

# North Atlanta O-Gauge Railroad Club

The Monthly Newsletter of the North Atlanta O-Gauge Railroad Club

Issue #8- August 2009

**Hobby Town Update**

*Follow the progress of the NAOGRRC layout at Hobby Town USA in Kennesaw, GA.*

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**Meeting Minutes**

*Just in case you missed the meeting, all of the minutes from the meeting are here.*

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**Calendar**

*Keep up to date on what the NAOGRRC is doing in the next few weeks.*

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## Upcoming Field Trip

The Canton, St. Paul & Pacific live steam club in Canton operates the 12" gauge scale live steam and diesel engines that may actually be ridden. The club maintains a sizeable (nearly 15 scale miles) "model railroad" on the north side of Canton. The CStP&P is not open to the public; visiting is by invitation only.

The CStP&P members have extended an invitation to NAOGRRC members to visit and ride on their railroad on Saturday September 19th from 3PM to 6PM.

NAOGRRC members last visited the live steamers about 3 or 4 years ago and I believe it safe to state that everyone who



The Canton, St. Paul & Pacific live steam railroad

attended that day had a fantastic time. If you love the smell of live steam engines, a walk through the roundhouse at the CStP&P is pretty close to heaven. For those of you who don't like cinders, the CStP&P also has members who operate

diesel engines. On our last visit, the live steamers operated trains pretty much the entire time we were there which afforded all of us the opportunity to ride behind different engines as many times as we wanted. One lucky youth member was even allowed to operate a diesel engine on a small work train.

In order for us to give the CStP&P a rough head count, please respond to Curt as soon as possible and let him know if you are interested in making this field trip. There is no age limit; spouses, well behaved children and other family members are welcome to accompany NAOGRRC members.

If you want an advance look at the CStP&P, please visit their website at <http://www.csprry.com/>



# Hobby Town Layout Update

## Improvements

We are moving ahead with more scenery. 10 members helped at the work session on 8/18. We will begin working on detailing rock faces next week. When the rock faces are finished, we will add more bridges and trestles. Bill also asks that if kids come to help, the parents should be there working too. No unsupervised children please.

Ted B. and the electrical team have been working on the layout. New timing switches have been installed and are operable for HT trains. Pushing the button starts a train on one complete circuit which ends back adjacent to the location of the button. You can also get multiple trips by holding the button in. This is a great improvement for the public who want to run the HT trains.

Read the Train Dr. Ted article on pages 3 and 4 for more information on the changes to the layout.

Work sessions are on Tuesday and Thursday nights and not Saturday in the summer. See the last page of this newsletter for a work calendar.



**Ron and Bill working on the layout**

# Featured Columns

*Wisdom, advice, ideas and history in monthly columns.*

## Train Dr. Ted



## HOW TO RUN TRAINS ON THE CLUB LAYOUT

I have been asked by several members to explain the workings of our club layout.

In this article I will explain the ‘basics’ on how to run ‘your’ train(s) on the Club’s layout. In the next month’s ‘News Letter’ I will get into ‘advanced’ systems. **The most important part of using the layout is that the HobbyTown trains must be left in their ‘Ready to run’ configuration.**

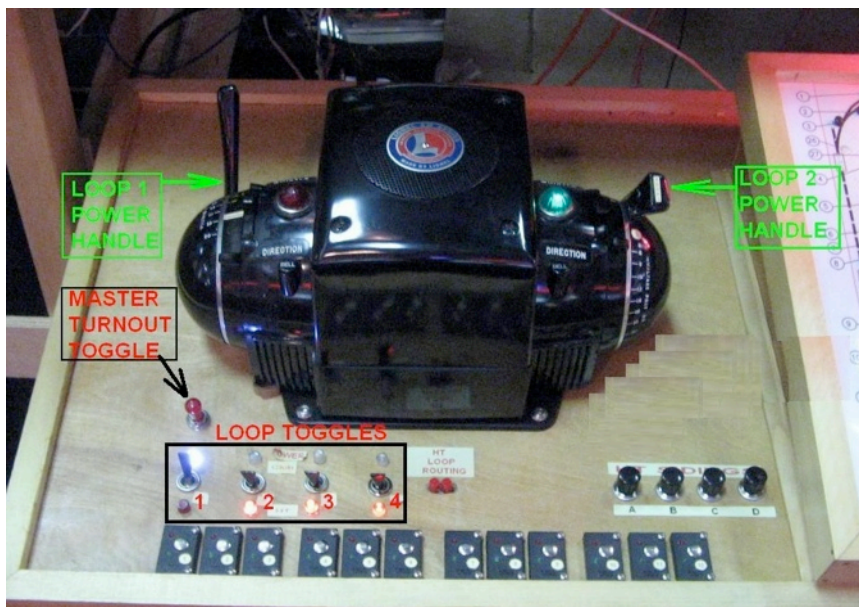
If you arrive before HobbyTown opens you will need to turn on the ‘**MASTER POWER**’ switch located just inside of the terminal gate on the table’s left side. See **Photo 1**. Otherwise the power switch will already be ‘ON’ for the day’s operation. If you are leaving at the closing of store hours then you will need to power ‘OFF’ the layout for the night.

**PHOTO 1**



**Photo 2** is a picture of the left side of the ‘**Command Center**’ control board. The toggle switches that you will need to use depend on which track loop you plan to use to run your train(s). Each loop is toggled independently. This means that if you are running your train on loop number 1, the HobbyTown customers can still run the store trains on loops 2, 3, and 4. The other ‘non loop’ toggle switches not addressed in this ‘**basic**’ article will be explained next month.

**PHOTO 2**

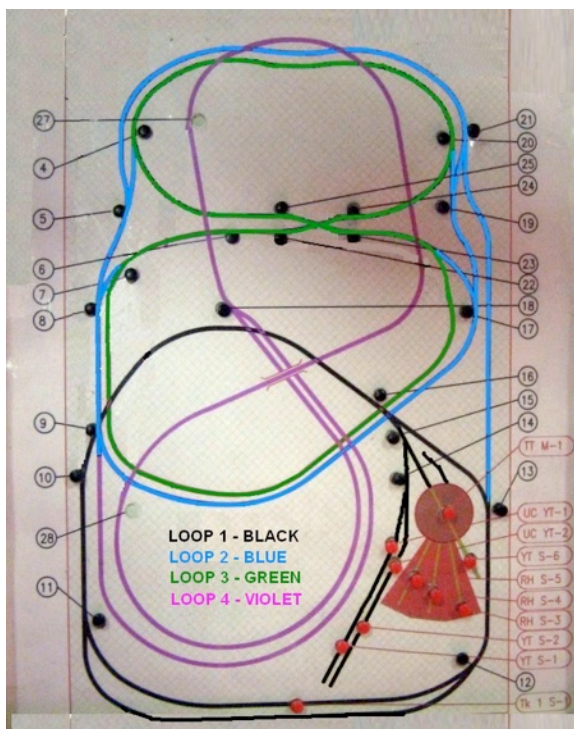


**Photo 3** is a drawing of the four loops available on the layout. Each loop is independent of the other. It is important that the ‘**MASTER TURNOUT**’ toggle switch stays in the ‘OFF’ position to avoid any trains from running on to another loop. The normal position of the ‘**MASTER TURNOUT**’ toggle switch is in the ‘OFF’(non powered) position.

**PHOTO 3 on next page**

# Featured Columns

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## TO RUN YOUR TRAIN: Let's assume that you are running your train on loop 1.

Make sure that the **'MASTER POWER'** switch is on. Turn the **'LOOP 1 TOGGLE'** switch to the center position which will disconnect any power to loop 1 only. Remove the HobbyTown train that is currently on loop 1 and store in a safe place. Set-up your train on loop 1. All trains on all loops **'START'** in a counter-clockwise direction.

### Before starting your train make sure:

The ZW transformer accelerator handle is in the OFF/MINIMUM position.

If you are running a 'Conventional' engine you are ready to run.

If your engine is **TMCC/Legacy**, key in the engine's address and RUN.

If your engine is **DCS** you will need to program the engine's set-up on the Club's TIU.

The Club's remotes for **TMCC/LEGACY** & **DCS** are stored in the drawer under the Command Center. Throw the Loop 1 toggle switch to the Club position. Turn up the power on the ZW to run the train.

### WHEN YOU HAVE FINISHED RUNNING YOUR TRAINS:

**Set the ZW power accelerator handle to minimum/OFF**

Move the **'LOOP 1'** toggle switch back to the center power 'OFF' position.

Remove your train from loop 1.

Set-up the HobbyTown train back on to loop 1 facing in a 'counter clockwise' direction.

Move the 'LOOP 1' toggle switch to the HobbyTown position. The train may start-up immediately. If not: press the HobbyTown **'CUSTOMER START'** button on the pillar for loop 1. In either case, press the HT **'START'** to view that the HT train goes once around the loop and **stops** in front of the 'START' Button.

Leave 'ON' the **'MASTER POWER'** switch for the layout so the HT customers can run the trains unless the store is closing for the day.

This 'editorial' is not a replacement for member training. It is intended to help familiarize you with the procedure to make it easier to understand the actual training session for the 'BASIC' running of trains.

**For a training session, contact Jack C., David H., or myself. The sessions will be by appointment. Training sessions are not available on Tuesday or Thursday during the 'Scenic' work sessions. Training for the 'BASIC' use of the Club's layout usually takes about 30 minutes.**

**To help protect member's trains and equipment during Club meetings please:**

**Stay on the outside of the Terminal fence if you are not currently running your train.**

**Do not touch any trains or equipment that belongs to another Club member.**

**There will be a 'Sign-In' sheet at the layout on the Thursday night meeting to register your turn with the 'YARD MASTER' Ron S. to help you get your train running on the Club layout.**

# Featured Columns

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## Les and His Time Machine

On a cold February afternoon in 1967 my wife and I took a Pennsylvania RR train known as the Broadway Limited out of Penn Station in NY, heading to Chicago. It was pulled by a GG1. The train pulled out with the first stop being Newark NJ. Philadelphia's 30th St. station was next. The train travelled to Harrisburg where the electric portion ends. The next power unit was a double headed diesel. We went on the famous Horseshoe Curve around Altoona PA at dusk. We could see the front lights of the train as it went up the grade through the Allegheny Mountains. It was some sight. The train again changed crews and power at Pittsburg, PA. The porter came and asked if we wanted the bed to be pulled down from the top of the train. Now if you ever had the good fortune to have travelled in a sleeping car you know how crowded it can get in that space. The next morning we arrived in Chicago about 7AM their time and I looked out the window and saw that it had snowed while we slept. We got off the train in Union Station. When you pull into that station you pull up to a bumper. We had to get to Dearborn Station for our second half of the trip on the Santa Fe Super Chief.

My wife asked the shuttle bus driver how long it will take to get to the other station. He told her "On a good day 5 minutes." We pulled out onto the main road and the snow drift was up to traffic light bulbs. It took over an hour to get to the station. The scheduled departure time was 9:05AM and we didn't pull out till 11AM. We went about 300 yards and stayed there until 12 noon. The first stop was Joliet, Illinois about 60 miles from Chicago. We were 3 hours late. Realizing that there was no way we would be in Dodge City Kansas at 6pm we had to get in touch with my wife's uncle. When the train pulled into Fort Madison Iowa just across the Mississippi River from IL, I was told we would have a 15 minute layover to change crew and power. Being that I didn't have a cell phone ( I don't think anyone did in '67) I found a pay phone and called her aunt and was told they were already more than half way to the station by now. The train finally got to Dodge City at 2AM but her uncle told me he

cannot drive in the dark. He asked if I could drive standard shift. I said "To me that is a piece of cake." ( I worked for Drake's cake at the time). He had a 1940 Chevy. It went 40 miles on a quart of oil.

Her uncle lived in a town called Scott City in western Kansas. 2 quarts of oil later we arrived at their house at 6:30 AM.

We lounged for the rest of the day and talked to her aunt whom I never met before. Her cousin was working for the local ABC TV station and came home for a few hours before he had to be back at work. The home phone rang and he was called back to cover an accident about a mile from the house. He asked if I would like to go with him. It was a real nasty accident at the MP railroad crossing on highway 83. It involved a car and the Pacific Fruit Express which was on its way to the Bronx in NYC. The car hit the 4th diesel killing the driver . After giving his report on TV we went home. The next day he told me that the driver went out through the rear window. He left a suicide note at his farmhouse and was depressed over his wife's recent death. He was 72 years old.

After staying with my wife's relatives for a week it was time to go home; we both had to get back to our jobs. We did want to go to her town in Rifle, Colorado but did not have the time. We got on the Super Chief in Dodge City the next evening and arrived in Chicago at 6am to catch the Pennsy Broadway Limited to NY. We arrived at about noon the next day. We decided to take a taxi to our apartment near the Queens /Brooklyn border. My wife bought me a cowboy hat in Dodge City and I wore it home. A taxi stopped outside Penn Station on 7th Avenue and when I opened the door the driver said "Where to Tex?" I blurted out "BROOKLYN!!!!"

Now being a Lionel Operator of a 4x8 layout I can make this statement- *Traveling on the train east of Chicago is like riding on O27 and traveling west of Chicago is like riding on O gauge with the larger passenger cars.*

It was a trip I will never forget!!!!

MINUTES OF THE MEETING  
8/20/09 7:00 PM

**Guests:** Tony R., Dick G. Nuno  
**New member-** Lynn T.

Dave H. gave us an update on the children's layout. 3 upcoming shows: September 5 / TCA at Southern Poly; November 21 and 22 / Great Train Expo at No. Atlanta Trade Center in Norcross; December 5 / TCA at Southern Poly. Dave also notes that set up for the two day show will occur at 7AM on the 21st. Volunteers are needed for each of these shows.

Curt W. advised members that the Canton, St. Paul and Pacific live steam club has invited NAOGRRC members to visit their railroad on Saturday September 19th from 3PM to 6PM. Visiting this scale railroad is by invitation only and is open to club members and family member guests only. No outsiders at this one please. Members interested in attending should e-mail Curt so he can get an approximate head count to the CSt.P&P club. (Not mentioned at the meeting, but have since been advised by CStP&P that all NAOGRRC members who attend this field trip will be required to sign a liability waiver. One waiver per member and his/her family guests. Curt will distribute these waivers to all members who have advised him they are attending the field trip.)

Les L. advised he will be placing the next parts order on September 10th. Les also noted that the club holiday party will be December 12th; held again this year at the Mountain View Community Center on Sandy Plains Road in Marietta. Les will advise the cost per person at the September meeting but hope to hold it to \$15/person.

Ron S. and Bill D. - HT layout news. See Page 2

Max W. Made a presentation on his latest "find", an MTH Railking Pennsylvania Railroad turbine he purchased for only \$75 while on vacation in Pennsylvania.

Dave H. Noted that the club still has shirts for sale. Dave also demonstrated the new wreck crane on the specially built siding adjacent to the roundhouse on the club layout.

**Next meeting on 9/17/09 with ' Business Meeting' at 7:00 pm- don't forget.**

Curt W. gave the treasurer's report and also noted that he and Max will be hosting the October meeting at their house. As a reminder, the club agreed at the July meeting to begin holding occasional meetings at member homes in order to permit more time for socializing. Members who are interested in hosting a meeting should advise Cookie, Les, Rick or Curt.

Al C. thanked members for the words of encouragement as he continues his prostate cancer treatments.

Dale S. (triple bypass) reports he is coming along nicely and was able to attend the Railroadiana Show held in early August.

## Upcoming Shows

- Sept 5th- Saturday- TCA- Southern Poly
- Nov 21-22- Norcross- GTE Expo
- Dec 5th- TCA- Southern Poly

Bill D. reminded members of the upcoming Piedmont Pilgrimage, sponsored by the Piedmont Division of the National Model Railroad Assn. The club layout will be on the tour from 10AM till 2PM the day immediately following Thanksgiving (Friday 11/27). In September Bill will begin to recruit volunteers to man the layout during the open house and also bring their trains to operate.

## C A L E N D A R

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>SEPTEMBER 2009</b>						
30	31	1 6-9 PM Work @ at Hobby Town 	2	3 6-9 PM Work @ at Hobby Town 	4	5 TCA Train Meet @ Southern Poly Tech 
6	7 Labor Day Holiday	8 6-9 PM Work @ at Hobby Town 	9	10 6-9 PM Work @ at Hobby Town 	11	12 NO work at Hobby Town
13	14	15 6-9 PM Work @ at Hobby Town 	16	17 NAOGRRC Meeting Tonight! 	18	19 NAOGRRC visit to the Live Steam
20	21	22 6-9 PM Work @ at Hobby Town 	23	24 6-9 PM Work @ at Hobby Town 	25	26 10 AM-2 PM Work @ at Hobby Town 
27	28	29 6-9 PM Work @ at Hobby Town 	30			
<b>OCTOBER 2009</b>						
				1 6-9 PM Work @ at Hobby Town 	2	26 10 AM-2 PM Work @ at Hobby Town 