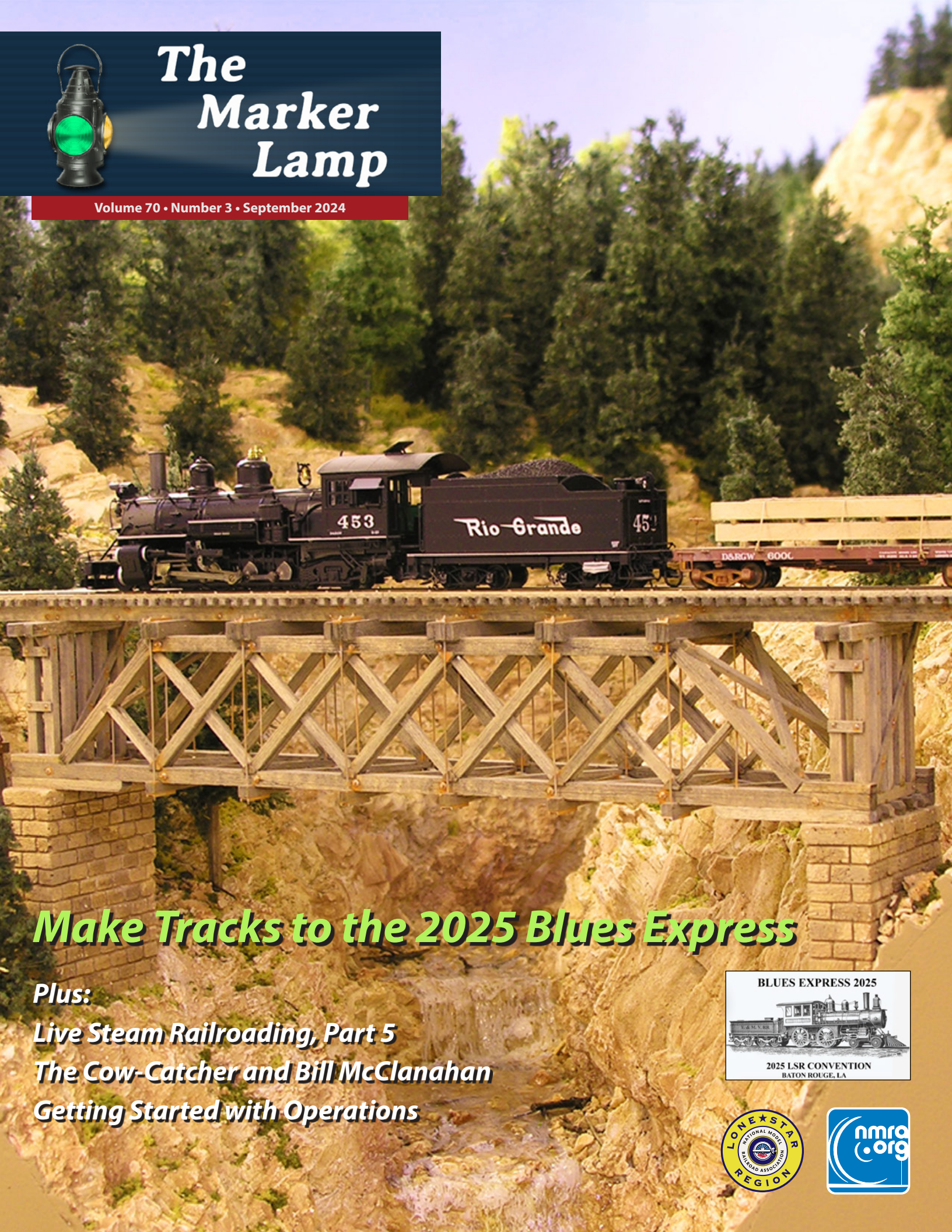




# The Marker Lamp

Volume 70 • Number 3 • September 2024



## ***Make Tracks to the 2025 Blues Express***

***Plus:***  
***Live Steam Railroading, Part 5***  
***The Cow-Catcher and Bill McClanahan***  
***Getting Started with Operations***





# The Marker Lamp

The Official Publication of  
The Lone Star Region of the  
National Model Railroad  
Association

**Volume 70, Number 3  
September 2024**

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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 Steve Sandifer [steve.sandifer@sbcglobal.net](mailto:steve.sandifer@sbcglobal.net)

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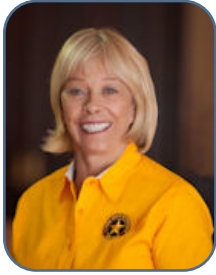
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## President's Message



by Donna Orr  
[donnalorrtx@gmail.com](mailto:donnalorrtx@gmail.com)

### Rare Models

**A**nyone out there collect model trains? It is a very interesting part of our hobby. We look at exquisite detail and historical significance, but also at the rarity for their collectible value. Let us look at some of rarest models and their value.

LCB's 2085D DRG Mallet. Is an accurate depiction of the German Mallet steam locomotive. This rare model typically sells for \$6K - \$10K. This is because of its high quality and the limited production.

Lionel 700E Hudson. This train was introduced in 1937, It is extremely realistic. It is a 1:48 scale model of the New York Central Hudson Locomotive. It is intricately detailed and if in excellent condition can bring between \$10K and \$15K. If the original paperwork is there with original packaging that is especially valuable.

The Brass Sunset Models SP GS-4 Daylight is a meticulously detailed brass model of the Southern Pacific GS-4 locomotive. It seems to be a favorite among collectors due to its colors and exceptional detailing. This model is valued at \$4k - \$7k.

The Bachmann Spectrum On30 2-6-6-2 is is a model of a logging Mallet locomotive. It is extremely detailed and very realistic. A stand out piece that is valued around \$1.5K - \$3k. there are rare paint schemes and some limited production runs that can increase its value.

The Kraus-Maffei ML 4000 by Rocco. This model is a detailed model of the German diesel-hydraulic locomotive. It is a unique and historically significant model. Valued around \$2.5k - \$4.5k.

The Hornby Dublo 46232 Duchess of Montrose is a classic British model train. This train reflects the elegance and engineering prowess of the British railways. Vauled can be

placed at \$3k – 45k.

The Lionel Postwar 773 Hudson, is from the 1950's. this model represents the peak of Lionel's postwar production and is a favorite of vintage toy train enthusiasts. Typically valued at \$4k - \$7k.

The Fulgrurex SNCF 141 R 568 is a very detailed model of the French steam locomotive. It showcases European rail history. The model is valued at \$5k - \$8k.

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Now, to move on from a subject that I am interested in here are a couple upcoming events for you to think about:

Our next Lone Star Region Convention is in Baton Rouge, June 26-29, 2025. I hear that some of the clinics will be from clinicians from out of our region. Keep watching for more information on this. Website to be up soon.

Along with our regional convention, next year is the NMRA's 90 Anniversary:

- The campaign will start January 1, 2025
- The first event is Amherst railroad Hobby Show Jan 2025
- The actual anniversary is Labor Day weekend 2025
- Trainfest in November 2025 will close out the program

--

If any member has any questions or wants to have any issue brought up at the board meetings you have several ways to do that. You can attend a board meeting, you can have your division Director present the issue or contact me.

Donna **ML**



## From the Editor



by Peter Kazmir  
[peter@centexnmra.org](mailto:peter@centexnmra.org)

## It's That Time of Year!

**A**s the temperature starts to finally drop here, many folks' favorite season is here: Train Show Season! (What, you thought I was going to say football? Well, that too.)

Texas and Louisiana are blessed with a number of great major shows every year. We get things kicked off with the Austin Train Show (which I help produce) at the end of August. After that it's full steam ahead with Temple -- back again for their 42nd year -- the Fall Plano show, the newer but outstanding Red River RPM, the New Braunfels Fall show, a newer Houston area show, and the Lubbock show.

On top of that there are a number of smaller shows all over, from Mineola, to Galveston, to Covington.

That's not even including special events, like Day Out with Thomas, or holiday exhibitions and events like the Tinplate Trackers' annual tradition and Santa's Wonderland in San Antonio.

I know personally that there are a number of fantastic vendors who primarily work shows across the region. I can't wait to see what great items they have for sale every time I'm at a show. In Austin we've pretty much lost our hobby shops, at least the ones that cater primarily to Model Railroading. Mail order is great (just look at my cardboard recycling bin every week), but there's nothing like looking at a model in person.

I hope you all get a chance to attend a show sometime soon, to enjoy the layouts on display, the friendships, and even a vendor or two. Check out *Up the Tracks* for a full listing!

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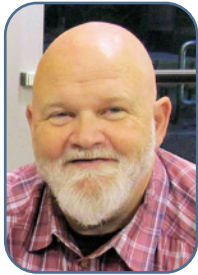
Another thing I hope you get a chance to do is to attend the Blues Express, the 2025 LSR Convention, which will be held in Baton Rouge. There are so many great things to see and do in the area, so many great model railroads, so many opportunities for unique railfanning, and so many great people. If you're thinking that if you've seen one LSR Convention you've seen them all, well...the folks at the Blues Express have a great surprise waiting for you!

Until then, keep the fun in Model Railroading! **ML**





# Up the Tracks Events Calendar



by Bill Dryden  
LSR Events Chair

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 Magazine* 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).

## The Blues Express 2025 Lone Star Region NMRA Convention June 26 - 29, 2025 Holiday Inn Baton Rouge South 9900 Airline Highway Baton Rouge, LA 70816

Stay tuned to the Marker Lamp and the LSR web page as more details become available.

**Mark your calendars now and plan to attend!**

### EVENTS AND SHOWS

#### September

21<sup>st</sup> – 22<sup>nd</sup> (Temple, TX) **42nd Annual Temple Model Train & RPM Show**. Sat. 10:00 am to 5:00 pm, Sun. 10:00 am to 4:00 pm. Adults \$10, \$1 discount for seniors, military, and first responders with ID, 12 and under free. Frank Mayborn Center, 3303 N. 3rd Street, Temple, TX. More information: <http://centramodrr.com/train-show/>.

28<sup>th</sup> (Mineola, TX) **28th Annual Iron Horse Heritage Festival** (Sponsored by the Mineola Area Chamber of Commerce). Sat. 10:00 am to 4:00 pm. Downtown Mineola, TX. More information: <https://cca.mineolachamber.org/EvtListing.aspx?dbid2=TXMine&keyword=9598&class=E>.

28<sup>th</sup> – 29<sup>th</sup> (Dallas/Plano, TX) **Fall Plano Train Show** (Sponsored by the North Texas Council of Railroad Clubs). Sat. 10:00 am to 5:00 pm, Sun. 10:00 am to 4:00 pm. Adults \$10, children 12 and under free (w/adult admission). Plano Event Center, 2000 E Spring Creek Parkway, Plano, TX. More information: <https://www.dfwtrainshows.com/>.

#### October

5<sup>th</sup> (Galveston/Texas City, TX) **2024 GCMRRC Annual Train Festival** (Sponsored by the Galveston County Model Railroad Club). Sat. 10:00 am to 4:00 pm. Admission \$5. Texas City Museum, 409 6th Street, Texas City, TX. More information: <http://www.gcmrrc.org/>.

11<sup>th</sup> – 13<sup>th</sup>,  
18<sup>th</sup> – 20<sup>th</sup> (Fort Worth/Grapevine, TX) **Day Out With Thomas** (Sponsored by the Grapevine Vintage Railroad). Cotton Belt Railroad Historic District, 705 S. Main Street, Grapevine, TX. More information: <https://www.gvrr.com/special-events/day-out-with-thomas/>.

25<sup>th</sup> – 26<sup>th</sup> (Fort Worth/Forest Hill, TX) **Red River RPM**. Sat. and Sun. 9:00 am to 6:00 pm. General public admission \$20 for both days, \$10 for one day. Forest Hill Civic Center, 6901 Wichita Street. Forest Hill, TX. More information: <https://www.redriverrpm.org>.

26<sup>th</sup> – 27<sup>th</sup> (San Antonio/New Braunfels, TX) **New Braunfels Fall Model Train Show** (Sponsored by the New Braunfels Railroad Museum). Sat. 10:00 am to 5:00 pm, Sun 10:00 am to 4:00 pm. Adults \$10 (14 & older), Child \$2 (5-13 years old). New Braunfels Civic Center, 375 South Castell Avenue, New Braunfels, TX. More information: (830) 627-2447 or <https://newbraunfelsrailroadmuseum.org/nbrr/train-shows/>.

## November

2<sup>nd</sup> (Covington, LA) **Model Train Show** (Sponsored by the Louisiana Chapter of the Train Collectors Association). Sat. 9:00 am to 3:00 pm. Admission \$5 (Under 6 Free). American Legion Hall Post 16, 2031 Ronald Reagan Highway, Covington, LA. More information: <https://www.facebook.com/TCALouisianaChapter/>.

16<sup>th</sup> – 17<sup>th</sup> (Houston/Pearland, TX) **Second Annual Houston Area Model Train Show** (Sponsored by the Houston Area T-TRAK Association). Sat. 10:00 am to 5:00 pm, Sun. 10:00 am to 4:00 pm. Adults \$7, 17 and under free. Knights of Columbus Hall, 2320 Hatfield Road, Pearland, TX. More information: <http://houstontrak.org/show/> or [http://houstontrak.org/show/PDFs/2024\\_HAMTS\\_flyer\\_half\\_page.pdf](http://houstontrak.org/show/PDFs/2024_HAMTS_flyer_half_page.pdf).

26<sup>th</sup> – 30<sup>th</sup> (Lubbock, TX) **4th Annual Fall Show at the American Windmill Museum** (Sponsored by the American Windmill Museum and the Lubbock Model Railroad Association). Tue, November 26, 10:00 am – Sat, November 30, 5:00 pm. American Windmill Museum, 1701 Canyon Lake Dr, Lubbock, TX. More information: <https://lmra806.wordpress.com/> or <https://windmill.com/>.

## December

7<sup>th</sup> – 8<sup>th</sup>,  
14<sup>th</sup> – 15<sup>th</sup>,  
21<sup>st</sup> – 22<sup>nd</sup> (San Antonio, TX) **Santa's Railroad Wonderland** (Sponsored by the Texas Transportation Museum). Sat. 5:30 pm to 9 pm, Sun. 5:30 pm to 9 pm (parking opens at 5:15 pm, tickets Sales at 5:30 pm, last Admission 8 pm). Adults \$12, kids (4-12) \$10, kids (Under 4) free, groups (20+, ages 4+) \$10 each. Tickets will be available at the door on limited quantity. Texas Transportation Museum, 11731 Wetmore Road, San Antonio, TX. More information: <https://www.txtransportationmuseum.org/annualevents>.

## January 2025

18<sup>th</sup> – 19<sup>th</sup> (Dallas/Plano, TX) **Winter Plano Train Show** (Sponsored by the North Texas Council of Railroad Clubs). Sat. 10:00 am to 5:00 pm, Sun. 10:00 am to 4:00 pm. Adults \$10, children 12 and under free (w/adult admission). Plano Event Center, 2000 E Spring Creek Parkway, Plano, TX. More information: <https://www.dfwtrainshows.com/>.

## February 2025

15<sup>th</sup> (Houston/Pasadena, TX) **2025 Greater Houston Train Show** (Sponsored by the San Jacinto Model Railroad Club). Sat. 10:00 am to 4:00 pm. Adults & Teens \$5, Under 12 Free (max \$10 per family). Pasadena Convention Center, 902 Fairmont Parkway, Pasadena, TX. More information: <https://sanjacmodeltrains.org/GHTS.php>.



## RECURRING EVENTS AND MEETINGS

### LSR Division 1 – Cowcatcher Division – Fort Worth, TX

The Cowcatcher Division meets on the 2nd Saturday of each month at the Texas Western Model Railroad Club, 6808 Forest Hills Drive, Forest Hills, TX. For more information regarding the Cowcatcher Division or its programs, check their website: <https://www.cowcatcherdivision.org>.

### LSR Division 2 - Bayou Division – Baton Rouge/New Orleans, LA

The Bayou Division meets quarterly. The next meeting will be at 1:00 pm on September 21, 2024 at the Crescent City Model Railroad Club, 601 North Lester, Metairie, LA 70003. For information on future meetings contact Rod Fredericks at [fredericks.rod@gmail.com](mailto:fredericks.rod@gmail.com).

### LSR Division 3 - Trinity River Division – Allen, TX

The Trinity River Division meets at 10:00 am on the 3rd Saturday of every month at the Christ Servant Lutheran Church, Allen Texas. Occasionally things change due to scheduling conflicts so pay close attention to the email meeting notices that go out a week before the meeting. If you would like to be added to the email list contact Robert Secrest at [Robert.Secrest@hotmail.com](mailto:Robert.Secrest@hotmail.com).

### LSR Division 4 – Cen-Tex Division – Austin, TX

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 2nd 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 <https://centexnmra.org> or contact [director@centexnmra.org](mailto:director@centexnmra.org) to be added to the mail list.

### LSR Division 5 - West Texas Division

Division 5 holds their meetings virtually on Zoom on the 3rd Monday of each month starting at 7:00 pm. Anyone that can join via Zoom is welcome to attend. Use this link to sign up for the division's monthly bulletin and keep up with events and happenings in the division: <http://eepurl.com/hRLLm9> or email [Headroadie2004@gmail.com](mailto:Headroadie2004@gmail.com).

### LSR Division 6 – South Texas Division – San Antonio, TX

The South Texas Division hosts quarterly meetings at the Longhorn Cafe at 12311 Nacogdoches Road in San Antonio. Please come out and join us for clinics, show-and-tell, tip and tricks, and the ever-popular Deal-or-Duds, along with great fellowship. For more information contact Roy Kaiser at [fr8train@gvtc.com](mailto:fr8train@gvtc.com).

### LSR Division 8 - Texas Gulf Division – Houston, TX

Division 8, the Texas Gulf Division, meets the 2nd Saturday every *odd* month from 10:00 am to 12 Noon at the Tracey Gee Community Center, 3599 Westcenter Drive, Houston, TX 77042. For more information contact Phil Stewart at [pstewart1225@yahoo.com](mailto:pstewart1225@yahoo.com).

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### Alamo Model Railroad Engineers - San Antonio, TX

The Alamo Model Railroad Engineers meets the 2nd Friday of the month at 7:30 pm 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).

### All Points Model Railroad Association - Conroe, TX

The All Points North Model Railroad Association is open to new members and has business meetings in their clubhouse on the 3rd Saturday of the month at 10:30 am. For more information, including a calendar of activities, please visit their website at <http://apnmrr.org/>.

### Austin Model Railway Society - Austin, TX

The Austin Model Railway Society is a HO scale modular group that is open to new members and meets once a month. For more information please email Steve Jackobs at [president@austinrailway.org](mailto:president@austinrailway.org) or visit the web site [www.austinrailway.org](http://www.austinrailway.org).

### The Greater Baton Rouge Model Railroaders - Jackson, LA

Our mission: to educate and inform the public on the hobby of model railroading, associated disciplines, and to entertain both children and adults through our numerous displays featuring both model trains, real railroads and railroad safety. The Trains run from 10:00 a.m. until 2:00 p.m. on the 2nd and 4th Saturdays of every month! THE PUBLIC IS INVITED! Located at the Republic of West Florida Historical Museum, 3406 College St, Jackson, LA. More information: <http://www.greaterbrrailroaders.com/>.

### Houston Area "G" Gaugers - Rosenberg, TX

The Houston Area "G" Gaugers (HAGG) model train club meets at the Rosenberg Railroad Museum on the 4th Sunday of each month to run their special trains on the tracks of the Garden Railroad Exhibit. The museum also hosts fun seasonal activities for the kids on this day. Steam engines, circus trains, patriotic trains or everyone's favorite Thomas? You never know what trains you'll see. Rosenberg Railroad Museum, 1921 Avenue F, Rosenberg, TX. More information: [info@RosenbergRRMuseum.org](mailto:info@RosenbergRRMuseum.org).

### Houston Area Live Steamers - Hockley, TX

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 3rd 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 at [rick.white.jr@gmail.com](mailto:rick.white.jr@gmail.com) for more information.

### New Braunfels Railroad Museum - New Braunfels, TX

Kids Fun Day is held on the 1st and 3rd Saturday of each month, 10:00 am to 2:00 pm at the 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 Susan Riordon (210) 542-6121, or visit us at [www.nbrmm.org](http://www.nbrmm.org).

### North Texas Council of Railroad Clubs – Irving, TX

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, member clubs or sponsored events.

### San Antonio Model Railroad Association - San Antonio, TX

The San Antonio Model Railroad Association, SAMRA, is open to new members and meets on the 2nd Friday of each month at 7:30 pm in the Bob Clarke Rail Heritage Museum, 7702 Narrow Pass, Live Oak, TX. Please visit our website [www.samratx.org](http://www.samratx.org) for information about our activities and their dates and times. Also, like us on Facebook.

### Texas Northern Model Railroad Club – Dallas, TX (North)

The Texas Northern Model Railroad Club business meeting is the 1st Thursday of the month and has regular meetings on Thursday evenings and most Saturdays. If you like to operate, come by on Tuesday nights to join our weekly operation session. Located in North Dallas at 11999 Plano Road., Suite 154, Dallas, TX 75243. For more information: [www.texasnorthern.org](http://www.texasnorthern.org).

### Texas Western Model Railroad Club – Forest Hills, TX

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).



## 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 February, May, August, and November. Publication of the *Marker Lamp* is the following month. **ML**

### In Memoriam

## Brady McGuire

It is with great sadness that we must report that Brady McGuire passed away on September 12, 2024, age 79.

Brady was a man whose passion for model railroading was as boundless as his generosity. His love for trains and model railroading was evident in his O scale layout depicting the Pennsylvania Railroad.

Many will remember his "stand-in" structures, like the Quaker Oatmeal cartons, coffee can oil tanks, and paper and cardboard buildings. However, he also had many structures built to scale and intricately detailed, including figures inside performing their duties. His rolling stock was especially impressive and included a collection covering many decades of the hobby.

His dedication to operations and adherence to prototype protocols was a testament to his commitment to realism and authenticity. Some four-letter words, like play, loop, and cute, were never allowed during his operating sessions, and his use of the word "spiral" was legendary. He shared his knowledge freely, inspiring countless others to embark on their own model railroading journeys.

Brady was a generous man who always had time for others. Whether it was offering advice, sharing experiences, or simply lending a listening ear, he was always there for his friends. His kindness and compassion touched the lives of all who knew him. No matter anyone's experience - whether a rookie or an old head like himself - all were welcomed into his depot to learn the joy of model railroading.

His love for his wife Jane was the cornerstone of his life, and despite his grief in her passing, Brady remained a source of strength and comfort for those around him.

He will be missed by all who knew him. May he continue to inspire us all.

*Contributions from David Grein and Charles Goodrich, MMR*





# Whose track goes there?

Can you figure out whose layout this photo is from? If you are the first person to email the correct answer to [rrduino@huntatrophy.com](mailto:rrduino@huntatrophy.com) you'll win a campfire lighting Arduino!

The photo in the June issue was from Charles Kirk, MMR's very detailed HO<sub>n</sub>3 layout, the Animas and San Juan Western Railroad (ASJW RR).





# Make Tracks for the Blues Express

by Eric Smith  
2025 LSR Convention Publicity Chairperson



**A**s you may or may not know, the 2025 Lone Star Region Convention will be held in Baton Rouge, Louisiana. And then you say, "Baton Rouge? I've never really been to Baton Rouge." My answer to that is you are missing a true gem of the South. Over the next few months, I'll introduce you to Baton Rouge: It's history, some of the great places to go and see, and hopefully excite you as much as I am about getting to go to this great city again. My daughter lived there for 10 years and only moved away in July 2024 because she got transferred to Houston.

In 1698, Pierre Le Moyne d'Iberville, a French explorer, took an exploratory party up the Mississippi River. The explorers saw a red pole marking the boundary between the Houma and Bayagoula Native American tribal hunting grounds. The French named the area *le bâton rouge* ("the red stick") which is a translation of a native term *Istrouma*, possibly a corruption of the Choctaw *iti humma* ("red pole"). The red pole was presumably at Scott's Bluff, on what is now the campus of Southern University. It was reportedly a 30-foot-high painted pole adorned with fish bones.

Baton Rouge as a city was incorporated in 1817, making it 207 years old. In 1846 the State Legislature designated the city as the State Capital. In this issue, I'm going to introduce you to just a few of the historical places you can visit in Baton Rouge.

## Old State Capitol Museum

Let's start with [Louisiana's Old State Capitol Museum](#). A National Historic Landmark standing high on a bluff overlooking the Mississippi River. The building contains several state of the art exhibits.

Louisiana's "castle-on-the-river" is the recipient of distinguished awards for architecture and exhibit design. Climb the cast iron staircase and view a stained glass cathedral dome in this unique blend of Gothic and Victorian architecture.

## Capitol Park Museum

The [Capitol Park Museum](#) highlights Louisiana through exhibits on the state's history, industry and culture. The museum includes two permanent exhibits: "Grounds for Greatness: Louisiana and the Nation" and "Experiencing



*The Old State Capitol*

Louisiana: Discovering the Soul of America."

A 48-foot wooden shrimp trawler and a sugar cane harvester glimpse into the state's aquatic and agricultural assets, while an oil-well head and a scale model of a drilling are an example of Louisiana's energy industry. Exhibits on slave markets, resistance, revolt and Jim Crow-era laws shed a light on the unimaginable circumstances that Black Americans had



*Capitol Park Museum*



to overcome, and how their resilience shaped the state. And learn more about the state's iconic music history, featuring Pete Fountain's clarinet, Buddy Guy's polka dot Stratocaster guitar, Clifton Chenier's Grammy award and an expansive Louis Armstrong exhibit.



### Louisiana State Capitol

At 450 feet tall, it is the tallest skyscraper in Baton Rouge, the seventh tallest building in Louisiana, and tallest Capitol in the United States. This architectural marvel stands proudly at 34 stories, offering breathtaking panoramic views from its observation deck.

With its beautiful Art Deco design and fascinating exhibits, the [Louisiana State Capitol](#) is an unforgettable destination for history buffs and architecture enthusiasts.

### USS Kidd and Veterans Museum

The WWII Fletcher class destroyer was restored to her 1945 appearance with over 50 inner spaces to see. Adjacent to the USS Kidd is the Veterans Museum which has displays including a P-40 aircraft, ship models, full-scale replica of gun deck of Old Ironsides and a Corsair A-7E jet as a memorial to Vietnam Veterans.

Both [USS Kidd](#) and the Veterans Museum are located in the Louisiana Memorial Plaza which is a memorial to all Louisiana service members lost in combat.

### LSU Campus and Mike the Tiger's Habitat

[Louisiana State University](#) (LSU) was founded in 1860 near Pineville, Louisiana, under the name Louisiana State Seminary of Learning & Military Academy. The current LSU main campus was dedicated in 1926, and consists of more than 250 buildings constructed in the Italian Renaissance style. The main campus historic district occupies a 650-acre plateau on the banks of the Mississippi River.

Known for the stately oaks & broad magnolias, trademark architecture, lakes and green spaces, the campus houses museums & art galleries, event & performance venues, athletic facilities, historic buildings and various places to eat. Take a stroll through campus to visit 6,000-year-old Indian Mounds, the iconic Tiger Stadium (celebrating its 100 year anniversary this year) and [Mike the Tiger](#).

LSU is represented by its mascot, a live tiger named Mike. Fans come from near and far to see Mike in his state-of-the-art habitat that opened in 2005. The 15,000 sq. ft. habitat



*U.S.S. Kidd*





*LSU's Mike the Tiger and Tiger Stadium (below)*

incorporates natural substrates, lush plantings, a large live oak tree, a waterfall, and a stream coming from a rocky backdrop overflowing with vegetation.

You may just catch Mike swimming in his pond or playing with his ball or other toys! It also includes elements of LSU's renaissance architecture, seen through an Italianate tower, and facts educating Mike's visitors on the living subspecies of tigers.

### **Getting to Baton Rouge**

I've heard many say that getting to Baton Rouge is difficult. In the 10 years I've been going, I haven't had any problems getting to Baton Rouge. My daughter actually lived south of Baton Rouge in Prairieville, so travelling from Dallas/Ft. Worth meant going completely across the city to her house.

I would recommend anyone traveling from Texas follow this path to get to Baton Rouge: If you are coming from Houston on Interstate 10, make a slight detour once you get to Lafayette, Louisiana. Go north 25 miles on Interstate 49 to Opelousas and turn east on US Highway 190. (If you are travelling from Dallas/Ft. Worth via Interstate 49, exit onto Highway 190 instead of going all the way to Interstate 10.)

The Highway 190 route takes you into North Baton Rouge, but the drive from Opelousas is a trip through some very interesting scenery. We always

had to stop in Krotz Springs at Billy's Boudin & Cracklin to get food supplies for my son-in-law, a New Orleans native and LSU graduate. On Highway 190 you get to go over 2 huge bridges, one at Krotz Springs over the Atchafalaya River, and then the other over the Mighty Mississippi in North Baton Rouge.

This route follows an active rail line most of the way and the railroad bridge over the Mississippi is really something to see. It also has the advantage of bypassing the Atchafalaya Basin and Mississippi River bridges on Interstate 10, which can often get quite congested.

In the coming issues of the Marker Lamp, I'll have plenty of more interesting and exciting places to visit to take in the sights of Baton Rouge. I look forward to seeing everyone of you on the Blues Express 2025 in Red Stick, Louisiana. So stay tuned for more information about registration and Convention details soon. **ML**





# Railfanning Baton Rouge

by Chris "Casey" Leblanc  
with Introduction by Joe Leising

Over the span of 175 years, over 20 different railroads have crossed across the State of Louisiana, with several going through Baton Rouge, the location of the Blue Express 2025 LSR Annual Convention. Even today, there are several railfanning opportunities in Baton Rouge. If time permits during an exciting agenda of modeling clinics, Railfanning opportunities include the following:

## Canadian Pacific Kansas City (ex-KCS)

Unfortunately all of the CPKC road trains through Baton Rouge are nocturnal and rarely are seen in daylight. 269 will sometimes depart Baton Rouge for Shreveport in the early hours of daylight allowing for pictures of it on the Mississippi River bridge, but you will be facing into the morning sun to do so. There is a six day a week New Orleans to Baton Rouge Turn (LL60) that will arrive into Baton Rouge yard between 1400 to 1700 and quickly departs back for New Orleans within 30 minutes or less. This local runs with anything from SD70MACs to GP40-3's.

There are at least 3 local jobs that run to the industrial

areas north of Baton Rouge to work industries and make the run up to the Watco's Baton Rouge Southern Storage In Transit Yard. Typically they run once in the morning, once in the late afternoon and another on the third trick at night. These jobs run with anything from SW1500 switchers to GP40-3 road units.

*Radio Frequencies:* DS to Train, Train to train road channel is 160.260. Train to DS is 160.350. Yard channel is 161.055

## Canadian National

Canadian National's ex Illinois Central facilities are located along the south end of the huge ExxonMobil Refinery complex and for the most part, hidden from public view. Their engine facility is located at the west end of Choctaw Drive along the riverfront. There is a wye here were the Hammond Sub heads to it's namesake city, 40 miles to the east. Currently, there are only two scheduled trains into and out of Baton Rouge yard, M301/M302.

M302 arrives from Memphis in the early morning between 0400 to 0900. M301 departs between 1300 and 1500. Both



KCS business train heading into BR from the US 190 Mississippi River Bridge in 2012. Below is the ex-IC line to Slaughter, LA.



*CN's North Baton Rouge Yard*

trains use the Hammond Sub. A nocturnal local comes north from Geismar Yard to Baton Rouge and returns south usually in the early morning hours to just after daybreak. Train ID is L582. CN has also started running crude oil trains to the Genesis Crude transload facility in North Baton Rouge. These trains also use the Hammond sub. Unfortunately these trains can be quite sporadic and unpredictable.

*Radio Frequencies:* CN RTC Desk 5 for the Baton Rouge and Hammond Subs: 160.920

### Union Pacific

The Union Pacific only has a short section of track in Baton Rouge and they access it via trackage rights over the CPKC's Mississippi River bridge. Currently the UP runs two daily interchange trains into Baton Rouge, M-LICN from Livonia to the CN (aka "River Job" which dates back to the old MoPac nickname for this train) and back, and M-LILI from Livonia to the CPKC's Baton Rouge yard and back.

When in Baton Rouge, both trains use their host railroads frequencies. And with the UP, both of these trains can be very unpredictable, but as a general rule, LICN is a nocturnal job



*Freshly-painted Geaux Geaux RR switcher*

and LILI runs across the bridge about 1100 and returns an hour or two later.

### Short Lines

Watco operations has two publicly accessible railroads in the Baton Rouge area. The [Baton Rouge Southern](#) is a huge Storage In Transit operation that occupies the grounds of the old GATX repair facility that was known for it's huge geodesic dome. While the engine tracks are visible from Brooklawn Drive, the majority of their operations are buried among all the many tracks spread out the facility. Also, this is just north of several chemical plant facilities, so security can be tight sometimes. Power is usually all EMD SW type switchers, but Geeps are known to show up from time to time.

The [Geaux Geaux Railroad](#) runs the former Yazoo & Mississippi Valley (ex-IC) line from Baker, LA north to St. Francisville, LA and a large Hood Container papermill. There is also car storage service on this line at two yards. One is on the site of the papermill and the other is along the old mainline just north of the town of Slaughter. Operations are currently every Tuesday and Thursday. Power is a trio of EMD SW1500's, two of which are still in ConRail paint.

The north end of this line from Slaughter, LA to Gloster, MS was removed back in the early 2000's, but rumors abound that this 35 mile stretch is in the works to be relayed due to the ongoing construction of a huge sawmill operation being built now in Gloster and Drax Biomass wood pellet plant already there and both are wanting rail service.

### HOT SPOTS

#### Canadian National

As mentioned earlier, the CN's Hammond Sub runs east from Baton Rouge to it's namesake in Hammond, LA. Hammond is one of the best railfan hot spots in the area. Over the years there has been a dedicated group of us local railfans who would regularly camp out at the former IC depot there for the day. The depot is open from 0900 to 1700 with an Amtrak agent on duty during those hours. This provides cooling air conditioning in the summer months as well as public restroom facilities. There are many eateries in the area (including a rather good BBQ establishment right near the tracks) that range from the standard fast food places to mom & pops and sit in restaurant chains.

Five regular-scheduled trains run between 1300 to 1700. Both Amtrak's *City of New Orleans* trains, A420, A419 and M301. Extras include C738/739 150 car coal trains, U729/U730 taconite ore trains, grain trains and as mentioned earlier, the crude oil trains for Genesis Baton Rouge. If you want to stay late as some of us do, then you may get the Z194 intermodal about 2000. As a general rule, things are hit & miss up to 1300.





*Hammond Depot*

At that time the RTC Desk 5 dispatcher starts getting trains into the hole to make way for the southbound #59 CNO which is due in about 1330. Things tend to move south until 1430 and things clear up for the northbound #58 CNO which is due in at about 1500. From there on, the railroad flood gate will open and there will often be meets there at the Natalbany siding just north of the Hammond Jct. with the Hammond Sub.

*Radio Frequencies:* 161.190. There are two defect detectors in the area and the CTC signals all alert to approaching trains. MP 855.3 detector is north of the depot and 867.9 is south of the depot.

**Union Pacific**

The Union Pacific's Livonia Sub mainline from it's namesake yard in Livonia, LA south to New Orleans is a pretty busy mainline. At Addis, LA is the former MoPac/Texas &



*Addis Rail Park*

Pacific yard and junction. This yard is still home to a couple locals and is served by 1 main local from Livonia every day. Typically there are 20-30 trains a day with northbounds to Livonia in the morning and southbounds out of Livonia in the late afternoon/evening. The huge amount of chemical traffic in the area means lots of heavy trains. Crude trains are pretty regular and tend to be growing in number lately. Grain trains tend to run only during the fall to winter months only.

There is a rail park on the south end of the yard with a pavilion and parking along with a former UP bay window caboose. Not sure of any facilities there or not, but there is a large RaceTrac fuel stop/convenience store just up the road. There are no eateries in Addis, so you will have to go north towards Baton Rouge or south to Plaquemine for food.

*Radio Frequencies:* Mainline: 160.515. Locals: 160.470 & 160.410. **ML**



*UP's Big Boy crossing the 1921 Bascule Bridge in Plaquemine*



# The Greater Baton Rouge Model Railroaders

by Rod Fredericks

In the rolling hills of the Feliciana Parishes, 45 minutes north of the convention hotel, in the small town of Jackson, LA, is the home of The Greater Baton Rouge Model Railroaders. This club, consisting of some 40 plus members, is the largest club in the Bayou Division, and will hold an open house at the Blue Expression 2025 convention

with all trains running on the Saturday from 1:00 to 4:00 pm.

The Greater Baton Rouge Model Railroaders' facility (and it is indeed a facility) consists of two large buildings housing a number of large layouts in nearly every gauge from N to G, a large outdoor garden layout, and a live steam elevated layout.

We hope you join us at the open house! **ML**

## The Garden Railway and Live Steam





# N Scale Layout





## Two Large Multi-Scale Layouts





# HO Scale Layout





# Clinics at the Blues Express

by Chuck Lind, MMR

**W**hile the LSR Blues Express 2025 convention is still several months off, we have some exciting clinics lined up for you to attend. Clinics have always been the item listed as most important reason for attending a convention, so these should get you ready to sign up. Four of the clinicians are from out of our region with three from the SEC and another from Mid Content:

**Weathering Locomotives** – Walt Liles

**Track Planning** – Walt Liles

**Sugar Cane Railroads** – Phil Stewart

**NMRA Standards** – Thomas Stephens

**Using AK Products** – Craig Brotman; This will be a clinic on using AK products used by Military Modelers to create their very realistic models. Craig is the only AK sponsored clinic presenter for the model railroad hobby. It will be a two-hour clinic.

**Wreck of the KCS Belle 1951** – Pat McCarty; The wreck happened in Louisiana about 50 miles from our convention location.

**JMRI Programing** – Thomas Stephens

**History of the Crescent City Model Railroad Club** – Matt Lacrouts

**1776 Bicentennial Railroad Prototype** – Matt Lacrouts

**Bridges 101** – Roy Kaiser

**Building a Katy Prototype** – Duane Richardson; Duane will build the building and finish it during the clinic.

**It was a Fairly Dangerous Workplace** – Dean Smith; Working at a sawmill

**Digitizing & Cataloging Your Slides and Negatives** – Steve Crise

**Rod Stewart's Grand Street & Three Rivers Railroad** – Steve Crise

**A Conductor's Notebook** – Steve Sandifer; Car movements that add interest to your operating session.

These are the clinics that we have so far for the Blues Express 2025. More will be added as the convention gets closer along with full descriptions of the clinics. If you are interested in presenting a clinic please contact me at [chucklind46@gmail.com](mailto:chucklind46@gmail.com) or leave a message at 979-219-3305 and I will get back with you. **ML**

# Special Contest for the Blues Express

## 12" x 12" x 12" Diorama Cube Contest General Rules

The 12"x12"x12" Diorama Contest will follow the same LSR Contest Rules as for "Displays/Modules":

*"Displays/Modules" - Models or modules which include supplemental scenery. For a model to be in the display/module category, the scenery elements are not pertinent to the function of the model or primary structure. The display can be an on-line or off-line model or models.*

With the following dimensions, 12"x12"x12", means 12 inches in width, 12 inches in depth, and 12 inches in height, basically a cube. These measurements are the same for ALL scales.

**There will be a gauge used for these measurements. If the model does not fit in our cube, the model will be disqualified.**

The following must be contained in the Diorama and MUST be listed in the write-up specifically noting where that item is located on the Diorama:

- 1) An old shack, outbuilding, or store.
- 2) Pepsi, RC Cola, or Dixie beer sign.
- 3) Water in the form of a creek, river, pond, bayou, rain barrel, water tank or other, must be easily visible.
- 4) TWO railroad items must be present and visible. In the write-up you must show examples to back up your picks.
- 5) A Cypress Tree or a tree that would appear in a Louisiana swamp must be present. In the write you must show examples to back up your pick.
- 6) Magnolia in the form of a tree, flower, signage, advertising or other. The item must be present and visible. In the write-up you must show examples to back up your pick.
- 7) Clock, it must be visible.

Put on your Thinking Caps on and have fun!

More information to follow. If you have questions, please e-mail the LSR contest Chairperson, Ray Byer. **ML**



# Live Steam Railroading - Part 5

by Doug Price  
Photos by the Author

This last article in the series about ride-on-trains covers two more of the outdoor railroads hosting a fall meet for the Southwestern Live Steamers (SWLS). First stop is the Bucksnot Northern railroad.



The Bucksnot Northern railroad is located on a portion of a two-hundred-acre family farm near Van Alstyne, TX. Richard Atchison, along with his brother Scott, are fulfilling their childhood dream of building a ride-on railroad. It is a family affair for Rich, as his wife Kristin and all their children have been helping with construction.

The railroad has been under construction for several years. The Atchison's are currently working on completing Bucksnot



Figure 1: View towards unloading area and turntable

Yard and adding some industrial sidings at various town locations. Their goal is to have their first operating session in March 2025. The track plan as of March 2024 is shown below.

As we enter the property on the driveway, the double-track grade crossing leads towards the equipment unloading area. This view only hints at the size of the railroad.

After parking, Figure 1 shows the same driveway grade crossing with the unloading area and turntable in the background.

As with other meets, the activity begins with people arriving and unloading equipment. Figure 2 shows the three-track unloading transfer table. The transfer table also serves to move the Atchison's equipment out of the shipping container used for storage. The three tracks speed up the process by moving more equipment in a single transfer. The concrete pavement makes it easy for people to drive across and position their vehicle or trailer for loading or unloading.

In Figure 3 we see the turntable and the first of the

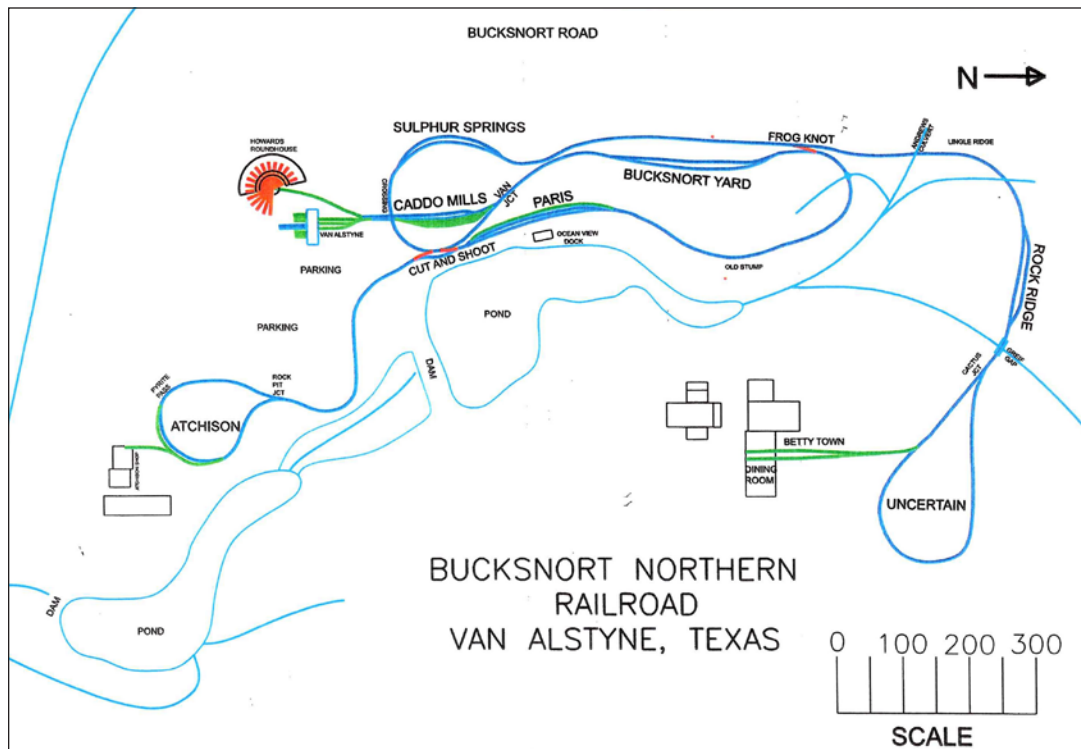






Figure 2: Three-track transfer table

steaming bays. The plans indicate more steaming bays may be added in the future.

Keeping the equipment on the rails is always important. In Figure 4, we see John Oglesby, Stephen Greif, and Ken Rhodes making sure that Ken's 4-6-2 Daylight stays on the steaming bay. Leaning on equipment and having conversations about trains is a big part of every meet.

As we tour the steaming bays, there are two more engines in view. Figure 5 shows the Atchison's 4-4-0 Barbara Ann and Figure 6 shows a propane-fired 2-6-0.

Out on the main line, there is plenty of activity. Figure 7 shows James Duncan and Lionel Ah Sing, both from the Locomotive Operators of Central Oklahoma (LOCO) railroad, holding the passing siding at Rock Ridge after making the



Figure 3: Turntable and first few steaming bays





Figure 4 (Left): John Oglesby, Stephen Greif, and Ken Rhodes with Ken's Daylight

Figure 5 (Right): Engine 306 Barbara Ann



Figure 6 (Left): Engine 1814

Figure 7 (Right): James Duncan's Engine 3593 with Lionel Ah Sing at Rock Ridge





loop at Uncertain.

I hopped on board their train and took a picture of Rob Lamborghini at the controls as he enters Rock Ridge for a meet with Extra 3593 (Figure 8). Greg Udolph and Stephen Greif are riding the rails with Rob today.

The fall of 2023 was a bit rainy at times as you can see from this photo of some equipment parked and under cover at Caddo Mills (Figure 9). There was a nice variety of motive power on display during the meet.

Figure 10 shows Ken Howard having the time of his life riding behind John Oglesby's coal-fired 4-6-0. John's engine was from the Ables Springs & North Texas RR but is apparently under the witness protection program and running without any logo.

Figure 11 shows John Oglesby tending the fire in his steamer while Ken Howard and Ken Rhodes have too much fun. Ken Rhodes is using his propane-fired steam engine to pull the Atchison's passenger train special.

Finally, Figure 12 shows conductor Andrew Atchison and a couple of friends out for some time on the rails. The Atchison's encourage families and younger folks to enjoy their railroad and hopefully continue our hobby for many years.



Figure 8: Rob Lamborghini's Engine 1122 at Rock Ridge

Figure 9: Equipment parked and under cover at Caddo Mills.







Figure 10 (Left): John Oglesby and Ken Howard out for a ride



Figure 11 (Below): Ken Howard and Ken Rhodes having too much fun

Figure 12: Conductor Andrew Atchinson and friends





Our final stop in this series of articles is the Southwestern Railroad near Magnolia, TX.



The Southwestern Railroad was designed and built by Brent Courtney on a few acres around his home. Brent also spends many hours in his shop building beautiful steam locomotives. In his "spare time" he is a professional airline pilot.

The track plan of the Southwestern Railroad is shown here. While the track plan allows for several options, the typical switch positions provide the following route. After departing the station at Mink Branch, we head towards Armadillo Run and then proceed to Arrowhead. After Arrowhead, we pass through KB Crossover towards Peanut and then on to Thickett. From Thickett we return to Arrowhead and proceed to Armadillo Run. Rather than returning to the

station, we diverge and head back towards KB Crossover, then to Thickett, Peanut and finally return to the station.

Unlike many other railroads, the Southwestern railroad does not use a transfer table type lift. Instead, the turntable is on a hydraulic lift allowing for height changes as well as rotation. From the turntable you can proceed down a sloped track to the railroad or access one of the three steaming bays. Figure 13 provides a view of the equipment unloading and loading area.

A variety of equipment was present. Figure 14 shows James Hitzfelder's coal-fired steam engine, Figure 15 shows Stephen Balkum's battery powered box cab and Brent Courtney's gasoline hydraulic engine.

As this meet was in early December, some folks can't resist the urge to decorate for the holidays. Figure 16 shows Richard Osborn and Steven Tacconelly admiring the decorations on Steven's engine.

The Southwestern railroad uses a signal system to control



Figure 13: Unloading area

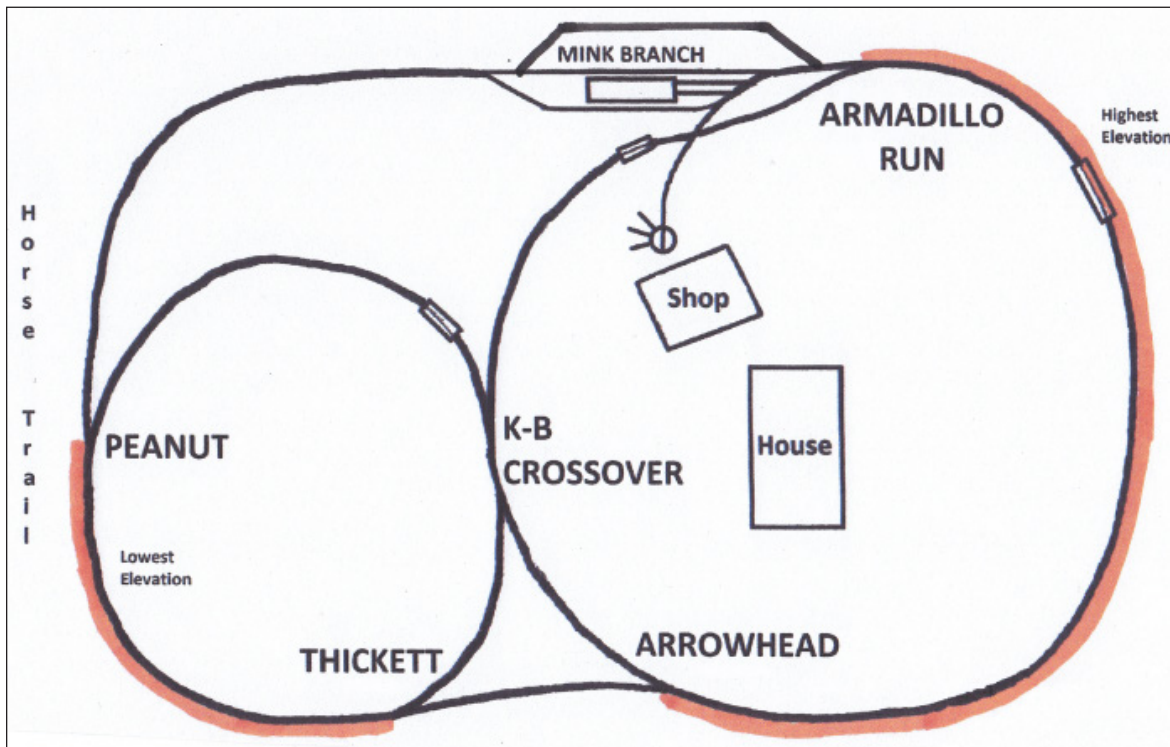






Figure 14 (Left): James Hitzfelder's coal-fired steam engine

Figure 15 (Below): Brent Courtney's switcher and Stephen Balkum's battery-powered box cab



Figure 16: Richard Osborn and Steven Tacconelly



traffic on the bi-directional sections of track. Figure 17, taken a few years ago, shows Phillip Bell waiting at a red signal at Arrowhead as Richard Osborn and Rich Businger head past on their way to KB Crossover.

Although the railroad is relatively compact, the heavy brush and undergrowth make it difficult to see other parts of the railroad. The ride around the entire track provides a lot of running without seeing any other trains. Figure 18 shows a view of the track between Peanut and Thickett.

As mentioned at the beginning of the Southwestern railroad info, Brent also builds steam engines. Figure 19 shows one of his projects inside the shop. Building a steam engine typically requires many hours of work over several years but results in some beautiful equipment.

This wraps up my review of the nine railroads I visited in 2023. While many of the photos focused on equipment, infrastructure and scenery, the people are what make this hobby special. I've been blessed to be welcomed into the Southwestern Live Steamers by so many people and have learned much from their years of experience.

If you would like to join us, visiting one of the meets is a great way to see and learn more about this aspect of model railroading. SWLS meets are for members and invited guests. If you would like to attend an SWLS meet, please contact the Secretary/Treasurer ([secretary@southwesternlivesteamers.org](mailto:secretary@southwesternlivesteamers.org)) and ask for an invitation. You can also learn more or obtain a membership application from the SWLS website: <https://www.southwesternlivesteamers.org>. **ML**



Figure 17: Phillip Bell waiting at Arrowhead



Figure 18: Track between Peanut and Thickett

Figure 19: Brent's engine in the workshop







# Wanted!

## Nominees for the 2024 LSR Youth Award

**Who:** Any boy or girl 18 years old or younger with an interest in model railroading

**Where:** One nominee from each LSR Division

**A past awardee:** May be renominated for another year if they meet the qualifications specified in the LSR Constitution. Contact Chuck Lind [chucklind46@gmail.com](mailto:chucklind46@gmail.com)

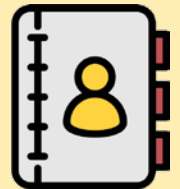
**How:** Fill out the special Youth Award Membership Form available on <http://www.lonestarregion.com/>

**When:** Submit your nomination to your LSR Division Director by **December 31, 2024.**

For more information contact:  
Chuck Lind, Youth Chairman: [chucklind46@gmail.com](mailto:chucklind46@gmail.com)



## Join the new Lone Star Region Member Directory



The LSR is building a new member directory. We wish to emphasize that participation is entirely optional. Only information provided by participants will be included, and visibility is limited to LSR members - the directory will not be publically accessible on the internet.

We encourage all members to participate. The directory will be especially valuable for members looking for model railroads to visit while travelling throughout the region.

To participate, simply click this link below to access the directory form and enter your information: <https://forms.gle/k984mbh7RazPKs6o8>

Note that it is not necessary to have a Google account to log in or to use the form. If you have any questions about the directory, please contact Chuck Lind at [chucklind46@gmail.com](mailto:chucklind46@gmail.com).





# Momentum

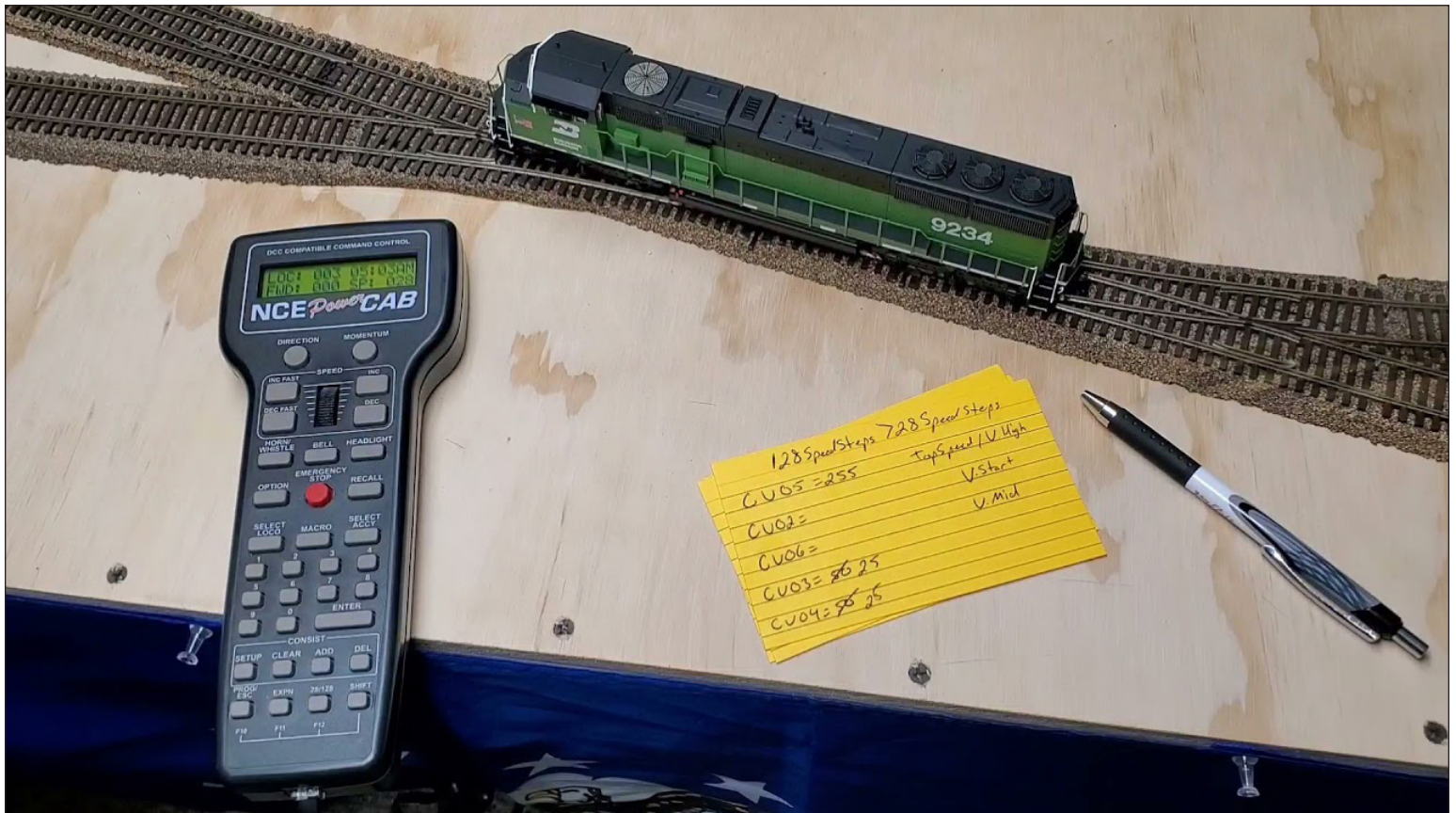
by Tom Pearson

**M**omentum is defined as the resistance to changes in speed. Flywheels provide some momentum, but they don't have enough mass to make a realistic difference in our models. Much like the new electric cars, the DC motors in our engines can accelerate and decelerate very quickly. Our goal is to have smoothly operating trains

Fortunately, we can program our DCC decoders so the engine will respond slower to throttle increases and decreases to simulate momentum. The amount of momentum is based on the goals you want to achieve. Yard switchers and passenger engines usually accelerate and decelerate faster than engines pulling main line freight trains. Newer decoders allow the use of a programable "brake" in conjunction with very large amounts of deacceleration momentum so the engineer can control how quickly the engines slows and stops.

For example, I always add a small amount of momentum to the acceleration CV (CV3 = 10-15) so the sound has a chance to ramp up before the engine starts to move. I also add a small amount of momentum to the deceleration CV (CV4 = 5-10) so the engine will slow to a stop within 6-7 inches so an inexperienced operator doesn't panic.

I also usually disable "ballistic tracking" on Digitrax throttles so the response is more linear. **ML**





# 2025 NMRA National Convention

July 14-19, 2024 - Novi, Michigan

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# The LSR Heritage Big Four and Bill McClanahan's Texas & Rio Grande Western

by Bob Barnett, MMR

## The Cow-Catcher and the "Big Four"

Many LSR members do not know that for the first few years the LSR Newsletter was called the "Cow-Catcher". The masthead stated it "It scatters the bull all over Texas" and the publishers claimed it was the "Unofficial" Newsletter of the LSR. The infant region was struggling to make ends meet so four Dallas area model railroaders took it upon themselves to publish the newsletter. At least for the early years they not only assembled the stories and notices but financed the printing and mailing costs out of their pockets. Who were these early-day model railroading philanthropists? They were Cliff Robinson, F.C. "Pete" Peterson, Terry Walsh and Bill McClanahan. They are listed in that order because that's the order they were introduced in the attached contemporary article. A very brief bio on each:

**Cliff Robinson:** A founding member of the LSR, Cliff was a manager of an electrical supply house in Dallas. He lived on Marquette Street in University Park and was very active in organization of the LSR. He is best known today as the builder of the Marquette Union Terminal, an iconic Dallas layout and as staunch advocate of what we now call prototype operations. Iconic "operations Gurus" Richard Kamm and Gil Freitag credited Cliff for being an inspiration in getting them into prototype operations.

**Ferrell C. "Pete" Peterson:** Was an electrician and electrical contractor in Dallas. He is listed as the Production Manager of the Cow-Catcher. Pete was active in the Model railroading scene for over 40 years. If his name sounds familiar, Pete was the father of James Peterson proprietor of Discount Trains and builder of the well-known Gulf Colorado & Santa Fe-Dallas Subdivision.

**Terry Walsh:** Terry Walsh was a professional newspaper man rising to the rank of an editor of the Dallas Morning News. He also served for a time as the editor of the NMRA Bulletin. He built a well-known layout in the single car garage of his home and was active in Dallas area model railroading for several years. Terry Walsh left the hobby early. It is not known if job responsibilities or health issues caused his early departure.

**Bill McClanahan:** Perhaps the best known of the "big four" outside of the Lone Star Region, Bill McClanahan was a former

sports writer and served for many years as a sports cartoonist for the *Dallas Morning News*. His natural ability to "spin a good yarn" and his homey writing style suited him well for model railroading publications. Starting with a major article in *Model Railroader* in 1948 he went on to publish a seven part series in *Model Trains* magazine in 1953 titled "Branch line to Model Railroad Empire".

In the 1950's he published several articles in *Model Railroader*, two on operations and two on kit bashing locomotives. The locomotive Kit-bashing articles were co-authored with his old friend Malcolm Vordenbaum.

But the crown jewel was his book *Scenery for Model Railroaders*. Published in 1958 by Kalmbach, the book went through several printings and two editions. While many of the techniques are now outdated, the book remains the finest resource on "how and why" for basic scenery.

In the January 1952 issue of the Cow-Catcher the four editors were introduced. The article in its original scanned form is shown on the next page.

## Bill McClanahan's Texas & Rio Grande Western

Perhaps the most publicized layout in Dallas and Fort Worth was Bill McClanahan's Texas & Rio Grande Western. Mr. McClanahan was a skilled modeler and a pioneer in the creation and construction of scenery for model Railroads. In fact you could say "he wrote the book on it". In 1958 the first edition of his book *Scenery for Model Railroad* was published by Kalmbach. The book was in continuous publication until the late 1960's when it was published and reissued as a second edition. The second edition continued in production until the early 1980's.

Bill was a sports cartoonist for the Dallas Morning News and he used his artistic and editorial skills to produce the finest scenery book ever published in addition to writing numerous articles for *Model Railroader*, *Model Trains* and *Railroad Model Craftsman* magazines.

Bill McClanahan's first known published article was in 1948 when he won first prize in *Model Railroader's* contest *How I Built My Model Railroad*. The result was a four page article with several photos detailing the construction of his first layout the Turtle Creek & Western. The layout was a table top affair



# Meet THE COWCATCHER Staff

Around the first of the year, when we're all starting off with a clean sheet, seems as good a time as any for *The Cowcatcher's* staff to pause in greeting to its readers.

The four of us have had a great deal of fun turning out this little sheet for the past eight months or so. We'll confess that there's been a certain amount of drudgery involved now and then. But for the most part, we've gotten a kick out of seeing *The Cowcatcher* take shape each month.

Incidentally, we've been flattered that some of you apparently have been looking forward to receiving *The Cowcatcher* regularly—even though from the first issue we've carried on Page 2 the line, "Published every now and then. . . ."



**ROBINSON**

Since each of us has to earn a living by working at his regular job, and since we also like to do a little railroading now and then, our *Cowcatching* has to be squeezed in at odd times. Thus it is that we can't promise to get out at a certain time every month—or even promise to get out at all.

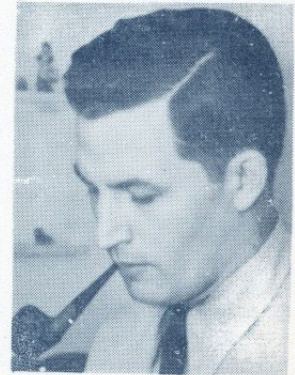


**PETERSON**

Publisher Cliff Robinson, for example, is by day the sales manager of an electrical supply firm. When it's *Cowcatcher* publication time, you're likely to

find him setting up stories on the Vari-typer or running the duplicator.

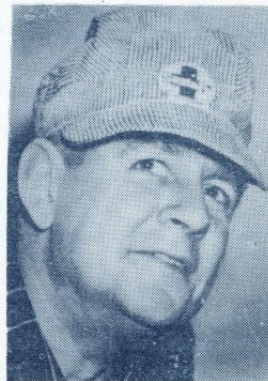
Editor Terry Walsh is pretty much at home in his work on *The Cowcatcher*, since he puts in his working day as a newspaperman. Writing stories and headlines for this publication, he's on familiar ground.



**WALSH**

Production Manager F.C. Peterson bears that title for want of a better one. He's an electrician by trade, but he's been darn near everything at one time or another. And on *The Cowcatcher*, he prepares the diagrams of layouts, takes photos, puts the Vari-typed material in shape for conversion into a negative, and lends a hand with the press.

Staff Cartoonist Bill McClanahan is also in his element when he draws "The Little Hostler," since he's a well-known newspaper cartoonist by profession. He also draws "The Silver Plate Road" for Model Railroader.



**McCLANAHAN**

So there we are, the four of us whose photos appear in this column. From us to you, the best of New Year's wishes. We can't write you individually, but we'll be glad to hear from you any time, with news items, criticism or an encouraging word. Any time that you are down our way, drop in to see us.

## No Cowcatcher?

Maybe you noticed (or, worse still, maybe you didn't) that there was no *Cowcatcher* published for the month of December. For those of you who care to know, the press of other business—the kind that provides our daily bread and butter—prevented our devoting any time to *Cowcatching* last month.

Since we purposely have set ourselves no regular publication schedule, no apology is due. But this is by way of explanation.

## MODEL RAILROAD CLUB FORMING AT SHERMAN

Modelers in the Sherman area have organized the Texoma Model Railroad Club with eight charter members. Grady Durrett was named temporary chairman at the initial meeting which was held at Austin College.

Members include Alec Tocquigny, William Staffey, Don Shock, Jack Flynn, J.H. McHam, Connie Wendell, and Durrett. All of the organizers are members of the NMRA and a majority are members of the region.

Permanent officers will be elected at a later date. Any modelers in the Sherman area who are interested in joining this group are invited to contact Mr. Durrett at 349.



and featured early-day Varney steam locomotives, Craftsman style freight cars and card stock buildings, all standard fare for model railroads in the immediate post war era. In the late 1940's Bill and his wife Eloise were able to build a new home in the Preston Hollow section of north Dallas. While Preston Hollow is considered "close in" today in 1949 it was the northern edge of a much smaller city of Dallas. The home was a one story colonial revival style house and by maintaining a fairly high roof pitched Bill was able to create a 16' x 47' attic space for his layout.

In 1953 *Model Trains* ran a seven part article written by Bill McClanahan on the history, design and construction of the Texas & Rio Grande. Part one was a reiteration of the 1948 MR article describing the trials and tribulations of constructing his Turtle Creek & Western in the days before his new home was built.

Over the remaining issues Bill discussed the concept decisions, design standards, and operational considerations. The Texas & Rio Grande would be a "folded dog bone" track

plan that wrapped around the long rectangular room twice. It was set up for continuous running but by taking crossovers could be operated as a point to point. The track work was milled wood roadbed and it withstood the test of time. The layout stood in the attic until 1982 and for many of those years the attic was not air conditioned. All those living in Texas can attest to the temperatures reached in a Texas attic in July and August.

In those days most modelers wanted a catchy name, railroad slogan, and custom named passenger trains. So Bill's railroad would be named the Texas & Rio Grande, a fictional railroad set in far West Texas in the Trans-Pecos region. This would allow him to model western mountain scenery within the borders of his beloved home state. The line's advertising slogan would be "Way of the Warriors", obviously borrowed from the nearby Santa Fe, and all passenger trains would have Indian (nowadays Native American) names. The roster included:

1. The Apache - Crack streamlined train with cars of Kasiner (OK-Herkimer) extruded aluminum.
2. The Comanche - Modernized Heavyweight cars painted in SL paint scheme
3. The Cherokee - Older wooden car coach train that served Texas to Oklahoma Market.
4. Several other trains not described in the articles.

The series included a track plan which was repeated in several later articles over the years. A credit to his original design, the basic track plan did not change over the next 35 years. He added some crossovers to allow better operations, added a couple of on-line stations and added industry sidings and the industries that they served. Built decades before the advent of Digital Command Control, the T&RGW featured multiple main line blocks with two mainline cabs and a separate yard cab for the terminal area. The controls were the large rheostat Variacs and the system was first class, state-of-the-art for its day.

In 1958 *Model Railroader* ran a two-part article penned by Bill McClanahan on "Operations on the Texas & Rio Grande". In the article Bill described the operational scheme of the railroad and featured photos of his operations group that included fellow model railroading pioneers in the Dallas area Cliff Robinson, F. C. Pete Peterson, Terry Walsh and Jack Lemming. Bill's volume of articles diminished over the next few years possibly as a result of his efforts on the scenery book.

*Scenery for Model Railroads* was first published in 1958 and it became the Bible for scenery construction for years. Lavishly illustrated by Bill's cartoon art work and photo images from well-known layouts around the United States, it was inspirational for a generation of model railroaders. McClanahan wrote in a folksy conversational style that is popular today but was not common decades ago and his knack for "spinning a yarn" made the books easy to read. The



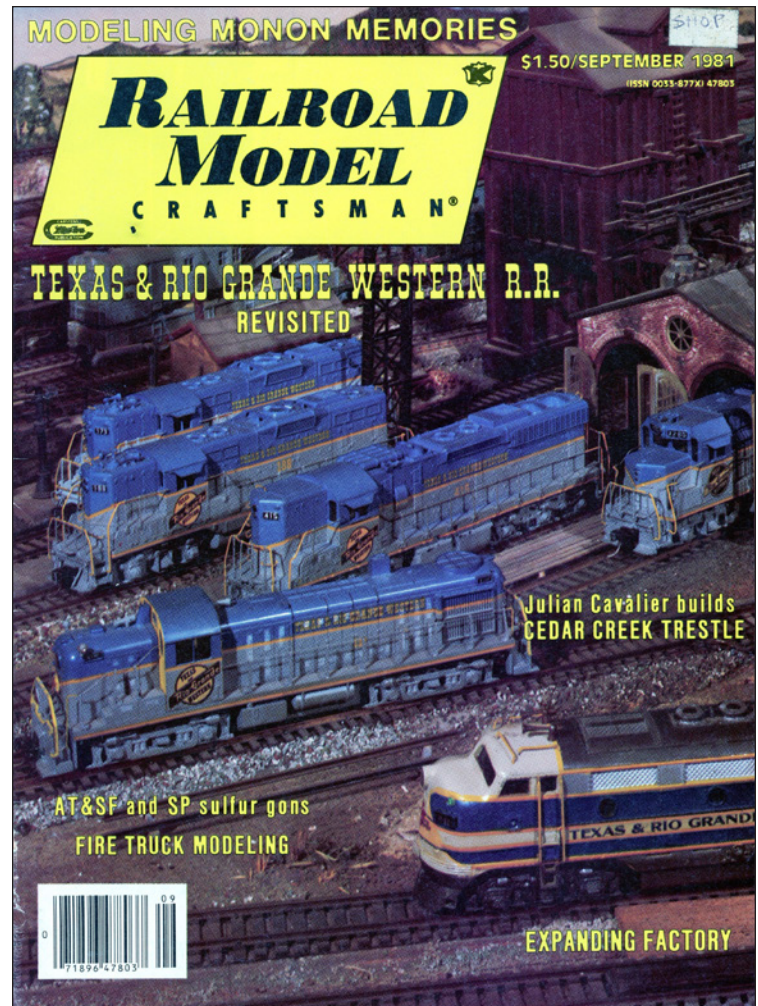
*Bill at the controls of his T&RGW during an LSR Convention layout tour. Note the modelers wearing vests from various clubs around the LSR.*



chapter titled "Geology for Model Railroaders" is outstanding, and it could be published separately as a primer for basic geology.

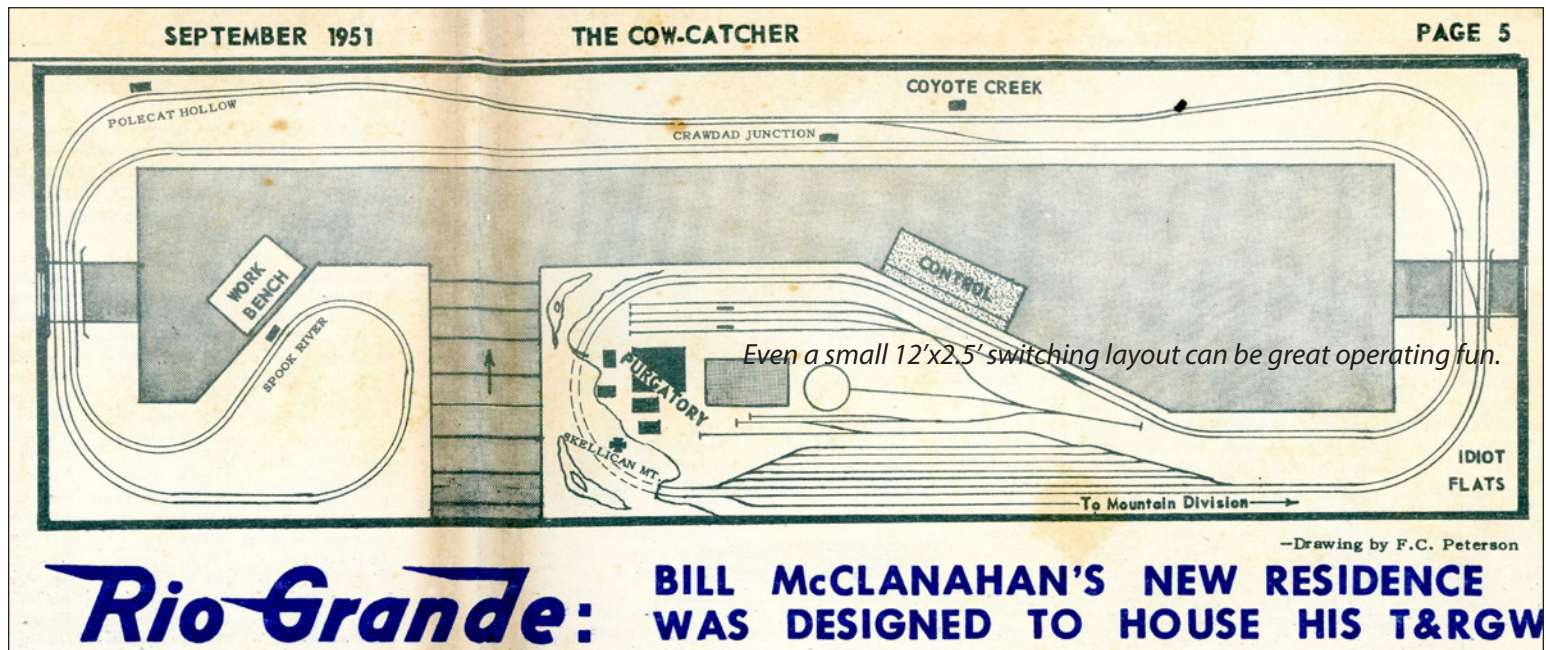
In 1968 the book was updated to include "Zip-Texturing" and other more modern scenery methods. The current batch of Kalmbach scenery books feature more modern materials and techniques but seem to lack some of the underlying lessons for laying out the basic land forms and how they got there.

In 1976 Carsten's *Railroad Model Craftsman* ran a long article celebrating the 25th Anniversary of the Texas & Rio Grande. The article was a fictional VIP inspection tour of the railroad and featured some of the best photographs of the railroad every taken. These photos along with the accompanying track plan allowed the reader to essentially visit the entire T&RGW. RMC visited the T&RGW again in September of 1981 with a follow-up article. It is not clear if Bill McClanahan ever saw the final "as published" article as he passed away in early September of 1981. The article was a fitting tribute to the body of work Bill McClanahan had accomplished over 35 years in the hobby, his feature articles and his excellent scenery book. **ML**



Cover of the September 1981 *Railroad Model Craftsman* that ran the last feature article on the T&RGW. The Varney F-3 A-B-A lash-up, built around 1951, still runs on the author's layout.

The basic track plan of the T&RGW as published in the 1951 *Cow-Catcher* Newsletter. Later track plans as published in *Model Railroader* and *Railroad Model Craftsman* added some details but the basic plan did not change for the next 35 years.



**Rio Grande: BILL McCLANAHAN'S NEW RESIDENCE WAS DESIGNED TO HOUSE HIS T&RGW**



# Engaging with the Layout

## An Introduction to Participating in Model Railroad Operations

by Cliff Scherer

**H**ave you ever thought about how you “see” a layout – whether it’s yours or someone else’s? There’s really two ways to look at a layout: 1) as an observer, like looking at a painting on a wall and 2) as a participant where you’re an integral part of the layout. The second way is what model railroad operations gives us.

Some say operations is like a board game, to others it’s like a chess match or strategy game, and yet others see operations as role play. Whatever your take, operations is a way to enrich your model railroading experience by participating in the layout with prototypical train and switching moves. In this article we’ll look at the basics to give you a feel for what you can do on your own layout and to prep you for participating in operating sessions on other folks’ layouts.

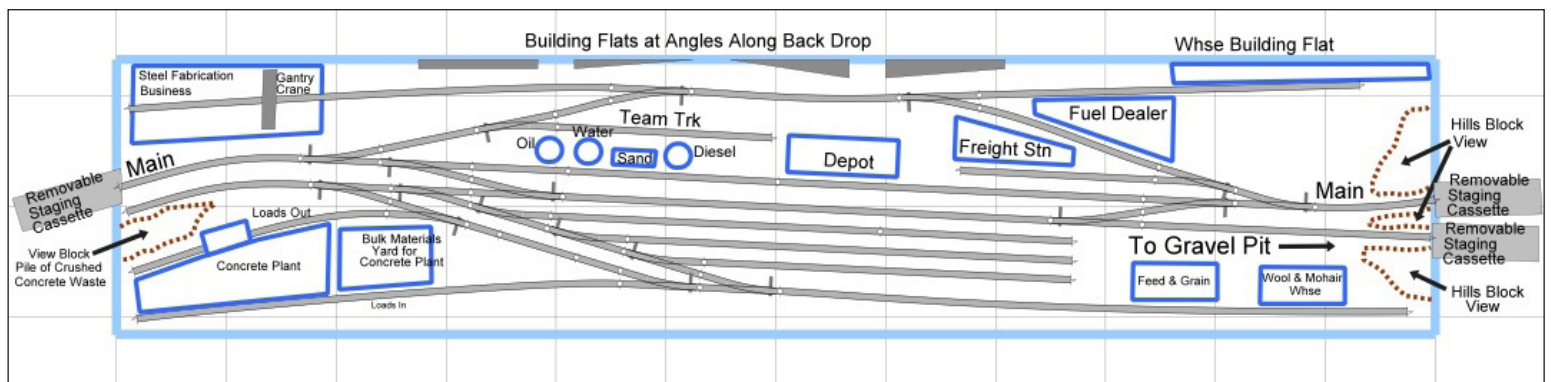
Fun and meaningful operations are possible on any size layout. In the Cen-Tex NMRA Division 4 area there are many layouts that invite other modelers to participate in operations (op) sessions. You might be surprised to learn that these layouts range in size from very large such as a 1250 square foot layout that accommodates more than 20 participants at a single session to very small layouts such as a 2’x12’ switching layout that accommodates 2 operators during a session. Most of these layouts welcome newcomers – your local NMRA Division meeting is a great place to start. Ask the Division leader to introduce you to some of the layout owners that welcome new operators.



*A small train like this will provide a great time both running the main line and switching its cars at the destination.*

### The Nuts and Bolts of Car and Train Movements

Model Railroad operations simulates prototype operations. On the prototype, the reason for the railroad is to move people (passengers) and freight. While passenger trains are scheduled, the makeup of the train and class of train may vary. Freight traffic involves more than making up trains and sending them down the line. Shippers must order and receive empty cars to load, and loaded cars must be picked up and moved to the yard. Blocks of cars are assembled into freight trains. Freight trains move cars over the railroad. At the destination cars must be sorted and delivered to the receiving business or the cars may be moved to an interchange track for forwarding to another railroad. All of this provides the fun in



*Even a small 12’x2.5’ switching layout can be great operating fun.*

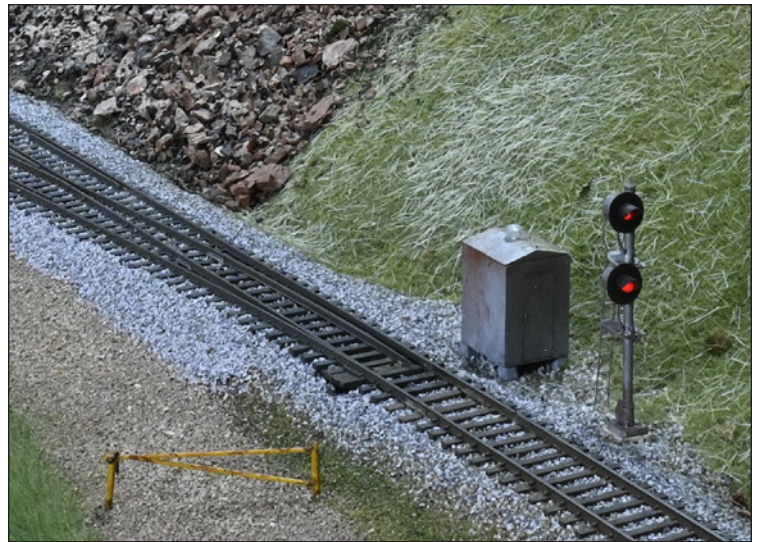


operations and all of it is simulated in various ways. The layout owner will handle most of the backend work such as staging cars to begin a session and slotting the car cards/way bills as needed. The crews take over after the backend work is already done. Let's see how it comes together on a typical layout. The terms that are used in a typical op session are defined at the end of this article.

### An Example of Your First Crew Assignment

Let's look at an operations example from your point of view as the train crew on a local freight turn – a freight heading out from a city yard to a nearby town and back. We'll assume this layout uses car cards and waybills as opposed to switch lists

1. Read your Train Orders and determine what route your train will take and what your overall task is. In our case we are assigned to a local freight that leaves the yard with a block of cars, delivers these cars to industries on our route, picks up cars on the route, and then returns to the yard. Waybills tell us what to drop, where to drop and what to pick up.
2. On your throttle, you'll need to acquire your engine by its engine number. Verify that you have control of the engine by turning the lights off and on.
3. Review your stack of car cards. These will be given to you by the yard master. Verify that each car card represents a car in your train and that you have cards for every car in the train. Review the waybills on each car card to determine where the various cars are to be dropped. At this point, if you have reviewed the track plan, you can start thinking about your strategy for the order in which



Here, red over red means stop before your train gets to the signal mast. It's important to learn what the signals mean on the layouts where you're operating.

you want to spot cars and pickup cars. Don't forget to allow for facing point switches.

4. Get permission to leave the yard from the yardmaster and proceed if signals allow it. The dispatcher should be notified that your train is leaving, but this is often done by the yardmaster.
5. Your train is now moving down the main line to the nearby town. You will arrive there, entering a siding if one is available. Now review the car cards/waybills that are in the holders on the fascia for the industries in this area.
6. Pick up the cars whose waybills indicate that the car is to be returned to the yard you came from. Drop cars that came with your train at the industries as specified on the waybills.

As you work in this industrial area, spotting cars and picking up cars according to waybills, you will need to keep clear of the mainline. If it's necessary for you to foul the main, then you'll need to contact the dispatcher and get permission, often in the form of a track warrant.

It may seem obvious but remember to reassemble your train for the return with the caboose or ETD (End of Train Device) at the rear.

Notify the dispatcher that you are ready to proceed back to the city yard and get permission to enter the main line, following signals as you go.

As you near the city yard, get permission from the yard master to enter the yard. He will also route you to the track

<p>KIND _____ AAR _____</p> <p>R.R./No. _____</p> <p>DESC. _____</p> <hr/> <p><b>EMPTY CAR</b></p> <p>RETURN TO:</p> <p>_____</p> <p>_____</p> <p>Reorder Micro-Mark #82910</p>	<p><b>FREIGHT WAYBILL 1</b></p> <p>CONSIGNEE _____</p> <p>ADDRESS _____</p> <p>ROUTING _____</p> <p>VIA _____</p> <p>SHIPPER _____</p> <p>ADDRESS _____</p> <p>LADING _____</p> <p>Reorder Micro-Mark #82911</p> <p>LADING _____</p> <p>ADDRESS _____</p> <p>SHIPPER _____</p> <p>VIA _____</p> <p>ROUTING _____</p> <p>ADDRESS _____</p> <p>CONSIGNEE _____</p> <p><b>FREIGHT WAYBILL 2</b></p>	<p>KIND <u>Box</u> AAR <u>X19</u></p> <p>R.R./No. <u>SP</u> <u>10095</u></p> <p>DESC. _____</p> <hr/> <p><b>FREIGHT WAYBILL 1</b></p> <p>CONSIGNEE <u>Comfort Cotton</u></p> <p>ADDRESS <u>Comfort TX.</u></p> <p>ROUTING <u>Kerrville Turn</u></p> <p>VIA _____</p> <p>SHIPPER _____</p> <p>ADDRESS _____</p> <p>LADING <u>Emity</u></p> <p>Reorder Micro-Mark #82911</p>
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Car Card/Waybill Examples: on the left is a blank car card, middle is a blank waybill, and on the right is a complete car card and waybill with directions to send the car on a train called the Kerrville Turn and spot it at Comfort Cotton in Comfort, TX.



where your train will terminate.

11. Determine if you need to move your engines to service or move your caboose to a designated track. Often, you will simply leave your train, and the yard crew will deal with the engines and caboose.
12. Congratulations! You've finished your assigned train orders and you're ready for a new assignment or maybe some down time!

## What to Expect at an Op Session

Most layout owners will provide you, in advance, with information about their layout and the rules of operation on it. This may include a track plan, information on speed limits, what system is used for train movements, how to communicate with the dispatcher, and other details. Familiarize yourself with this material – it will make your time in the session much more enjoyable. Let's look at what you'll need to know during the op session if you're on a train crew or doing local switching. This information may be provided in advance or presented at the op session:

1. Engine control: type of throttle. Layout owners will give instructions on how to use their throttles. Ask if your engine has momentum and braking programmed. If so, familiarize your self with the engine acceleration and stopping distances.
2. Train Control: How are trains dispatched and controlled

on the layout. Examples are dispatcher, time table, train orders, track warrants, and signaling systems.

3. Car movement orders: Does the layout use car cards/waybills, switch lists or some other method.
4. Communication protocols: how and when to contact the dispatcher and what information to give and receive during the communication.

Most op sessions will last between 3 and 4 hours. Once you get to the operating session the crews will be assigned. Don't be afraid to ask for a specific assignment. If you're new to operating sessions, you might want to ask for a less complex assignment or if there are multiple people on each crew, you may want to team up with someone more experienced. Don't be concerned about being assigned to a dispatcher or yardmaster role if you're new to operations as these are roles are typically reserved for more experienced operators. Layout owners are interested in getting people to return in the future, so they want you to have fun without a lot of pressure.

In this article, we have covered the basics of operations from the crew's point of view. There is much more to this. If you're interested, a good place to start is the NMRA website. Here's the link to the Beginners Guide to operations: <https://www.nmra.org/beginners-guide-part-9-operations>

If you'd like to get even more involved with model railroad operations check on the NMRA SIG (special interest group): <https://www.opsig.org/>

Model railroad operating sessions are great fun, and a



*An op session on David Nicastro's Moffat Route. Op Sessions are a great way to socialize with others in the hobby.*



great way to socialize with like-minded people. Two next steps: 1) get yourself on some layout mailing lists by asking your local NMRA president for contacts and 2) develop an operating session on your own layout, even if it's just yourself. You'll be amazed at how engaging operations can be!

## Terms and Definitions Used in Model Railroad Operations

To understand how an op session works, you'll need to be talking the same language as the other operators and the dispatcher. A basic understanding of the terms below will prep you quite nicely for your first operating session. The terms are not alphabetical but are presented in a logical order as they relate to each other.

### Crew Members:

For clarity the crew member roles are listed according to what is most commonly seen on model railroad op sessions. In an op session multiple roles are often combined according to the number of operators and other factors.

**Dispatcher:** The dispatcher controls train movement on the main line. This person communicates with trains via telephone, radio and signaling systems.

**Yardmaster:** The yardmaster controls all train movement within yard limits. This person makes up trains, breaks down trains and classifies cars within their yard. They may also be responsible for switching industries in the immediate area. A yard crew may also be assigned and directed by the yardmaster to help with switching duties.

**Engineer:** Controls the locomotive or consist of multiple locomotives as assigned. When multiple locomotives are coupled and controlled together, they are an MU (multiple

unit) configuration. Some layouts will have MU capabilities on the throttles. If so, you will receive instructions on how to work this feature.

**Conductor:** This role is in charge of the train. The role is somewhat clerical because the conductor handles paperwork and keeps tabs on what cars are in the train consist and where they need to go.

**Brakeman:** Uncouples/couples cars, sets car brakes, throws switches.

Note: In many model railroad op sessions, the roles of engineer, conductor, and brakeman are combined into one or two operators.

### Types of Trains:

**Passenger:** Passenger trains may come in different classes which give an indication of how often they stop and what priority they have over other trains. In most op sessions, passenger trains have priority over freight. These distinctions will be explained by the layout owner for specific op sessions.

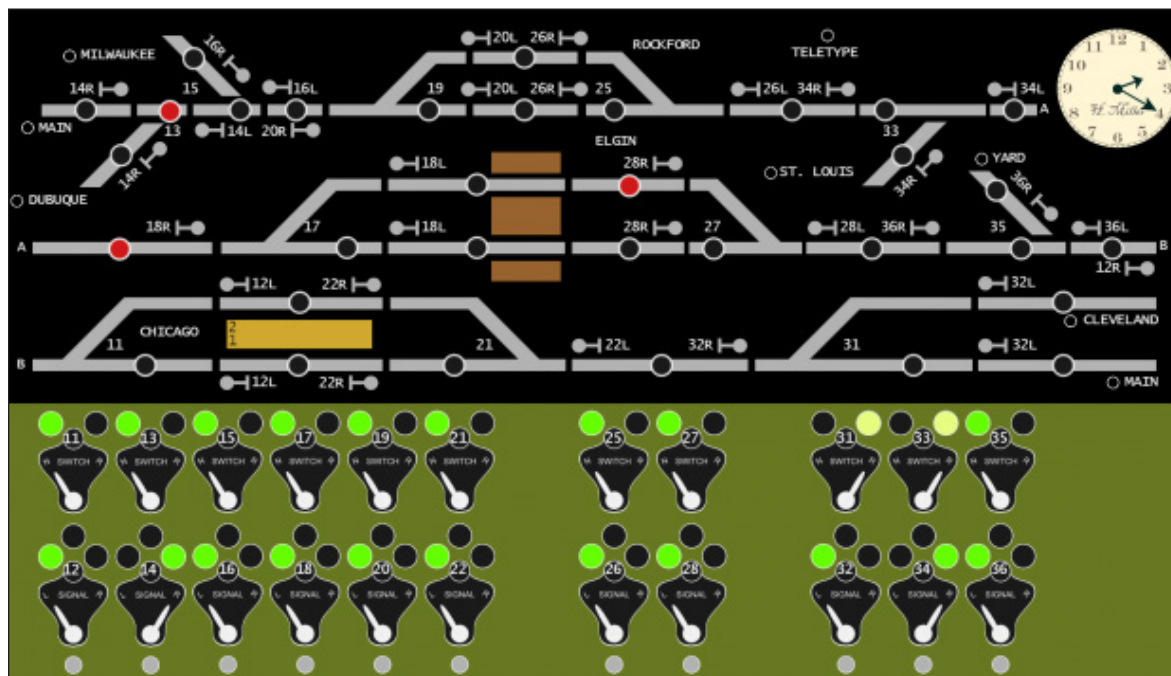
**Manifest or Through Freight:** Mixed cargo freight train that runs between 2 cities or other terminal types, such as interchanges. These trains do not serve local industries, although they may set out blocks of cars at yards along their route.

**Local Freight, Way Freight, Peddler Freight:** These are all terms for freight trains that serve industries along the route or industries on branch lines. These trains may run from one city to another stopping at industries along the way to pick up and spot cars.

**Turn:** A local freight that returns to the point of origination after switching industries on its route. Generally, the train is named after the point of its furthest reach. If it runs from Town1 to Town2 and returns to Town1, it will be called the Town2 Turn.

**Mixed Train:** Mixed trains were used most often on short lines and branch lines. It is a train carrying both passengers and freight. It could have had a passenger caboose or a passenger car in the consist. These types of trains were seen before 1960's and were largely gone after that.

**Unit Train:** Unit trains carry a single type of cargo. Generally, all the cars will be of the same type and the cargo will be bulk such as coal, gravel, crude oil, etc. Trains pulling nothing but Well Cars



You can get into dispatching with simulator programs. This is a screen shot from Railroad Dispatcher, an online Dispatching Simulator.



with shipping containers would also be unit trains. Unit trains are always through freights, not stopping to drop or pickup cars along their route. Unit trains have become very common in the past 4 decades and are often modeled on larger layouts set in a modern era.

**Yard Crew or Switching Job:**

While not technically a train, the switcher in a yard has a crew that is usually represented in a model railroad op session. The yard crew does not utilize a cabooses or ETD (End of Train Device). The crew is generally given directions by the yard master and limits their movements to the yard limits, although some op sessions may utilize a hybrid of yard crew and local freight.

**Cabooses and ETD's:** Most layouts are built to represent a specific era. The era that is being modeled will dictate whether your freight trains will use a cabooses or an ETD. Cabooses were phased out beginning in 1982 and were completely gone by around 1990. After that time the crew members who normally rode in the cabooses (conductor and rear brakeman) began riding in the locomotive cab.

**Car Organization and Movement Instructions:**

**Car Card:** A small card that is specific to a car that is on the layout. It will usually have a pocket on the front where



*A Unit Train of Grain Hoppers.*

waybills specific to that car are placed. Each car's car card will show at least the car type, road name and road number. It often includes the car color which helps the operators. Each Car card stays near the car, either with you while it is in transit or left at its destination in a holder that is usually found on the layout fascia at each possible destination.

**Car Type:** Some layouts use simple car type descriptions such as box car or tank car. Others use the AAR (Association of American Railroads) car codes. For example, a box car will be code XM. The list of AAR car codes can be found at this link: <https://www.centexnmra.org/wp-content/uploads/2024/09/AAR-Car-Codes.pdf>.

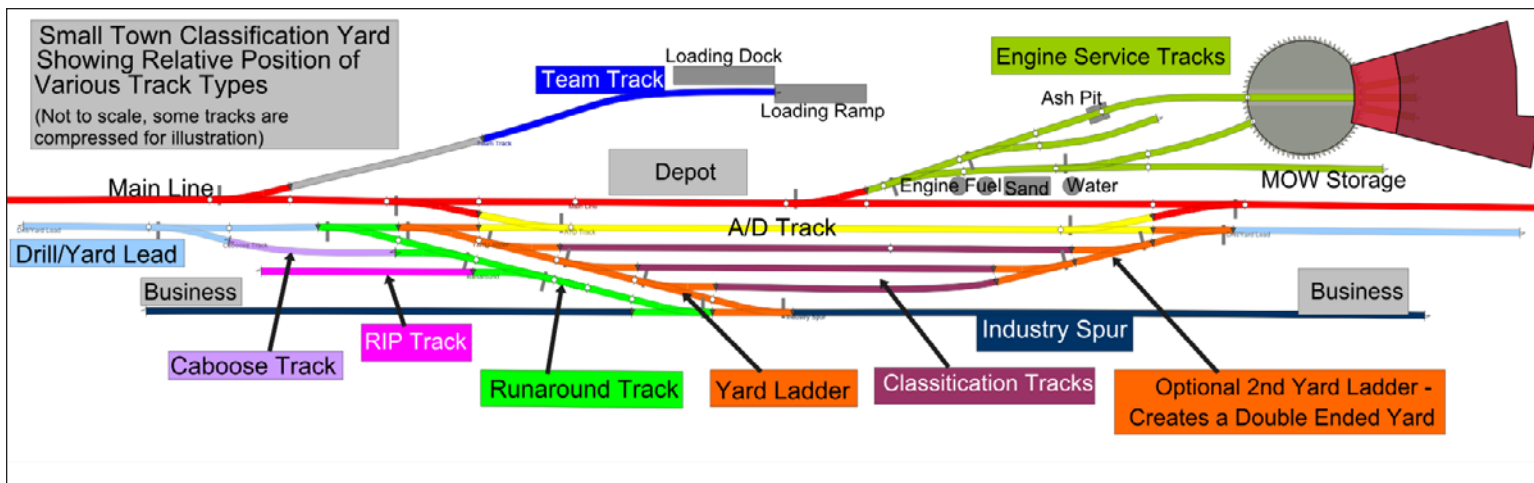
**Block of Cars or Car Blocking:** This refers to grouping cars together, most often by destination. It is easier to sort cars and drop cars from a train if they are in blocks. Sometimes local crews and switching crews will block cars according to how they will be switched allowing for order of drops and facing vs trailing point switches.

**Waybill:** A small card that is usually placed in the pocket of a car card. It gives the instructions for movement of that car during an op session. At minimum it will contain where the car needs to go and where it is originating. It may also contain the route it should take and the contents. There are several different systems for how layout owners organize waybills. The most common is the 4-cycle system. However, the actual system for rotating through waybills is not important to you as an operator. You only need to take the action instructed on the waybill and know what to do with the waybill after you've completed the task (car move) specified. In most cases you



*In this yard on Jack Merkel's layout, the switching crew will take direction from the yardmaster. Note the phone handset for contacting the dispatcher, and the car cards with waybills in the rack just below the Santa Fe engine.*





*The typical configuration of a small yard.*

will leave the waybill as it is in the car card packet. If the layout owner has a different way of handling waybills, you will be given this information in advance.

**Switch List:** This is basically an alternative to car cards and waybills. A switch list shows what cars need to move and where they need to go. It will identify the cars reporting mark (railroad abbreviation and car number). Layouts that use switch lists may do these by hand, or they may be computer generated from specialized model railroad op session programs.

### **Train Movement and Track Control:**

**Timetable:** A document that lists scheduled trains usually over a week of time and shows times that each train is scheduled to leave a station and scheduled to arrive at the next station. It can be superseded by orders from the dispatcher.

**Train Orders:** Unless you are a local switching crew at an op session, you will receive train orders for your train. These will give you information on your route, your time schedule, where to pick up your engine and caboose and where the block of cars is located that will make up your train. On larger layouts with yards, a yard crew will probably have your train ready. On smaller layouts or branches and shortlines, you may be responsible for making up your own train.

**Track Warrant:** An authorization by the dispatcher for your train to occupy a specific section of track for a specified amount of time. This may be issued in written form or by verbal communication with the dispatcher. Track warrants may be used where your train must do switching moves that will tie up the main line as an example.

**Fast Clock:** Timetable ops and track warrants both require you to know what time it is and how much time has elapsed. Using a conventional clock is unrealistic since our layouts are compressed in terms of space. A fast clock has been modified to keep time at a ratio faster than real time. There is no standard for what ratio is used – it depends on factors such as the size of the layout. Not all layouts utilize a fast clock and

those that do, vary in terms of how closely it is followed. The layout operator will give information on the fast clock if it's used.

**Signals:** Many layouts include signal systems for train control. These are usually controlled by both the Dispatcher and an interlocking system that prevents trains from moving into an occupied block of track. Most signal systems use the basics: Red – stop, Yellow – prepare to stop at next signal, Green – proceed. If you see signals on the layout that you don't understand, be sure to ask how to read them. On layouts with signal systems and some simulation of CTC (Centralized Train Control), many switches will likely be remotely controlled by the dispatcher.

**Yard Limit:** The yard limit defines the limit of authority for the yardmaster. Crews will take direction from the yardmaster within these limits and from the dispatcher outside of these limits. Permission is required from the yardmaster to enter and leave the yard. Permission to enter the mainline also requires dispatcher approval or notification. See the figure above for the layout a typical small yard.

**Staging Yard:** This yard is typically hidden from view and is used to help with the simulation of prototype operations. Trains are pre-assembled in this yard and are made ready to bring on to the layout during the op session. Trains can also go off layout during the session by entering this yard.

**Siding vs. Spur Track:** A siding is generally a parallel track with switches at both ends, providing an escape at either end. Sidings are used when passing other trains and for running around cars when your engine is on the wrong end for spotting the car. Spur tracks have a switch at only one end so that there is only one way to leave. Spur tracks are normally where industries are located.

**RIP Track:** RIP is Repair in Place, so this is a track found in some yards where cars needing repair are spotted.

**MOW Track:** Storage track for Maintenance of Way Equipment

**Team Track:** A track owned by the railroad and used to spot cars for shipment receivers who do not own trackside



unloading facilities.

**Drill Track or Yard Lead:** These terms mean the same thing and they describe a track that is separate from the main line, but connected to the yard in a way that allows the yard switcher to move cars from arrival tracks to the yard tracks without interfering with other operations.

**Spot/Off Spot:** To Spot a car means to move it into a specific location, usually an industry, and leave it there. As an example, let's say you have a car card with waybill that says "Destination: ABC Company". Further, that car is part of the local freight you are running. You are being instructed by the waybill to Spot the car at the ABC Company's loading dock. Once you've spotted it you leave the car card/waybill in the appropriate slot near that location. If there is already a car at that loading dock and its car card/waybill does not indicate that it is to be picked up, then you will need to find a temporary place to leave the car from your train. Often this is an open siding, spur track or nearby yard track. When you temporarily leave a car at a location other than what's specified on the waybill then you are leaving it Off Spot. Many layouts have a special holder where you place the Off Spot car cards.

**Setout or Drop Cars:** Through freights Setout or Drop cars. This means that you will leave the car at a specified location, usually a house track. As an example, manifest freights may be instructed to Setout a block of cars in a yard along the route. The train will not do any switching other than to leave the cars as a block.

**Trailing/Facing Point Switch:** These terms apply to spur tracks and a specific spur can be either one depending on orientation of the engine relative to car(s) coupled to it. See the figure below for an explanation. **ML**



*This staging yard, also on Jack Merkel's layout, is hidden from the main layout by a half-height view block.*

## Trailing vs. Facing Point Switches



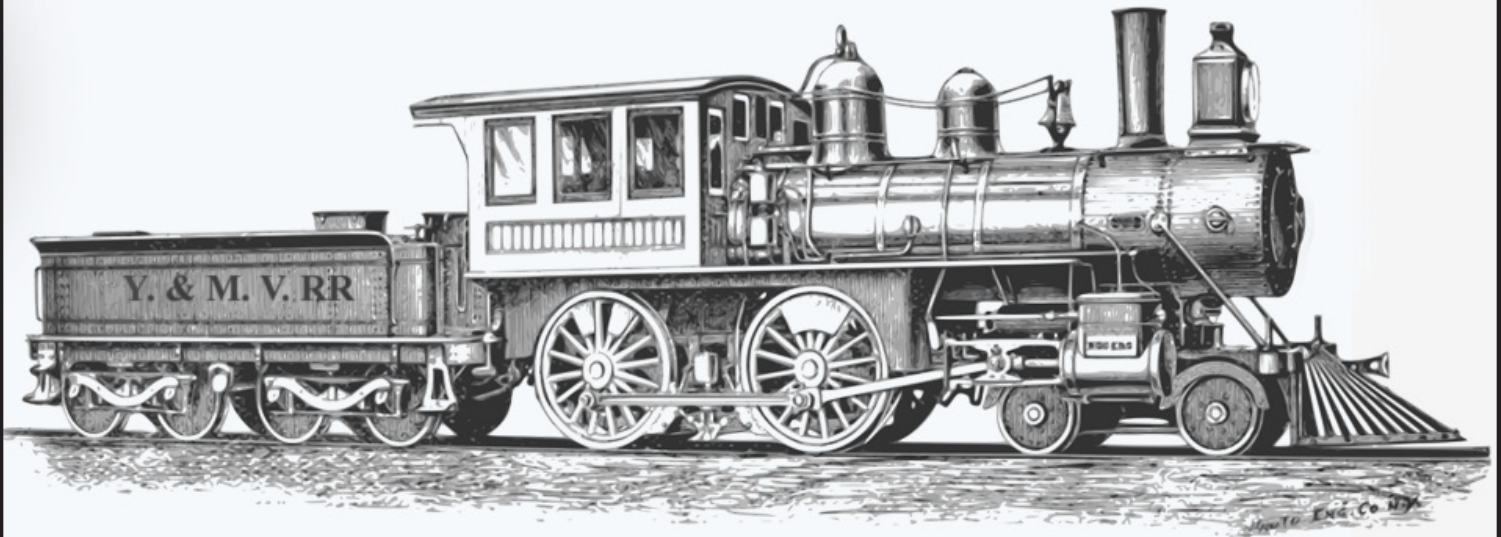
**Trailing Point Switch:** Yellow Engine approaching switch with box car behind - will reach the frog before the point rails. After passing the switch the boxcar can be backed into the spur.



**Facing Point Switch:** Blue Engine approaching switch with boxcar behind - will reach the point rails before the frog. The engine cannot spot the box car on the spur without being trapped. The best option is for the train crew to use a run-around track to put the boxcar in front of the engine - then push the boxcar into the spur.



# BLUES EXPRESS 2025



## 2025 LSR CONVENTION BATON ROUGE, LA

### **Don't Miss It!**

This will be the first time the Lone Star Region Convention has been held in Southern Louisiana in thirty years -- with layouts and other points of interest you've probably never seen, in a region rich with interesting and exciting sights. (And food!)

**June 26 - 29, 2025**

**Holiday Inn Baton Rouge South  
9900 Airline Highway  
Baton Rouge, LA 70816**

Stay tuned to the Marker Lamp and the LSR web page as more details become available and registration opens.

**Mark your calendars now and plan to attend!**



**GREATER  
HOUSTON**

# **TRAIN SHOW**

**SATURDAY, FEBRUARY 15, 2025, 10:00 A.M. TO 4:00 P.M.**

## **Pasadena Convention Center**

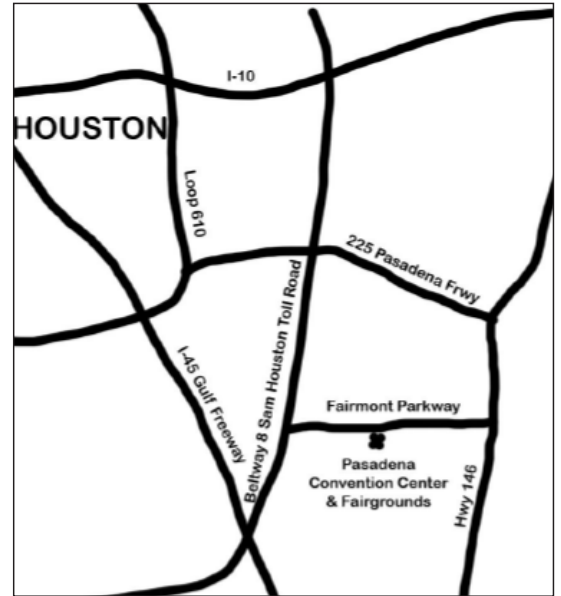
**7902 Fairmont Parkway, Pasadena, TX 77504  
East of Beltway 8 on Fairmont Parkway**

Adults & Youth \$5 - Under 12 FREE - Max. \$10 per family

Operating Layouts, Classes on Railroads and Modeling  
Subjects, National Model Railroad Association  
Contests, and Vendors from across the Southwest.

Sponsored by the **San Jacinto Model Railroad Club, Inc.** 501(c)3  
Chairman: Steve Sandifer; [steve.sandifer@sbcglobal.net](mailto:steve.sandifer@sbcglobal.net)  
Table Sales: Robert Ashcraft: [crash8473@comcast.net](mailto:crash8473@comcast.net)

<http://sanjacmodeltrains.org>



**Do you live in central Texas?**

Whether you're new to model railroading,  
want a large layout but don't have the room,  
or just want to hang out with friends...

***Come join us!***

The Austin Model Railway Society is an HO scale club.  
Members of all ages meet monthly and participate in  
many ways, from electronics to scenery to operations.



For more information and how to join, check out  
our website at [austinrailway.org](http://austinrailway.org)!





# Director and Department Reports

## Treasurer



by Steve Sandifer  
LSR Treasurer  
[steve.sandifer@sbcglobal.net](mailto:steve.sandifer@sbcglobal.net)

Balance May 1, 2024	
Checking	19,016.30
CDs	<u>35,273.07</u>
<b>Total</b>	<b>\$54,289.37</b>

Income:	
2024 Convention	4,256.01
AV donation	500.00
NMRA Rebate	841.00
Texas Express Income	2,813.60
Interest	<u>561.82</u>
<b>Total Income</b>	<b>\$8,972.43</b>

Expenditures:	
2024 Convention	2,000.00
Contest plaques	550.00
2025 Convention	1,500.00
Postage	45.11
Easles	194.77
Division Rebates	<u>410.50</u>
<b>Total Expenditures</b>	<b>\$4,700.38</b>

Balances as of September 24, 2024	
Checking	17,726.53
CDs	<u>40,834.89</u>
<b>Total</b>	<b>\$58,561.42</b>

Total includes \$10 rebate added in escrow for Div. 7.

## Cowcatcher Division 1



by Dick Brannan  
[director@cowcatcherdivision.org](mailto:director@cowcatcherdivision.org)



[cowcatcherdivision.com](http://cowcatcherdivision.com)

Attendance at the D1 meeting continues to be strong throughout the summer, with the highlight being 64 people in attendance for our August meeting. Also in our August meeting Duane Richardson awarded 19 Achievement Program Certificates to 12 different members of the Division. A number we are quite proud of! Special thanks to Duane and Mike Mackey for their encouragement.

The Plano Train Show is coming up at the end of September and D1 members ( special thanks to Chris Mahan, Russ and Deb Gifford, Tom Peason) are actively working on the "Pay it Forward Module" This is a 4 ft by 8 ft modular layout made up of 4 – 2 ft by 4ft sections. The intent was to bring the partially completed module to the Plano Train Show and complete it, to demonstrate how easy wiring, track laying, scenery and structures could be. Once completed at the show, the module was raffled off to a young model railroader.

Another big event coming to North Texas is 4014 arriving October 10 to the 12th. D1 members will be assisting Union Pacific personnel in crowd control and providing information to visitors. We will be also setting up a small tent where information about the NMRA will be distributed as well as member benefits.

In October the Division will be doing a "make and take clinic" on a speeder shed. The shed will be offered in O,S, HO, N scale for our members. Participation is expected to be high and will provide some of our newer members their first experience in kit building.



## Bayou Division 2



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



In June a Division 2 meeting was held in Baton Rouge. The attendance was modest, which is understandable considering that this was the first Bayou Division meeting in a few years. However, both the Greater Baton Rouge Model Railroaders and the Crescent City Model Railroad Club were in attendance as well as a number of other local model railroaders. The main topics were, what we can do generate more interest in meetings and model railroading in general, and the planning for the 2025 LSR convention in Baton Rouge.

As for the former, it was decided to hold division meetings on a quarterly basis, have clinics at the meetings, and show and tell sessions. Also, visits to local modeler's layout would be a plus. After the meeting a few attendees visited my layout where further discussions continued. As a result, the next Division 2 meeting will be at 1:00 pm, the 21st of Sept. 2024 at the Crescent City Model Railroad Club, 601 North Lester, Metairie, LA 70003

The other topic of course was the Convention. This is something new to the area. Few Division 2 members attend these conventions and the last LSR convention in Division 2 was in the 1990's. There was a long discussion describing what the convention has to offer and the need for volunteers to make work, and a number of attendees raised their hands.

As for the convention itself, the planning is coming along well. The convention hotel, the Holiday Inn South has been reserved. This is a large facility recently remodeled. It is located on the intersection of I-12 and Hwy 61, which gives easy access to New Orleans and points east.

Seeking of points east, we have a commitment for a layout open house and an operating session in Covington, LA, 80 minutes east on I-12 from the hotel. Also, this layout is only 25 miles over the Lake Pontcharain Causeway from the the Crescent City Model Railroad Club in Metairie, LA (New Orleans area). And then 45 min. north of the hotel in the Greater Baton Rouge Model Railroaders (see the article in this MR issue).

Chuck Lind, Clinics Chair, also has an article here about some of the clinicians he has recruited so far. And Ray Byer also has an article on the modeling contest. So things are coming together. The convention website should be up and running in a month or so look for more information there as it develops.

## Trinity River Division 3



by Charles Goodrich, MMR  
[director@cowcatcherdivision.org](mailto:director@cowcatcherdivision.org)

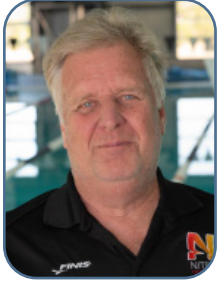


[trinityriverdivision.org](http://trinityriverdivision.org)

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## Cen-Tex Division 4



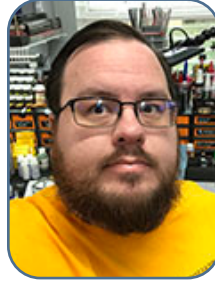
by Bob Thiele  
[director@centexnmra.org](mailto:director@centexnmra.org)



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

Greetings and Salutations Division 4 members, September has been a crazy month with members scattered all over the globe getting in last minute trips. At our next meeting, I would like everyone to bring in their ongoing projects to display and have discussions on techniques and thought processes for the build. We can have a miniRPM. It can be a car, engine, building, trackwork or a layout plan. We can put our heads together and discuss methods for which we all can take something away from it. I will have a presentation on planning a layout, and all that goes into the sequence of work. I will touch on the planning phase, construction and finishing touches. This should lay the groundwork for further presentations discussing in detail each of the phases. We will also discuss the division and how it will grow in the new year. I would like to set the theme and purpose of the Division and set goals to achieve them.

## West Texas Division 5



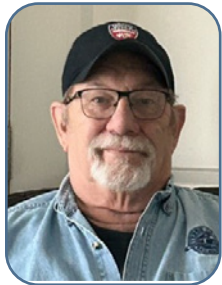
by Brooks Willig  
[Headroadie2004@gmail.com](mailto:Headroadie2004@gmail.com)

[Newsletter](#)

(No report received)



## South Texas Division 6



by Roy Kaiser  
[fr8train@gvtc.com](mailto:fr8train@gvtc.com)



Hello to everyone from South Texas:

We have had a tremendous amount of activity in the past few months and with the late addition of two new members our division membership count currently sits at 76 members. I officially took office as Director on June 2nd via the Zoom BOD call and held my first NMRA Division 6 meeting six days later on June 8th.

However, before I get into that I would amiss if I did not first extend my most sincere thanks to Don Winn, MMR for his service as South Division 6 Director for the past 6 years. In addition to earning his Master Model Railroader Award, he established a firm base for our group to move forward and succeed for many years to come. Thanks, Don for all you've done!



I am more than pleased to report that we had 35 attendees at the June 8th meeting which might be a new record if we had been actually keeping an accurate count in the past.



We were treated to a great clinic by Steve Jackobs of Austin, Texas entitled on "Smoke and Mirrors on a Small Layout." Steve presented an excellent array of methods to make a small layout seem much larger than it truly is. His skills,



techniques and slide presentation were enjoyed by all. clinic of the day.

As usual we also included our traditional Show N Tell segment where members bring in models and projects they have been working on to share with the entire group. The South Texas area is blessed with an abundance of skilled modelers who "wow" us each and every time with their modeling talents. The meeting portion concluded with the ever popular Deal or Duds drawing where three lucky members win a great prize or gift certificate from our sponsors and a 4th member wins the best prize of all ... a box of Milk Duds candy! We continue to be ever grateful to the sponsorship of Discount Model Trains, Papa Ben's Train Place, Prototype N Scale Models, Maverick Metalwork and the Longhorn Café. Thank you all for your support!

After the meeting we were treated to a home layout tour of Tom Crosthwait's HO Scale Mogollon & Southwestern Railroad (pronounced "muggy-own"). Tom's layout, which is very near completion, is one of the finest home layouts in the San Antonio area.





## North Louisiana Division 7

In addition to our local NMRA group, the SAMRA Model Railroad continues to bless the San Antonio area with a great place to work on a model railroad and run trains. Members and guests can come in several times a week to run trains just for the fun of it or to participate in a structured prototypical operating session.

In addition to being a beautiful example of model railroading, SAMRA is a registered museum and gets many visitors each month who come to see, not just the layout, but also to get a tour of the many railroad artifacts and historical memorabilia on hand at the facility.

As a special treat on Saturday August 10th, SAMRA was joined by several members of the Houston Area Model Railroaders for a very special joint operating session. In addition to running the prototypical schedule, it was a great time for fellowship among both groups of friends.

On that same morning, I held my second bi-monthly NMRA Division 6 meeting which once again was attended by nearly 30 members and guests. Our clinician was Ed Flaughter of Houston, Texas, a master painter who has custom painted several brass and plastic models for guys in our group. We would like to thank Ed again for making the long drive to San Antonio to treat our members to a well-received program.



by Don Kimmell  
[elf4kcs@me.com](mailto:elf4kcs@me.com)

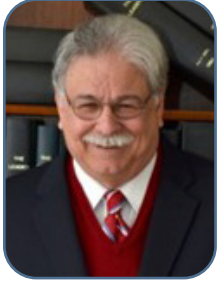
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I feel Division 6 is well on the way to completing a smooth transition in leadership and will continue to grow our division in the future. As always, we welcome visitors from all over Texas and beyond to attend any of our upcoming meetings. The details of times, place and dates can be found in the "Recurring Events and Meetings" section earlier in this publication.



## Texas Gulf Division 8



by Phil Stewart  
[pstewart1225@yahoo.com](mailto:pstewart1225@yahoo.com)



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

(No report received)

## Director At-Large



by Deborah Gifford  
[gifforddeborah5@gmail.com](mailto:gifforddeborah5@gmail.com)

(No report received)

## Director At-Large



by Gene Mangum  
[semangum@windstream.net](mailto:semangum@windstream.net)

(No report received)



## Director At-Large



by Michael Harang  
[miharang@gmail.com](mailto:miharang@gmail.com)

Since we are between two castles with our living arrangements and trying to determine where to purchase our next home, we decided to travel west to stay with our youngest son in Colorado Springs for the summer. This has been a nice respite from the North Texas summer heat with the temperatures in Colorado averaging 78 F. For the last issue of the Marker Lamp, I submitted the first of a series detailing a Program & Test Track that I am building. I will return to Dallas soon, so that project will continue then.

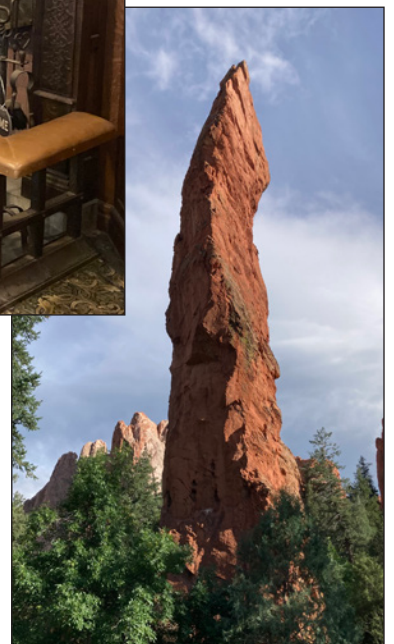
Yesterday, we visited the mansion built in 1871 by General William Jackson Palmer. After the Civil War, Gen. Palmer travelled west and when he arrived in what is now Colorado Springs, he decided that the incredible valley he was seeing would be the place where he would build his home and spend his final days. Adjacent to what is now "Garden of the Gods", Palmer purchased 700 acres and started construction. His vision was to replicate European castles that he saw while he was in England and Europe while working for the Pennsylvania Railroad.

Palmer convinced his employer to send him overseas to learn why and how the trains of Europe travelled faster than the trains of the United States. He learned that the primary reason for the speed difference was wood fired locomotives vs coal fired locomotives, as coal burns hotter than wood, and can therefore produce higher steam pressures and volumes. Gen. Palmer was the president and founder of the Denver and Rio Grande Railroad, as well as the founder of Colorado Springs.

He also built the Antlers Hotel in downtown Colorado Springs in 1883 so that travellers to the town would have a world-class hotel to rest in. Many innovative features were incorporated into his hotel and his home, such as a hydraulic powered elevator, electric lighting (powered by a coal powered steam plant), whole-house vacuum system, a fire suppression system, and heated bathroom floors. The home contains fireplace mantels that he or his wife Queen secured while travelling in Europe, one from a monastery dating to the 13th century, as well as terracotta roof tiles from an abandoned church in England. Palmer died in 1909, leaving the Glen Eyrie property to his three daughters. The property is now owned by the Navigators Ministry.

If you find yourself in the Colorado Springs area, treat yourself to a tour of Glen Eyrie castle - you won't be disappointed.

Michael Harang  
LSR At-Large Director



## Achievement Program



by Duane Richardson, MMR  
LSR Achievement Chair  
[pinecreekstation@verizon.net](mailto:pinecreekstation@verizon.net)

Here is the AP report since the last update; your certificates have been approved. change to the leadership at National for the AP. Ray Persing has taken over from Frank.

With us having 20 this month I got curious and ran a query in the AP Database. While this is the most we've had submitted since I have been the AP Chair, it is not a record for the LSR. Back in 1982 we had 38 or 39 submitted in a single month. It's still a fantastic month and if everybody who was close gets theirs submitted we are looking at another dozen or more next month.

I know a couple of you are getting close to MMR. Keep up the good work and if any of you have any questions, please let me know.

Certificate	Num.	First & Last Name, City, State
Chief Dispatcher	916	Edward McGinley, Burleson, TX
Model Railroad Engineer - Electrical	917	Greg McComas, Keller, TX
Master Builder - Scenery	918	Dick Brannan, Weatherford, TX
Master Builder - Scenery	919	Harold Berenzweig, Ft Worth, TX
Association Official	920	Darrell Cowles, Watauga, TX
Model Railroad Engineer - Electrical	921	Darrell Cowles, Watauga, TX
Master Builder - Scenery	922	Darrell Cowles, Watauga, TX
Chief Dispatcher	923	Darrell Cowles, Watauga, TX
Association Volunteer	924	Russell Gifford, Lewisville, TX
Master Builder - Structures	925	Russell Gifford, Lewisville, TX
Master Builder - Scenery	926	Russell Gifford, Lewisville, TX
Master Builder - Scenery	927	Ezequiel Druan de Anda, San Luis Potesi
Model Railroad Engineer - Civil	928	Chris Atkins, Argyle, TX
Association Volunteer	929	Steven Gratke, Arlington, TX
Model Railroad Author	930	David Steckler, Ft. Worth, TX
Golden Spike	931	Cole Rash, Cleburne, TX
Golden Spike	932	Thomas Peppers, Ft Worth, TX
Golden Spike	933	Harold Berenzweig, Ft Worth, TX
Golden Spike	934	Michael Walter, Ft Worth, TX
Golden Spike	935	Edward McGinley, Burleson, TX

## Contests



by Ray Byer  
LSR Contest Chair  
[raybyer@yahoo.com](mailto:raybyer@yahoo.com)

I hope all who are reading this report are finding them self in a cool place. As all of you know the LSR is having a Convention in the great state of Louisiana in the city of Baton Rouge in 2025.

Thanks to all the people who made this possible. Working with the Host Group and the LSR, we have come up with a special contest. The special contest will be a Diorama/Cube 12"x12"x12".

Following the same rules for the LSR Contest rules for Displays/ Modules. (Models or modules which include supplemental scenery. For a model to be in the display/module category, the scenery elements are not pertinent to the function of the model or primary structure. The display can be an on-line or off-line model or models.)

So, you ask, how is this difference from the standard Display / Modules that has been entered in the past? Well, you will have to put on your thinking cap.

You see in this special contest, the display must measure 12x12x12, meaning 12 inches in width, 12 inches in depth, and 12 in height, basically a cube. The measurements are the same for ALL SCALES. LSR has had a 12 x12 contest in the past but now we add height to the puzzle. This means nothing above 12" in height above the base of the display. Also to add to the fun, you will need to add seven Items somewhere on your display. They are: an old shack or outbuilding or store, a Pepsi or RC Cola or Dixie beer sign, water, railroad items, a cypress tree or a tree that is in a swamp or by water, magnolia, an a clock.

Some of you are thinking that the small scales will be easy and the large scales will be harder. This may be true - or is it? Remember: think outside of the box. You already have the first step. You are thinking about it. You have the second step. The size of the display, remember have fun and model.

See the full rules listed earlier in this issue of the Marker Lamp and the convention web site for more information or contact your LSR Contest Chairperson by email.



## Conventions



by Joe Leising  
LSR Conventions Chair  
[joe@leising.com](mailto:joe@leising.com)

Plans are coming together for the Blues Express 2025 LSR Convention. The upcoming regional convention will take place in Baton Rouge, LA on June 26 – 28, 2025. Convention activities and overnight lodging will all be under the same roof, at the Holiday Inn Baton Rouge South.

Convention Chairman Rod Fredericks has been blanketing the area in and around Baton Rouge for operating sessions and layout visit opportunities, as well as detailed Railfanning times and locations.

Clinic Coordinator Chuck Lind has an exciting line-up of clinics featuring clinicians from three different NMRA regions. With clinicians from outside of the Lone Star Region, we can look forward to new topics with fresh perspectives on railroad modeling.

Contest Room Coordinator Ray Byer has a special convention category that provides the opportunity to tap into your creative energy and imagination.

Learn more about the Blues Express 2025 Convention by reading the articles in this and future editions of The Marker Lamp.

Plan to visit the Yazoo and Mississippi Railroad Depot, constructed in 1925, and an additional six historic points of interest all within a few blocks of each other and others nearby, all within a short ten miles from the convention location. And let's not forget the Creole Culture and Cuisine to enjoy. Yum!

Convention Webmaster Bridget Fredericks is working on a registration platform and convention website, which is expected to be available by the end of October. Watch for the email notification that registration is open so that you do not miss out on attending the convention.

**Mark your calendars now and save the dates of June 26 – 28, 2025 for the Blues Express 2025 Lone Star Region Annual Convention.**



## Education



by Don Winn, MMR  
LSR Education Chair  
[donswinn@gmail.com](mailto:donswinn@gmail.com)

Howdy,

I have transitioned from my role as the director for Division 6 (South Texas) to my new role as the Education Chair for the Lone Star Region. What does an Education Chair do? Well, before we get into that, let me ask you a question:

When was the last time you presented a clinic at your division meeting or a regional convention? Has it been more than a year? More than 2 years? Never?

I would like to encourage ALL NMRA MEMBERS to share their knowledge and experiences with others. Oh, you don't need to be a super expert like Speed, for example, with his Arduino projects. I would be willing to bet you know something worth sharing. Maybe you've learned a lot about a particular type of equipment, like a helium car – how they were constructed or how they were operated. David Nicastro has a fascinating clinic on how he operates one of the giant Schnabel cars in a prototypically correct manner on his layout. Most of us get interested in a very specific topic and just go crazy with it. Is yours 3D printing, building trees, making rock molds, or decoder installations? Please share it with us.

If you need help getting started on creating a clinic, talk with the experienced clinic presenters in your division. Or you can contact me ([donswinn@gmail.com](mailto:donswinn@gmail.com)) or our AP



Chair, Duane Richardson ([pinecreekstation@verizon.net](mailto:pinecreekstation@verizon.net)). We would be happy to help.

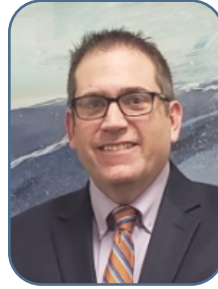
The Lone Star Region is a 501c3 non-profit organization. The basis for our non-profit status is that we are an educational organization – educating our members and the public on railroad history, operations and modeling. We do that primarily through clinics and written articles. As your Education Chair, my main responsibility is to report our educational accomplishments for the year.

Talking now to the division directors, please keep track of clinics that are presented in your division throughout the fiscal year (ending on April 30). Please let me know if you have any questions.

Thank You!

Don

## Membership



by Jared Roberts  
LSR Membership Chair  
[jroberts0418@gmail.com](mailto:jroberts0418@gmail.com)

No deceased members or rerails in August. Overall, we are down 1% from July and 9% YTD.

Division	Feb	Mar	Apr	May	Jun	Jul	Aug
One	189	184	182	178	180	178	172
Two	87	81	81	82	85	84	83
Three	206	205	191	191	190	189	178
Four	143	141	128	124	127	129	130
Five	36	34	33	28	30	30	29
Six	80	80	75	74	76	76	76
Seven	25	24	22	22	21	21	21
Eight	206	204	199	199	194	193	199
<b>Lone Star Region</b>	<b>972</b>	<b>953</b>	<b>911</b>	<b>898</b>	<b>903</b>	<b>900</b>	<b>888</b>



**GET OUT THE WORD!**

# Color

**Ads Available**



Raise awareness for your business, model railroad, club or event while supporting the Lone Star Region by placing an ad in the Marker Lamp.

- Want to let everyone know about your latest product?
- Looking to build membership in your club?
- Want to attract model railroaders to your show?
- Do you have a special feature or crack express train on your layout?

Let everyone know about it with a **color** ad!

**100% NMRA clubs and LSR divisions receive a \$30 discount - the equivalent of a free half-page ad!**

Ad prices per year (four issues):

- Full page: \$50
- Half page: \$30 (horizontal or vertical)
- Quarter page: \$15
- Pike ads (~1/8 page): \$8

For more information or to submit an ad, contact:

**Steve Sandifer**  
[steve.sandifer@sbcglobal.net](mailto:steve.sandifer@sbcglobal.net)

# Light EFX-16



- On-layout lighting effects for 16 Just Plug® -compatible outputs
- Programmable via DCC or LCC
- Light effects such as blinking, pulsing, “fire”, fluorescent tube, photographer, welder, fusee, traffic signals and more!
- Programmable brightness
- Trigger via on/off switch, DCC switch command, or LCC fast clock time

**LOGIC RAIL**<sup>TM</sup>  
**TECHNOLOGIES**

<https://www.logicrailtech.com>

[info@logicrailtech.com](mailto:info@logicrailtech.com)  
281-251-5813

Peter Kazmir Photo





# PIKE ADS

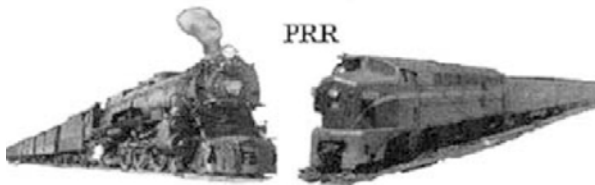
## ACME & MINERAL CITY RAILROAD

Bill Dryden  
469-964-8571  
Georgetown, Texas  
bdlr149@airmail.net  
Life Member NMRA & LSR



  
Riley Triggs | ponyrr.blogspot.com

## THE ALLEGHENY RAILROAD HORSESHOE CURVE ALTOONA



**Jerry Schoenberg**  
Carrollton, Texas (972) 242-9053  
arrjerry@aol.com



**Pennsylvania Railroad  
Laurel Valley Secondary**



Pittsburgh Division Circa 1957  
Brady McGuire, Sherman, Texas  
903-820-9420  
Southwestern Pennsylvania in Texas O Scale

## **BC&G** BAYOU CITY & GULF RAILROAD

**New Members & Visitors Welcome!**  
How-to Clinics - Operating Sessions - Family Activities

**N'Crowd Model Railroad Society**  
4007-E Bellaire Blvd., Houston, Texas  
[www.houstonNcrowd.org](http://www.houstonNcrowd.org)

## **Texas Western Model Railroad Club**

6808 Forest Hill Drive, Forest Hill, TX 76140 (682) 587-2092



**Membership is Open!**  
Visitors Welcome, See [twmrc.org](http://twmrc.org) for Days/Times  
Follow us on Facebook @texaswesternmodelrailroadclub

**There's plenty of room for more - add your pike today!**





# The Marker Lamp

*Submission deadline for  
next issue is November 15*