks to the generosity of the Texas Western Model Railroad Club, our only 100% NMRA club in Division 1, we will be holding our meetings at this location each month and thereby being consistent in a location and time that everyone can be aware of and expect each month.

Please plan to attend the May meeting on the 13th and participate in your division's activities. We will have a raffle and giveaways at each meeting with fun and information for everyone. I'm looking forward to seeing you there!

All the best to you all!



Having had two total knee replacements (November 2016 and just last month in mid-March) needless to say, I haven't gotten around the division very much. But with my right knee almost back to normal (actually better already considering how badly it needed replacement) and the left knee well on the way to recovery, I should be back on the road again soon, visiting clubs and model railroaders in south Louisiana, and spreading the model railroad message.

Nevertheless, I do have a few things to report. Flood recovery in the Baton Rouge area from the disastrous flooding in August has come a long way in the last three months. My club, the Mid-South Model Railroad Club had 27 inches of water inside the building, not enough to reach the bottom of the layout, but high enough to submerge everything underneath, including the DCC and signaling systems, storage cabinets containing supplies, tools and off-layout engines and rolling stock as well as sheetrock and floor carpet.

Since then, club members and a number of non-member model railroaders replaced all of the interior flood damaged material, and much the signaling system has been cleaned and trouble shot, and repair and/or replacement is underway.

Our hope is to begin operations in June of July. A vote of thanks goes out to Art Houston for filling that gap over the last few months by hosting even more operating sessions in the interim, than his normally active schedule.

As reported in January, Jim Loftland's Tall Timber home layout was also flooded as well as his house. Like the Mid-South, the water was not high enough to reach the layout, but everything below was ruined and had to be torn out. But even while contractors were working on the interior of his home, Jim was in the layout room restoring the railroad. It is basically operational again and the new lighting is fantastic.

On a personal note, my area of Baton Rouge was not affected by the flood. However, my knee replacements have also kept me from doing muck work on my layout. But somehow I have managed to wobble out there and make another 500 trees.

So that's all for now, but with a promise to have more to report in July.



### North East Texas Division 3

by Jerry Hoverson, MMR

[jhoverson@tx.rr.com](mailto:jhoverson@tx.rr.com)

972.540.5315

Well, after 8 years this will be my last Marker Lamp directors report. Donna Orr will be taking over as the Division 3 Director. The current plans are that I will continue to "MC" the monthly meetings but Donna will now be taking over anything that has to do with the LSR directly.

So, we're still having monthly get meetings at the church in Allen and having fun and learning from each other. For our educational clinics this past quarter;

January: Allan Gartner presented us with a "what went right and what went wrong" lessons learned over the years as he built his HO scale "High 'N' Xiety" and his G scale "Finchfield & Wrensylvaniana" railroads.



February: Making a Static Grass Applicator was presented by Craig Tribuzi. This was based on a clinic given several years ago at one of our meetings. The grass applicator is cheap and easy to build and is a very helpful tool for applying scenery.



March: One of the most requested topics is Weathering and Duane Richardson re-presented his "If it ain't dirty it ain't done" clinic demonstrating several techniques and the philosophies behind making your railroad look real instead of plastic.



While this is my last report there is still lot's more to come in the division so "Keep rolling down the tracks"!



#### **CenTex Division 4**

by Peter Kazmir

[pakazmir@gmail.com](mailto:pakazmir@gmail.com)

[CenTexNMRA.org](http://CenTexNMRA.org)

As always, it has been an exciting and busy several months for Central Texas.

We had two Division meetups in March and May. At the March meetup, Peter Bryan gave an excellent presentation on the Comanche and Indian Gap railroad. Afterwards, we toured John Hanne's HO Scale layout, Santa Fe Memories. At the May meetup, Peter Kazmir gave a clinic on Signals.

Pictures and detailed recaps from each meetup, as well as pictures and information about these and other layouts across our Division, are posted on our website, [centexnmra.org](http://centexnmra.org). The site also hosts a discussion board open to the public.

Our next meeting will be July 8 at the Austin Northwest Recreation Center. Details and directions are available at <http://centexnmra.org/meeting.html>.

The highlight of this period, however, was the Austin Area Train Show, which was hosted by the Division on May 6 and 7. This was the first train show in Austin since 2015, and it was a great success. The show exceeded expectations in every aspect and received very positive feedback from exhibitors.

There were five operating layouts at the show from all of the Austin area clubs and a home layout tour. There were also several clinics on topics ranging from track laying to DCC to making trees. We also signed up several new NMRA members! Plans are already underway for the 2018 AATS. Full details will be available in the next Marker Lamp.

Next up for the Division will be our yearly NMRA Meet this fall. The format will change slightly with a greater emphasis on clinics and the contest, and the meet will be open to non-NMRA members as well. Details will be posted on our web site shortly.

We hope to see everyone at the LSR convention in Houston! Have a great summer!



#### **Division 5**

by Dave Lamberts

[DavidWL1944@aol.com](mailto:DavidWL1944@aol.com)

806.792.7244

No report



#### **Division 6**

by Kevin Bergeman

[kevin.bergeman@gmail.com](mailto:kevin.bergeman@gmail.com)

210.488.4370

No report



#### **Division 7**

by Don Kimmell

[elf4kcs@mac.com](mailto:elf4kcs@mac.com)

318.798.7718

No report



## Texas Gulf Division 8

by Jim Lemond

[jimlem@verzion.net](mailto:jimlem@verzion.net)



April Clinic (photo by Tom Marsh)

### Monthly clinics

Division 8 began 2017, with clinics featuring tree building and track laying. Ray Byer and Jim Lemmond presented the clinic featuring tree making. Ray Byer in April gave a clinic on track laying and building turnouts. A new feature added this year to the Division 8 Clinic series is the donation of gift certificates by G and G Model Shop and Papa Ben's Train Place. The Division is most appreciative of these two businesses' generosity. A schedule of the 2017 Division 8 Clinics may be found at <http://texasgulfdivision.org/clinics.html>.

### Division 8 Web Site

A new Events page has been added to our website. We are collecting events calendars from as many model railroad clubs in, around or near the LSR area to make available the many railroad activities throughout the year. If your club would like to be included, please email a copy of your events with date, time and location to: [jimlem@comcast.net](mailto:jimlem@comcast.net).

### San Jacinto Model Railroad Club Show

The SanJac Club held another successful train show this past February in Stafford, Texas. Many thanks to Steve Sandifer and his crew for producing a well-attended show. The Division 8 booth was by with Dallas area guests, Ken Kiser and Jeff Palmer. They were great in helping Division 8 acquire seventeen new members for the LSR and the NMRA. Many thanks to Ken and Jeff. The Division 8 booth was manned by

local members Leslie Eaton, MMR, Loren Neufeld, MMR, Chuck Lind, MMR, Ray Byer, Laurie Lind, Janice Lemmond, and Jim Lemmond. Many thanks to Alan Perlman, owner of Papa Ben's Train Place, for providing gift certificates to all new NMRA members.

### Bayou City Limited, LSR Convention 2017

Planning is well underway for this event to be held in Houston, June 7 – 10, 2017. The website is fully operational for registration, special tours, and events. Go to: <http://bayoucitylimited.org/>

The event is chaired by Robert Ashcraft and Randal Wilson. The Convention Raffle will have many items (brass, models and railroad items) available. All items were donated by a closed hobby shop to the convention. The raffle will include an Austin Steam Train Association \$200 Gift Certificate for a ride on the Austin Steam Train at Cedar Park, Texas.

### New Lone Star Region President

Congratulations to Chuck Lind, MMR on his recent election to the office of President of the Lone Star Region of the NMRA. Chuck is a member of the Division 8 Board and a member of the San Jacinto Model Railroad Club. Chuck will take office during the LSR Convention in June 2017.

Thanks to Steve Barkley for his service as the outgoing President of the LSR.

## Treasurer Report



**Treasurer**  
by Donna Orr  
[dlo-rls@sbcglobal.net](mailto:dlo-rls@sbcglobal.net)  
(972) 342-8598

**For the forth Fiscal Quarter of 2016/2017**  
**Beginning Balance 02/01/2017**

<b>LSR Checking Accounts Total</b>	<b>\$ 38,256.92</b>
<b>Total LSR Net Worth</b>	<b>\$ 38,256.92</b>

**Included in Total LSR Net Worth are funds**  
**For the Bob Clark award \$570 and funds for**  
**Divisions 2, 5, 7 rebates \$225.**

<b>LSR Proceeds</b>	
<b>NMRA membership rebate</b>	<b>\$ 924.00</b>
<b>Pike Ad</b>	<b>\$ 48.00</b>
<b>Total Proceeds</b>	<b>\$ 972.00</b>

<b>LSR Disbursements</b>	
<b>Total Disbursements</b>	<b>\$ 0.00</b>

<b>Net Proceeds/ Disbursements</b>	<b>\$ 972.00</b>
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<b>Ending Balance 4/31/2017</b>	
<b>LSR Checking Accounts Total</b>	<b>\$ 29,798.92</b>
<b>MSSB CD</b>	<b>\$ 9,875.17</b>
<b>Total LSR Net Worth</b>	<b>\$ 38,879.09</b>

**Included in Total LSR Net Worth are funds**  
**For the Bob Clarke Award \$570.00 and funds**  
**For Divisions 2, 5, 7, rebates \$225.**

## Non-rail Report

**Non-rail Chair**  
by Virginia Freitag

Rosella Nash passed away in Raton, NM at the age of 99. She was in charge of the non-rail program for many years, according to historical records there have only been 2 people in this position Rosella and now Virginia.



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