

PIEDMONT DIVISION TIMETABLE

VOLUME 24 NUMBER 4

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MIKE DEATON'S *COLORADO JOINT LINE* REFLECTS A COLORFUL PERIOD OF RAILROAD HISTORY

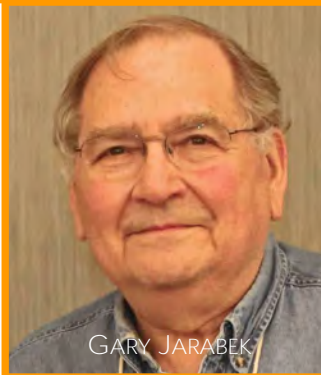
PIEDMONT DIVISION REMEMBERS



RON GOUGH



MIKE BRAUNSTEIN



GARY JARABEK



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Please note that due to changes in the Division Leadership, some information and columns normally appearing in the *Timetable* are not included in this issue. The leadership will provide a complete report of the new board, financials and committees in the Quarter 1 issue in January.

Respectfully,
 —Walt Liles
 Superintendent Piedmont Division

PIEDMONT DIVISION

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PIEDMONT DIVISION TIMETABLE VOLUME 23 NUMBER 4

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DEADLINE FOR THE QTR 1 2020 *TIMETABLE*:
Wednesday, December 18, 2019
 Please send submissions to :
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REMEMBER WHAT WE LOST AND CHERISH WHAT WE HAVE

The PIEDMONT DIVISION lost three long-time members this summer. Ron Gough, MMR 321 passed away July 28th at his home in Roswell at age 83. Mike Braunstein died in Warner Robins on August 18th at age 76. And Gary Jara-bek passed away on September 25th at his home in Marietta at age 80.

I never had the opportunity to meet Ron or Mike. John Travis wrote a lovely tribute to Ron which is included in this issue. I did volunteer to assist Ron's family with the teardown of his layout, so I can attest to his ability as a modeler. He built a beautiful layout and his electrical systems were well executed and organized. I was fortunate to see his renowned vests, one covered in railroad pins and the other with memorabilia from the 1996 Olympics.



RON GOUGH'S LAYOUT AND RECOGNITIONS

Mike did not appear to be as active a member as either Ron or Gary, but he regularly attended our Train Shows and SER Conventions. People I have heard from said he was often opinionated but had the ability to remain a friend regardless of which side of the issue you were on.



I was shocked by Gary's sudden passing. I truly feel fortunate to have worked with someone that was a cornerstone of the Division. He was always very insightful and I learned a great deal from him about the Division's outreach programs and how to influence the public. Gary had a gentle nature and always took the time necessary to provide understanding. He had major roles in supporting the hobby, best reflected by him being presented the NMRA's President's Award at our August meeting. Gary's ongoing efforts are also evident in the column he wrote for the Pilgrimage in this issue. Gary will truly be missed.

Raymond Stewart has returned from active duty and has submitted a new "Countin' Rivets" column. He describes the Broadway Limited Imports HO Scale Cryogenic Tank Car. Please welcome Raymond back and thank him for his service and jumping back in to write a review for the Division. Submitting your own model review would be a great way to show your support.

Tom Gordon gives advise on how to provide 110-volt power to your layout power supplies and accessories. It is excellent advice for those in the planning stages as well as offering suggestions to safely organize and control power to an existing layout.

Our featured layout in this issue is Mike Deaton's Colorado "Joint Line." It models the Atchison, Topeka & Santa Fe Railroad and the Denver & Rio Grande Western Railroad working from Denver to Pueblo, Colorado in the mid-1970s. Mike has designed an operational layout that is true to the prototype in terms of industries, interchanges and relative elevations. It was a big challenge but he and the Chattahoochee Express Operating group executed it beautifully.

Holiday season is rapidly approaching. The loss of three members of the Piedmont Division should serve as a reminder for all of us to use our gatherings of friends and family to cherish our time together and give thanks to everyone we hold dear.

—Jim Datka

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2019 PIEDMONT PILGRIMAGE



It Is Pilgrimage Time!

As I write this article, the Pilgrimage Committee is busy in the final stages of preparation for the 2019 Piedmont Pilgrimage. 77 Division members have agreed to be hosts this year. Charlie Mason MMR has completed the schedule. The schedule for each weekend has been posted to the Pilgrimage website and the booklet will be in the hands of the printer shortly. The dates for this year's Pilgrimage will start on Saturday, October 12 and concludes on Friday, November 29. You will note the final Pilgrimage date is the Friday after Thanksgiving. We will have five layouts open so while some people will be shopping on "Black Friday" others will be able take their house quests to visit model railroads.



I want to thank the members of the Piedmont Division who have volunteered to be helpers for the layout hosts. Many members have also purchased pike ads which is a help to cover the cost of the Pilgrimage booklet. At the October 8th Division meeting we will distribute signs and packages to the Pilgrimage hosts.

By the third week of September we will begin distributing the booklet to various hobby shops and other locations to publicize the program. We are grateful for all the volunteers who are opening their layouts to the public. This is one of our most successful programs to support model railroading. It is very popular among the public even for those who are not model railroaders. It is also a very rewarding and heartwarming activity for those model railroaders who have worked so hard to prepare their layouts for public exhibition. There is no other place to see the actual work and experience displayed where model railroaders enjoy the opportunity to discuss and teach those interested in enhancing their own layouts.

Now it is time for you, our Division Members, to visit the layouts on tour and see what our members have created and support them. Bring your friends on tour with you.

—Gary Jarabek
Pilgrimage Committee Chairman

PIEDMONT DIVISION 2019 BOARD OF DIRECTORS ELECTION

The Piedmont Division Elections Committee will conduct the 2019 Board of Directors Election Tuesday, November 12, 2019 during the general meeting. You may also vote by absentee ballot. Check the division website at www.piedmont-div.org for more information. At the end of September, announced candidates are:

DIRECTOR OF OPERATIONS

Sally Bando

DIRECTOR OF FINANCE

Royal Bruce

DIRECTORS AT LARGE

Doug Alexander

Steve Funsten

Bob Kelshaw

Jim Travis

Candidates' Statements and additional voting information will be available on the division website October 12.

—Chuck Hoesch
Elections Chair

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IN MEMORIAM

Ron Gough, MMR 321

Ron Gough, MMR, was a very active and instrumental leader of our division for over 20 years. We first remember Ron during the 1995 NMRA National Convention in Atlanta where he earned his Author certificate. Notice he earned his MMR in a little over 8 years in the hobby.



Most of us remember Ron from our monthly Piedmont meetings where he emphasized the use of scale wood instead of styrene for his modeling projects. Ron was a big proponent of 'scratch building' and presented several clinics at our NMRA National conventions, including Scratch Building 101 and Scratch Building 102. His thought on using wood was to do it 'as a carpenter would do

it'. He was a master structure builder. Ron had a beautiful layout to show off his modeling projects. He was a "railfan" and not an "operator". He enjoyed seeing trains running through pretty scenery, but not much on switching cars.

One of Ron's most important achievements was to head up our first modern model train show. When I was the Division Superintendent, he was the only volunteer to begin our new train show. As Train Show Manager, Ron reserved a spot at the Cobb County Civic Center in Marietta and set the stage for many successful shows. The show was held in that location for over 10 years before moving to the Cobb Galleria Center where it is held today. Since its inception, the Model Train Show is the Piedmont's primary revenue generator.

Ron had other interests besides model railroading. He loved college basketball. He, and his wife Nancy, attended many tournaments. He held season tickets at GA. Tech, and collected basketball pins. As shown in his photo, he also collected model railroading pins. He sometimes complained his vest was almost too heavy to wear. Ron and I had a weekly breakfast together for over 15 years and often talked about who would win the March Madness basketball tournament and sports in general. Ron passed away at the age of 84 on July 28th. He will be missed.

—John Travis, MMR



ACHIEVEMENT PROGRAM NEWS



Congratulations to the following Piedmont Division member for earning AP certificates:

Steve Funsten - Electrical and Structures

Model contests and photo contests are held twice a year -- at the April and October division meetings. The October contests will soon be here. So start working on your contest entries now. In recent years the photo contest has become very popular with many excellent entries. We always need more model contest entries. If you are aiming for a merit award for your model, be sure to provide written descriptions of your work. Tell us how you built your model and what extra details, such as interiors, you added. Include the plans or drawings for the model or photographs of the prototype or something similar. In a model contest judges cannot ask the modeler questions. So tell us on paper what we need to know about your model. Modules or dioramas will not be judged at the October division model contest.

—Charlie Mason MMR

Piedmont Division Achievement Program Chairman

candmjason@att.net 770 993-1589



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PIEDMONT DIVISION'S JULY MEETING PIZZA DINNER AND SWAP MEET



With many members away at the NMRA National Convention and other summer activities, the Piedmont Division's July meeting was changed to a Swap Meet and Pizza Party.

It was a fun evening of conversation and a chance to buy and sell trains, track and structures. Attendance did not suffer as many came out for a free dinner and an opportunity to turn unneeded equipment into cash or to find some bargains.

A local fire department also benefitted by receiving several uneaten pizzas.

Photos courtesy of James Bando





PIEDMONT DIVISION'S JULY MEETING PIZZA DINNER AND SWAP MEET



CHARLIE MASON AWARDS THOMAS LLOYD HIS CERTIFICATES OF ACHIEVEMENT FOR MODEL RAILROAD ENGINEER—ELECTRICAL AND MASTER BUILDER—SCENERY



PETER THOMAS RECEIVES HIS FIRST PLACE AWARD IN THE COLOR PRINT MODEL CATEGORY



DON OLTMANN RECEIVES HIS SECOND PLACE AWARD IN THE COLOR PRINT PROTOTYPE CATEGORY



JERRY GORLA RECEIVES HIS FIRST PLACE AWARD IN THE BLACK & WHITE PRINT PROTOTYPE CATEGORY AND THIRD PLACE AWARDS IN WORKING ON THE RAILROAD AND COLOR PRINT MODEL CATEGORIES



PIEDMONT DIVISION'S AUGUST MEETING

WALT LILES: *DESIGN LAYOUTS WITH COMPUTER PROGRAMS*



Walt showed how easy it is to design a model train layout using computer software. Several vendors offer affordable solutions to design even complex, multi-level layouts. Advanced software even includes the capability to generate 3D renderings.

All feature simple click-and-drag flexibility using libraries of track from most manufacturers. Some vendors even offer free or low-cost versions of their software with limited capabilities that are more than sufficient for most modelers.

Using these programs reduces the chances of error in your design, and even provides a shopping list of the track needed. Changes are quick and easy by "disconnecting" track and moving in new sections. Entire sections can be copied and moved as you design your ultimate layout.



GARY JARABEK RECEIVES THE NMRA PRESIDENT'S AWARD FOR SERVICE TO THE DIVISION



ALAN MOLE PRESENTS THIS HONOR FOR GARY'S OUTSTANDING "BEYOND-THE-CALL-OF-DUTY" WORK MAKING THE PIEDMONT DIVISION EFFECTIVE, ENGAGING, AND WELCOMING TO OUR MEMBERS

SALLY BANDO DISPLAYS THE OFFICIAL SER 2020 CONVENTION TEE SHIRT THAT IS NOW AVAILABLE FOR PURCHASE



Photos courtesy of James Bando



PIEDMONT DIVISION'S AUGUST MEETING BRING-AND-BRAG: TRACK PLANS



SCOTT POVLOT RECEIVES THE NMRA PRESIDENT'S
AWARD FOR INFORMATION TECHNOLOGY SERVICES



JOHN STEVENS PRESENTS THIS HONOR FOR
SCOTT'S OUTSTANDING WORK WITH THE NMRA

TOM GORDON DESCRIBES HIS PRINTED
LAYOUT PLAN HE PREPARED BEFORE
BUILDING HIS LAYOUT



JOE NICHOLS JR PRESENTS THE PRINTED LAYOUT PLAN USED
FOR OPERATING SESSIONS ON HIS LAYOUT



STEFEN BARTELSKI SHOWS HIS LIFE SIZED PRINTED PLAN OF HIS
MODEL RAILROAD YARD AND A SMALL 3-D MODEL HE MADE
BEFORE BUILDING HIS LAYOUT



DANIEL AND MIKE TARRANT SHOW THEIR REBUILT
E8 WITH ADDED DETAILS AND DECALS

Photos courtesy of James Bando



PIEDMONT DIVISION'S SEPTEMBER MEETING

STEVE AUSTIN: MAKING SCENERY FROM NATURAL MATERIALS



Steve shared some of the low-cost, easy to produce methods he uses to forest his incredible layout. Using dried seed heads and twigs, he has produced vast quantities of realistic looking trees by using spray adhesive, diluted white glue and commercial ground foam products. He showed how trimmed sage brush can produce convincingly real dead trees for added detail. Steve also explained how he created towering pines using balsa wood stock and dried flower stems.

His layout also features fantastic rock faces produced with plaster of Paris and rubber molds. He showed how he created a large escarpment using multiple pieces from a single mold simply by rotating the pieces as they were installed.

The beautiful photos Steve presented generated audible gasps from attendees. He was interrupted several times as people called out specific details they spotted. If you have never seen his layout, make certain you do so during the Pilgrimage. And plan to spend several hours to take in all the detail of this sprawling layout.



STEVE FUNSTEN EARNED CERTIFICATES OF ACHIEVEMENT FOR MODEL RAILROAD ENGINEER—ELECTRICAL AND MASTER BUILDER—STRUCTURES

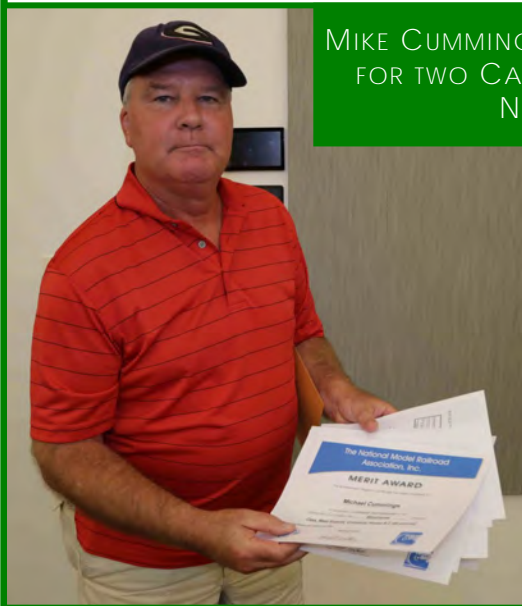


ALAN MOLE EARNED A CERTIFICATE OF ACHIEVEMENT FOR MODEL RAILROAD ENGINEER—ELECTRICAL

Photos courtesy of James Bando



PIEDMONT DIVISION'S SEPTEMBER MEETING BRING-AND-BRAG: SANTA FE RAILROAD



MIKE CUMMINGS EARNED THREE MERIT AWARDS FOR TWO CASS, WV HOUSES AND A GREAT NORTHERN CABOOSE



MARTIN GULDNER DESCRIBES A RARE AND UNUSUAL ATSF REFRIGERATED HOPPER CAR

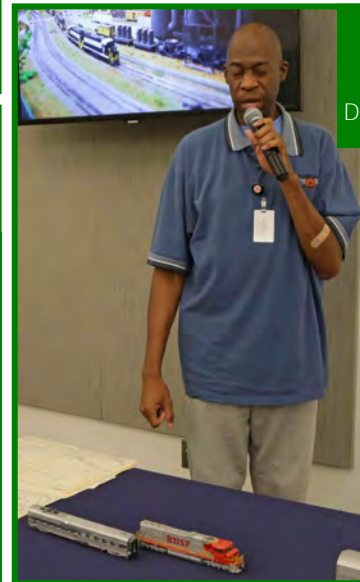
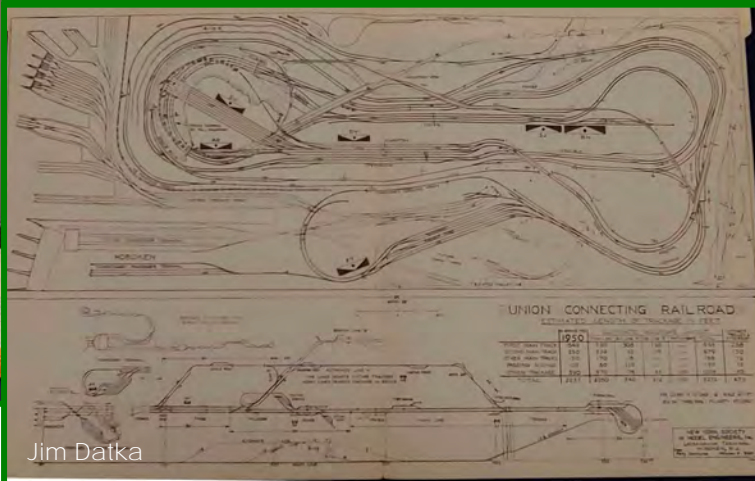


PERRY LAMB EXHIBITS HIS BNSF SD-70 51 DIESEL LOCOMOTIVE

CRAIG KNOX PRESENTS HIS RE-MOTORED 1950S LIONEL SF F3 A-B DIESEL LOCOMOTIVE



DON OLTMANN DISPLAYED O-GAUGE TRACK PLANS FROM THE NEW YORK SOCIETY OF MODEL ENGINEERS DATED FEB 1950



REGIS BROOKS SHOWS A BNSF DIESEL LOCOMOTIVE



BRIAN GLOCK DESCRIBES HIS RE-BUILT ATSF 2-8-2 LOCOMOTIVE #4060 WITH PFM SOUND

Photos courtesy of James Bando

First Time Meeting Attendees



JOHN CHANDLER AND
HIS FATHER DAVID



TIM SARTORE



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JIM WILLIAMS

Engineer's Wish List



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GETTING WIRED

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Alright, enough of the dismantling stuff for layouts (as from my last column), I'll now get into some stuff that is really fundamental in layout construction. One must plan for getting electrical service to all those little electrical thingies that we install on our layouts. I'm not talking about feeding 12v to an accessory, I'm talking about getting the 110v source of all layout power to where you connect the power supplies, that then supply the 12v to the accessories. This is one area that many folks don't consider when developing a layout plan, resulting in all sorts of odd extension cords and wire drops draped randomly around the room. That can be a fire hazard!

On my last layout, I used a long length of brightly colored extension cord (for easy identification) with embedded metal handy boxes placed at power supply locations. This was created from several long, heavy-duty 14-gauge extension cords that were spliced and joined with the handy boxes, creating a single 'hard wired' string of power for the entire layout. The boxes had strain relief clamps (very important!) to hold the wire secure to each metal box housing, and since the internal wires were stranded, appropriately sized spade lugs were installed (inside the boxes!!) for attachment to the back side of the plug sockets. At the supply end where the power string plugged into the wall, I added a box with a toggle switch that would turn the entire length on or off. All the parts were available at the local big box home improvement store, and all the metal handy boxes were grounded appropriately.

With this rig, I could place devices that needed 110v at strategic locations around the layout and control them from one central point. I don't know and won't speculate as to whether this meets or violates any electrical standards, but since my cord was plugged into the wall (not hard wired), and I was extremely careful in splicing and using strain relief, it should be OK. I copied the idea from similar outlet strings used when I did theater and concert lighting. Our light crew (at the direction of a real electrician) built these to supply power to lights and sound devices on stage. Should you do this? I don't know, but just remember, 110v is very dangerous if you don't do it right. I did plug my layout assembly into a ground fault circuit from the house mains (and in the future, I will also use arc fault!), and each receptacle was tested using an outlet tester to ensure the polarity was correct.

One thing you may want to avoid is using standard in-wall Romex cable for running your power. It's not that the product is bad, it's that it is usually a neutral color (off white) and could easily be confused with another wire cable. House wiring is available in yellow, so that would be a safer alternative.

Now, as for another approach that requires a bit less know how: use power strips. Strips can be purchased in various lengths, and you can connect quite a number of devices to them. One caveat: don't daisy chain power strips. Don't even think of doing that. Daisy chaining power strips is extremely dangerous and is a fire hazard. You also don't want to run extension cords off the power strips for similar reasons. If you can centralize your power needs, you will likely get by with one large strip (they can be purchased several feet long). Since most strips have an on/off switch, you can power down quite easily. This, of course, might not work well for larger layouts so there is another option: have all the power centralized, and run various low voltage wiring around the layout for accessories. I'll do a column on that later, as my next layout is going to have a bit of a hybrid approach to power distribution.

A not so frugal approach that works for larger layouts is to have the train area pre-wired to have a wall switch disconnect everything. This is great if you can wire the house before you build the layout, but as a retrofit, it can be difficult. One thing to avoid is using a circuit breaker toggle to cycle power to the layout. Breakers are great, but with repeated on/off cycles, they will wear out. Have you priced circuit breakers lately?

So, if you can't retrofit, why not use plug in power controllers meant for remote control of lighting fixtures. These devices are available at home improvement stores (or Amazon) and allow control via WiFi or other radio spectra. Alexa could turn on your whole layout with one command (If you do this, please let me know, I want to see someone say "Alexa, turn on the layout" and have everything power up.) If you are cheap like me, you can use 'The Clapper' for a similar effect. There is one caveat here: don't set up the controllers to dim the layout power circuit. You should use them as pure on/off switches only. The effect of slow ramp-up, or ramp-down of voltage could make interesting things happen to your electronics.

No matter what approach you use, you should really use a method where the whole layout is shut down when you leave the train area. You also might want to shut down your workbench to ensure your tools (like soldering irons!) are disconnected too. This is both a convenience and a safety item.

Make sure you plan your approach in advance. It is difficult to retrofit a layout for its power needs later in its construction. When you build it, it is much easier to install the needed power sources, and besides, it gives you a place to connect your soldering iron near the work.

—Tom Gordon

COUNTIN' RIVETS: BROADWAY LIMITED IMPORTS HO SCALE CRYOGENIC TANK CAR

BY RAYMOND STEWART



RRPictureArchives.NET Image Contributed by Bruce Gage

With my recent return from Afghanistan, I needed a way to jump right back into the hobby and make up for lost time. Even though I did watch many modeling related videos, participated in numerous on-line groups and made a number of purchases, I had the urge to dive right in amidst my very busy personal

schedule. I found nothing easier than to take a trip over to Blue Ox Trains and see what new products were available to use for "Counting Rivets". I asked Steve Funsten, (the owner) what was a new product that he had readily available and he made mention of a new release of the Broadway Limited Imports 6162 Linde cryogenic tank car. While this is not a new model, it is a new release of road names and numbers.

While this car is a unique model it does have a prototype that was in captive commodity service. A quick Google search revealed more information on the model than on the actual prototype. I also found a good discussion about these cars here: www.trainorders.com/discussion/read.php?3,4121061

Most of the cars that this is modeled after are no longer in revenue service as they have all reached the mandated retirement age of 50 years. So according to the build date on the model of 1964, it would have had to been retired by 2014. Most were retired before that.

The model itself comes in a nice sturdy cardboard box with the car encapsulated in the current industry standard clam shell surrounding the model. Prior to opening the box, I did notice that the railings around the top of the car in the middle were slightly out of shape. It also had a card containing the warranty information which in this case is a limited one-



year warranty provided by the manufacture. No other information was provided on the diagram.

Upon opening the clamshell and removing the model, I decided to give the car a once over. I observed that the model had minimal under-body piping, separately applied air hoses, uncoupling levers, see-through end walkway decking, metal wheels, Kadee style couplers, separately applied side grab irons and end walkway hand rails, and other miscellaneous applied detail parts. The lettering was very clear and was well applied. Small lettering is clear and legible under magnification. All of the car's railings and ladders are made from plastic so care should be used when handling the model. I did notice that the coupler box screws did protrude up just behind the end walkways, but a drop of paint in the main body color will hide this. On the sample car that I had for this review, I did notice that one of the

cross members on the safety railing that runs the length of the car (between the ladder and the end walkways) was not pushed in all the way to form a straight line. It was glued in a position so that it bowed outwards slightly.

On the car there are two applied panels that wrap the top half of the car. This is done on the prototype so the car maintains a certain temperature and pressure on the inside of the car. On the model, the "A" end has two circular indentations

(continued on next page)



COUNTIN' RIVETS: BROADWAY LIMITED IMPORTS HO SCALE CRYOGENIC TANK CAR

BY RAYMOND STEWART

(continued from previous page)

and the "B" end has one. After a brief search of www.rrpicturearchives.net, I was not able to find any photographs showing the roof of this type of car to verify their accuracy of being there. At first I had a theory that they are for alignment during the assembly process. But I decided to reach out to a friend of mine that has scratch built many tank car models. During the discussion he told me that the items on the roof in question are either some sort of vents or "domes" that deal with the pressure regulation of the load. He didn't have any photos of the top of the car either but assured me that they are supposed to be there and are fairly accurate.

For the diehard modeler, a few changes could be made. A better hose on each end of the car or making the alignment of it look better. Also painting the screw ends that pop up just behind the cat walk on each end of the car. Other than that, search the web for some photos to weather the car accurately.

In conclusion, the model is a very nice car for the price point (MSRP \$49.99) and is well detailed. It is very close to the few photographs that I could find on-line and matched reasonably close to details and lettering. It would make a nice addition to any train traversing your pike in transit.

—Raymond Stewart



Model photos by
RAYMOND STEWART

Prototype photo by
BRUCE GAGE
[www.rrpicturearchives.net/
showPicture.aspx?
id=4217575](http://www.rrpicturearchives.net/showPicture.aspx?id=4217575)



More information on the prototype:

"Classes DOT-113 and AAR-204 tank cars are designed as a vacuum-insulated inner container (tank) enclosed within an outer shell (tank, not jacket) and referred to as an outer jacket by the DOT to transport cryogenic liquids. (Refrigerated liquefied gases having a boiling point colder than minus 130°F at atmospheric pressure; e.g. liquid hydrogen, ethylene, oxygen, nitrogen, and argon.) The annular space between the inner and outer tanks has a vacuum drawn and is equipped with an insulation system using granular perlite or an alternating wrap of multiple layers of aluminum foil and paper. These tank cars are frequently referred to as Thermos® bottle tank cars."

Source: Association of American Railroads "Field Guide to Tank Cars"
www.bnsfhazmat.com/wp-content/uploads/2016/03/Field-Guide-for-Tank-Cars_2012-Reissue-2.pdf



FEATURED MEMBER LAYOUT: MIKE DEATON'S COLORADO'S "JOINT LINE" RAILWAY SYSTEM



Mike Deaton's railroad models a specific area at a very interesting time. In the mid-1970s, the ATCHISON, TOPEKA & SANTA FE RAILROAD and the DENVER & RIO GRANDE WESTERN RAILROAD competed for customers and cooperated over tracks between Denver and Pueblo, Colorado

"I grew up on the ATLANTA & WEST POINT RAILROAD, but as a youth I was drawn to the much more colorful locomotives of western railroads. When I discovered there was 'JOINT LINE' in Colorado where the AT&SF and D&RGW ran in the same corridor, I knew I wanted to model that." He tries to be true to the prototype in terms of the trackage, industries and relative elevations.

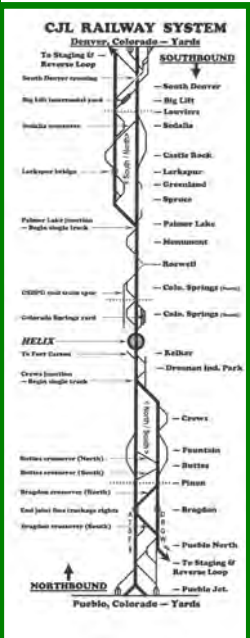
Adding to the action, the COLORADO & SOUTHERN (originally a subsidiary of the CHICAGO, BURLINGTON, & QUINCY) was a "tenant" of the SANTA FE and had trackage rights over the entire JOINT LINE. In fact, the C&S handled yard switching for the SANTA FE in Denver, while the SANTA FE did the same for them in Pueblo, CO. While the CB&Q was one of the railroads that merged to become the BURLINGTON NORTHERN in 1970, the C&S continued to operate as a separate subsidiary for another decade. Interchanges with the MISSOURI PACIFIC, the CHICAGO, ROCK ISLAND AND PACIFIC and the UNION PACIFIC railroads make for some very colorful rolling stock.

Mike's triple decker layout is designed for operations and can easily accommodate about a dozen operators during a session. Spacious aisles and well planned locations keep trains running without engineers stumbling over each other. His two largest yards—Denver and Pueblo—are directly above one another, but clever placement of the main lines and yard tracks have yard masters working on opposite sides of a long peninsula.

Mike has also equipped his engineers and conductors with everything they need to efficiently run their trains. Locations are well marked with turnouts labeled for easy identification. Track maps quickly orientate the operator as to where their trains are headed, and he has highlighted the locations where trains need to communicate with the dispatcher. He has gone through several redesigns of the paperwork needed to best schedule trains and train operators.

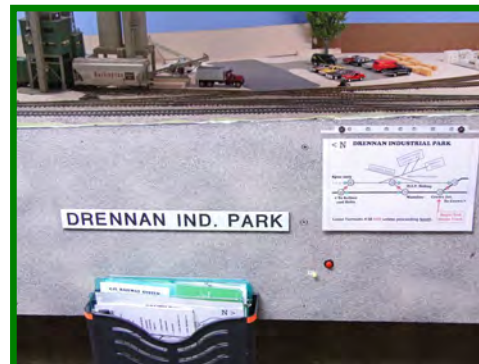


MIKE DEATON—OWNER & OPERATOR OF THE CJL RAILWAY SYSTEM



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Article and Photos by Jim Datka





FEATURED MEMBER LAYOUT: MIKE DEATON'S COLORADO'S "JOINT LINE" RAILWAY SYSTEM



One of the most impressive features on Mike's layout is a large intermodal trailer-on-flat-car facility called Big LIFT. This facility has been given the space necessary to reflect a large and busy TOFC operation. He is modelling the buildings and signage of the prototype, which he can demonstrate with scouting photos he has taken. Mike plans to add the walkway and supports to the BIG LIFT sign to match the prototype.

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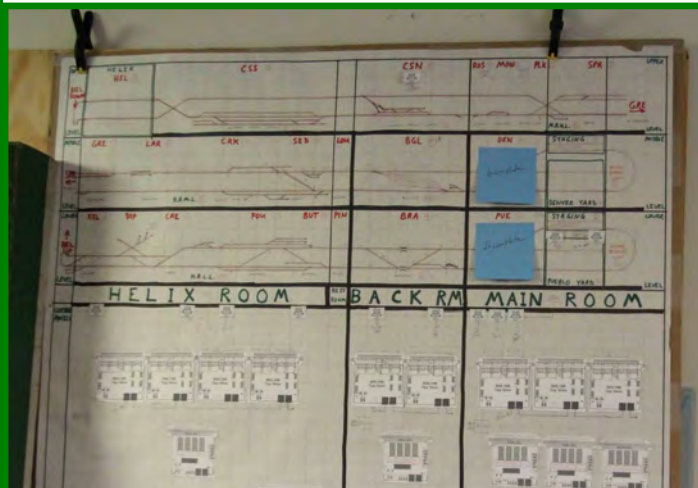


FEATURED MEMBER LAYOUT: MIKE DEATON'S COLORADO'S "JOINT LINE" RAILWAY SYSTEM



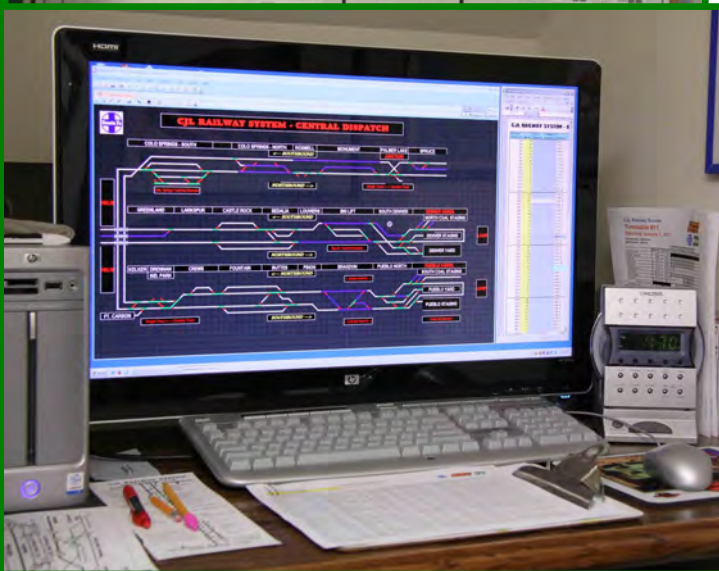
Planning a basement consuming, triple decker railroad was a major challenge, especially when he wanted to represent the relative elevations of the prototype. One novel solution was to use strips of paper placed up against the suspended ceiling to mark the height of each level and location. "This gave me a way to identify clearance problems while trying to maintain a representation of the elevation of each location along the line. I was able to move markers up and down the strips until I found a solution that worked." This helped keep the maximum grade to 2.5% and would help avoid serious problems even before construction began.

Mike did not make a comprehensive track plan for the entire layout, but worked from initial concept drawings and did most of the track planning "full size" as he went. A few critical areas were planned out beforehand, to make sure everything would fit. "My drafting experience from high school really helped me out with that."



Planning the electrical for such a large layout also took a great deal of planning. Each of the three rooms is on a separate DCC booster and power supply. Mike planned this on a master schematic of the railroad, which was complicated by the multiple levels in each room. Block occupancy is also included in critical sections so the dispatcher (in a separate room) can have a view of the sprawling layout and to control the flow of trains.

Communications are done via FRS radios. All of the control hardware is easily accessible and clearly labeled.



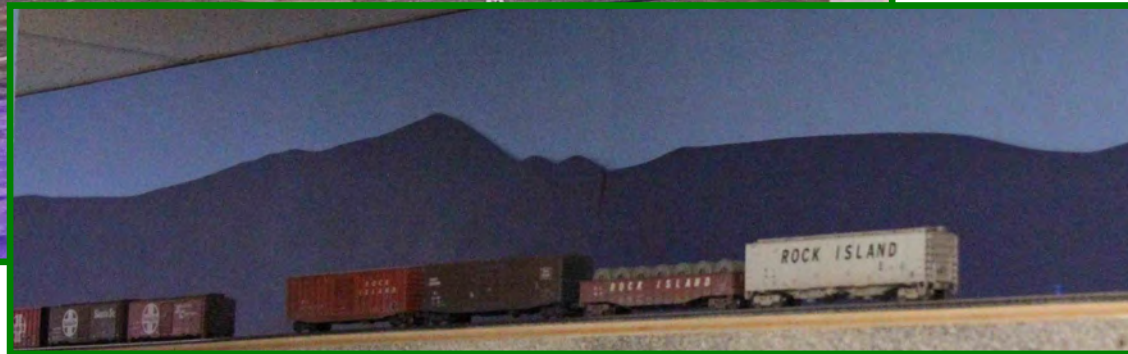
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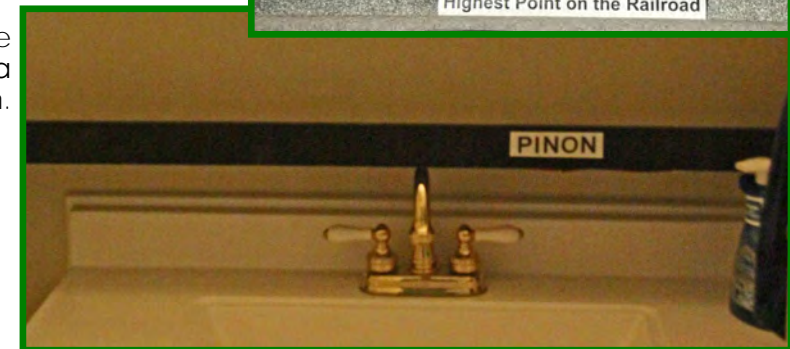
FEATURED MEMBER LAYOUT: MIKE DEATON'S COLORADO'S "JOINT LINE" RAILWAY SYSTEM



Mike is committed to have the layout give the look and feel of the Rocky Mountain locations along the line. He has used Google Earth and his own photos to insure the backdrops adequately represent the profile of the actual hills visible from each locations. Pike's Peak is the dominant feature in the photos to the left.



Just like on the prototype, Palmer Lake is the high point and Pinion is the lowest on Mike's railroad. Fortunately for the prototype, the height of a faucet spout was not a limiting factor in their construction.



As modeled by Mike, Fountain, CO depicts an interesting bit of history on the line. The D&RGW laid their track over this route first. When the AT&SF built their tracks later, Fountain was one of three locations where the SANTA FE needed to "cross" the D&RGW. The SANTA FE had no choice but to build "flyover" bridges to accomplish this. When the original *JOINT LINE* agreement was mandated for these railroads (back in 1919), these flyovers were removed, and track was reconfigured as a double-track main. Many of the original flyover grades and bridge abutments still remain to this day.

(continued on next page)



FEATURED MEMBER LAYOUT: MIKE DEATON'S COLORADO'S "JOINT LINE" RAILWAY SYSTEM



While scenery is one of Mike's favorite aspects of model railroading, his focus has been getting the operations in place and working well. He will be going back to scenic the layout in the future.

One unique feature to his layout is the muted tones he has used for his fascia and aprons. Mike consciously did this to have these features blend into the scene rather than stand out. The effect works very well and makes the colorful rolling stock really stand out.

I look forward to seeing this layout evolve and bring a bit of the Rockies to North Fulton.

Mike wants to give credit and thanks to the members of the CHATTAHOOCHEE EXPRESS OPERATING GROUP for their invaluable help in getting this layout up and running from its beginnings back in 2003.

Be sure to stop by and see the CJL RAILWAY SYSTEM during the Piedmont Pilgrimage this fall!

—Jim Datka





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