



NMRA



OFFICIAL PUBLICATION OF THE SUNSHINE REGION, NATIONAL MODEL RAILROAD ASSOCIATION
"THE BEST REGION UNDER THE SUN"



The Journal Box

Volume 67

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Front page: Now that is a ride! New York Central's 1953 Chrysler Windsor "Executive Inspection Car" tooling down the track.

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From the President's Corner

President's Update: Reflecting on the Last Quarter

***Editor's Note:** To eliminate redundancy and to give the president a break I will take some of the highlights the president has passed on in the Telegraph Key and create a synopsis of those highlights and issues for the Journal Box. In my opinion it is unproductive to provide the same content for two separate publications, hence my approach for the President's Corner column. I will continue to do this for all of the upcoming quarterly publications.*

For the month of **July**

Our President reported on the Tallahassee show and welcomed the coming of conventions with the following thoughts.

What a weekend it was! From the moment the doors opened until the final visitors departed, we had 980 people through the door, paid ... that did not count the club members, vendors, exhibitors and reciprocal agreements. We welcomed attendees from across Florida and neighboring states, with visitors traveling from as far away as Arkansas, Louisiana, Mississippi, North Carolina, and South Florida. It was the most successful show in our history, proving once again that interest in model railroading is alive, well, and continuing to grow. One thing became abundantly clear throughout the weekend: people are eager to learn. Visitors asked thoughtful questions, sought advice from experienced modelers, and wanted to know more about the hobby and the NMRA.

Andy spoke about the people that get involved in the presentation of the hobby no matter what the event. He talked of the public participation, unfortunately the participation outweighed the support of the show, he stressed that without support, we as a group are doing an injustice to the public. He said it was an unfortunate situation because people want to learn, but without individuals answering questions we leave the public hanging. All efforts of this type, whether it be a train show, clinic, division meet, or a meet & greet, without volunteers to support the effort puts a burden on those who step up. Then what was a simple task becomes a difficult task. He also described what the Chattanooga convention was going to offer, especially the T track side of the hobby and their goal to break all records with the amount of modules that they were to have.

For the month of **August**

The President provided a synopsis of the Chattanooga convention and requested participation in our upcoming convention explaining the diversity of the clinics, the new clinics, the new clinicians.

Perhaps the most rewarding experience was meeting first-time convention attendees. Several admitted they had always been "lone wolf" model railroaders; they told me they never imagined a convention could be this amazing. They were overwhelmed by the sights and sounds, but even more so by the people, the people represented the foundational stones of the NMRA, the triad, Mentorship, Fellowship, and Community. They found themselves welcomed into conversations, invited to meals, introduced to fellow modelers, and made to feel like they had belonged all along. That is the NMRA at its very best. Those conversations continued in the hallways, over dinner, and even late into the evening in the hotel lobby. The NMRA simply doesn't know a stranger.

One of the undeniable highlights has been the National T-TRAK Layout. Spanning more than 11,000 square feet, it has become one of the signature attractions of the convention. Watching NMRA members and non-members working side by side to create something none of us could accomplish alone perfectly captures the spirit of this hobby. This October, our own Iron Horse Convention in Ocala will reflect that very same spirit. We may not have the 1,300-plus attendees Chattanooga enjoyed, but I can promise you this: everyone who walks through those doors will experience the same mentorship, the same fellowship, and the same sense of

community. Ocala provides the perfect setting to foster the same experience found in Chattanooga. Whether you're attending your very first convention or you've been an NMRA member for decades, you'll be welcomed, encouraged, and surrounded by people who share your passion for model railroading.

Editor's Note: *The official stats of the T Trak quest.*

Layout footprint – 10,000 sq ft.

Modules – 758 (1,511 equivalent singles)

Mainline Length – 93.47 N scale miles

Participants – Nearly 200 from 49 states, Dist. Of Columbia, Australia, and Denmark

For the month of **September**

Andy gave a more detailed report on what took place at Chattanooga, especially the T Trak challenge and spoke to our upcoming convention in Ocala.

For those of us in the Sunshine Region, Chattanooga was particularly memorable. Everywhere I went, I saw familiar faces from Florida attending clinics, volunteering, operating trains, exchanging ideas, and enjoying the fellowship. One of the most visible examples was the National T-TRAK Layout, the largest T-TRAK layout ever assembled. Hundreds of model railroaders worked together to create something that no individual, club, Region, or organization could possibly have. Florida was well represented in that historic effort. While I do not have an exact final count, Florida model railroaders contributed more than 50 modules to the record-breaking layout. Sunshine Region members and other Florida modelers were not simply spectators to history; they helped build it. Every train completing its journey demonstrated what can happen when model railroaders work together toward a common goal.

Before the National Train Show opened, another historic milestone had already been reached. On Monday, July 27, the NMRA Board of Directors approved the Master Builder: Modular Railroading Achievement Program certificate. For the first time in four decades, the Achievement Program gained a new path toward earning Master Model Railroader. That decision represented much more than another certificate. It acknowledged modular railroading as a mature modeling discipline. Perhaps more importantly, it demonstrated the NMRA continues to evolve alongside the hobby it serves. I realized that Chattanooga's real success wasn't measured in square footage, modules, or scale miles of track. It was measured in people.

That is why I am so excited about our upcoming Sunshine Region Iron Horse Convention in Ocala. Chattanooga demonstrated what happens when model railroaders do more than simply attend a convention. They participate. That is the level of interaction and discussion I hope we see in Ocala. I want experienced modelers sharing what they have learned with those just getting started. I want members from different Divisions and clubs exchanging ideas and comparing techniques. I want someone who has never entered a contest or pursued an Achievement Program certificate to sit down with someone who has. Most importantly, I want us to have fun. The Iron Horse Convention gives us an opportunity to renew friendships, make new ones, learn something new, but that only happens if we participate. Bring your questions. Bring your ideas. Bring your experiences. Bring a model. Attend a clinic. Start a conversation. Introduce yourself to someone you don't know. That is how we strengthen our Region, keep our hobby moving forward, and ensure the NMRA remains relevant for generations to come.

Andy J. Zimmerman
ATCS AW USN Ret
President, NMRA Sunshine Region

So, that is what was on the mind of our President during last quarter.

From the Editor's Desk

A month, less than a month, well it was a month when I started this, but now we are down to two weeks, and we are in Ocala at the convention. Another year of camaraderie, getting together, sharing our knowledge, our friendship, our guidance, and making an impression on new attendees. Positive impressions, instilling in these new attendees the benefits of the membership of like-minded individuals who have taken the time and made the effort to share their knowledge. The clinic list seems to be more diverse this year than in past, there are new clinics, new clinicians, a flurry of virtual clinics covering many subjects. Last year, in my opinion, was a success, the ECHOES with their modules gave a taste of operations to many who I believe were hesitant in going the operations route. This year the N scale group out of Orlando is also in that mode, there seems to be a trend in operations. Tie that in with clinics on TT&TO, signaling and general operating rules and you can only come out of it far smarter than when you entered the weekend.

To ensure no one is in the dark the clinic list is added to the publication if you choose to print it out.

Besides all the knowledge that you can attain, there is the one primary outcome of it all, in so many words it is a reunion of sorts. The SSR is unique to some degree due to its landmass, considering we get people from the Northern division to the Southern division, a region that is 400 miles in length, there are people that you don't see except once a year. The convention brings us together, renewed friendships, new friendships, that in itself is worth the effort to make it to Ocala. Hopefully we will exceed the participation, the head count of last year and hopefully this year will be less than next year. See you in a couple of weeks!

Last quarter I spoke of the need of the Northern Division, the need of a Superintendent. Nothing has changed, the position remains in red text this quarter and the position remains vacant. So, if you are in the Northern Division and you feel you have the qualifications to lead, I ask that you take the time to see what a superintendent's position entails. It really isn't that difficult, be aware of the events within your division, coordinate with the various organizations within the division and provide guidance. The superintendent is the liaison between the board and the division membership, bottom line, keep everyone on the same sheet of music.

This quarter the Journal Box is thinner if you were to print it out, the reason, no input. Without our membership providing articles, personal stories, fictional stories, step-by-step instruction, personal observations, or pictures, there is nothing to put together. One of our proliferate contributors, Mike Collins, recently passed away, so his contributions will no longer be available, therefore the need for input remains and falls upon the reading public, YOU!

Without contributions there is no reason to put this publication out, there is no reason for me to put this publication together, it is up to the people who read this to support it. Without input I can just shut this thing down and whatever information there is to be disseminated will show up in the Telegraph Key. It is up to you if you want it, feed it.

Robert Leonard



Weathering & Detail

The reason I added this picture is because it is a study in detail. It has nothing to do with the season of the year, or the age of EMD switcher, or its early paint scheme, or that it is the Boston & Maine. It has nothing to do about the two head end cars followed by a coach, or the semaphore signal. I have no idea where the picture was taken, I do know it was given to me by a member of the BayState Society. So, it could be the outskirts of Boston, Lowell, Framingham, maybe Worcester, maybe New Hampshire, I have forgotten. The purpose of the picture is the building!

There is so much detail to be appreciated and followed that we can add to our structure building and construction. For starters, the facing wall pictured was once an interior wall for the building that is no longer in the picture, now an empty lot. The gray patches, I say they are plaster applied to the walls, no insulation here, great for the summer, not so good for the winter. Notice, the slots for the floor / ceiling joists for the 1st and 2nd floor and ceiling / roof joists for the third floor. From the size of those slots, the joists were pretty hefty. Dimensional lumber at one time was a true dimension, a 3 by 8 was truly, a 3 by 8, not 1 ½ by 7 ½ in today's measurements. Notice the holes for the fireplace flues in the chimney stack and note the stack sits proud of the wall by at least the depth of a brick. There is also a difference in the brick color from the interior wall to the roof joists, above them, there is a different (weathered) color to the parapet. Actually, that shade of color matches the front wall facing the track which is broken into threes. Note, there are 9 windows across the face with two separations in the decorative fascia. Three separate apartments? These are all details that we can replicate in a city scene. Take an exterior wall from a Design Preservations kit and you could just use a marker to mark out those joist holes and at a distance who's going to know the difference just something to think about.

This Quarter's Contributors

Jeff Guzowski – Jeff, our Clinic Chair for the convention, provided the current clinic list with descriptions.

PSX Express Team – These folks forwarded promotional materials of their hosting the NMRA National event next year.

Other than that

No One



Last quarter I commented on the Baldwin “Babyface” as one of the homeliest diesel designs to hit the rails, this one is its own level. It is an ALCO looking at the hood section, the radiator louvers, dynamic housing on the roof, plus the oil runoff on the frame sill and the AAR trucks. Even the windshield looks like a DL-109 and that is where it ends.

The nose, albeit foreshortened, resembles a “pug nosed” EMD, the shade over the headlight is a bit offsetting. The last time they were used was World War II.

It is not pretty, a touch, Frankensteinish!



E.C.H.O.E.S is a modular model railroad club located in Miami-Dade, Florida, dedicated to building and displaying our HO scale model railroad layout. Our purpose is to enjoy and promote the hobby of model railroading and preserve the history of railroading in South Florida. The club was started in the summer of 1985, with the goal of presenting a HO scale modular model railroad layout for display at "The Harvest Festival". Throughout the years, the layout has been displayed at regional conventions, four NMRA National Train Shows (Atlanta twice, Ft. Lauderdale, FL and Orlando), and other events in Miami Dade and Broward counties. We do running/operating sessions several times a year and welcome guests to join us. Membership is open and we welcome anyone who shares an interest and passion for Model railroading. For more information, please contact:

Rick Diaz	rickdiaz@att.net	305 496 9266
Tracey Sanders	tassailor@mac.com	786 514 5667
Herb Ford	ehf640@gmail.com	786 375 1424



To celebrate the nation's 250th anniversary many railroads painted a couple of their units. All participating railroads converged on the North Carolina Transportation Museum.

This is Florida East Coast's rendition,



New York Central Jade Green lives on.



The Western Bay Railroad is a 950 square ft On30 layout in Port St Lucie. We meet almost every Tuesday evening. We are looking for new members to join our group. There are OP sessions & scenery that we are still working on. If you're a modeler and serious about learning, give us a try! Go to our website or contact Al Sohl MMR als0622@yahoo.com

'No dues, just a great experience'
westernbayrailroad.org



Observations

This is not so much an observation, more of a hope!

Last year's convention compared to recent previous years was pretty damn good. We had a different venue, an upgrade to be honest, we had a bar, not a lounge chair poolside, or a bench at the main entrance, a bar, something unheard of in Plant City. We had the opportunity to be underneath one roof and not travel from lodging to the clinic rooms, or a restaurant, or a cigar bar. A much better venue, even the banquet menu surpassed previous years. Also, the location was an improvement, logistically we are more centrally located in Ocala than Plant City. Well for me, no matter where I go, I have to travel half the state to get there, but it is closer for the people who are in the Jacksonville area.

Although we were observed, we always seem to be observed by the powers that be, it's as if we are under investigation from year to year, I wonder who is showing up this year? I have always had the feeling we are the bastard child of the NMRA, but to some degree, deserved. We were naughty! Nonetheless, I believe we had a pretty good showing in the eyes of the hierarchy.

So, my hope! My hope is that we exceed what we experienced last year and have an even better showing from the membership. From what I read of our clinic list, clinic categories have been exceeded, new clinics, new clinicians. Operations subjects remain a strong point and with the Orlando N group it should be as interesting and challenging to new folks. To get their feet wet in operations as it was last year with the ECHOES. Participation is the category that I hope we really exceed, but to meet that category it's up to the individuals of the organization to meet that challenge. As I have said before, we all have something to offer, this is the time to offer it to the rest of us. It is not a challenge or a necessity for an individual to participate, but I would hope that more of our organization's members get involved and not just in the convention. Get involved in the activities of the organization, the majority of our events or meetings are on a monthly basis. There is more than enough lead time for anyone to be aware of the machinations of the region. Well, Pep talk over, I hope that we have a good showing, it's only a couple of weeks away and I'm looking forward to being there. Hopefully the majority of the people who read this will be there also.

Another observation, even though it is a continual one, is the fact that we are all getting older. Last quarter I spoke of mortality and that it was an inconvenient reality and that we do not live forever. I said that one should not put things off and take advantage of the time you have. That leads me to this publication and its contributors, I (we) have lost one of our more proliferate contributors. I have spoken elsewhere of Mike Collins, and although some of his articles were a rehash, I believe that they hit a different viewership, which was a good thing. One of his goals was to have 100 published articles and he did attain that goal before passing on. The Journal Box, due to his absence, will be less pages because of that outcome.

That is it for this quarter, with this exception. Do not let time slip away, take advantage! Until the next time, enjoy life, see you at the convention. Model 60.

Robert

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2026 SSR OCALA CONVENTION CLINICS

Modeling a Pulpwood Yard/ Clinician: Jeff Hanke (MMR):

This PowerPoint based clinic will review the history of the industry, how it interacted with railroads and how to model a pulpwood yard, vehicles and loads. Actual examples will be passed around.

Modeling Vehicles/ Clinician: Jeff Hanke (MMR):

This PowerPoint based clinic will cover all aspects of modeling vehicles from available models, adding realism and creating an appropriate fleet. Creating custom decals will also be covered. The clinic will also cover the appropriate age, make-up and uses of vehicles to create the right feel on your layout.

Car Forwarding with the Micro Mark Car Card System/ Clinician: Jeff Hanke (MMR):

This PowerPoint based clinic that will cover the complete set up of the car card and waybill system used to prototypically move freight cars over your model railroad. This will include filling out car cards, waybills and car request orders. The clinic will also cover modifications needed to make the system more complete. Finally, a brief overview of the Car Service Rules will be given to show the appropriate way to determine which empty car to choose for a given movement.

Pictorial History of the Building of their West Virginia Northern Railroad / Clinician: Gail Allen Komar MMR 349

The West Virginia Northern was originally built in St. Petersburg by Ross & Gail Allen and was the cover article of the June 2005 Model Railroader titled "A Handcrafted Gem". After re-marrying, Gail moved the WVN to Tampa in 2007. This clinic is about how the WVN evolved into what it is today. The building of an addition for the WVN. Changes to the track plan, new overhead lighting & valances, photo backdrops, building a coal mining facility and other structures, using historical data. Monthly operating sessions with call board, train orders, timetable, & signals.

Tuscarora Operations with Working Yard Tower / Clinician: Robert Raymond

Operator Robert Raymond (designer of the *Tuscarora Branch Line*) gives ideas and tips on how to build your dream layout in a small and manageable area. The Tuscarora Branch shows how much N-scale railroad operations you can pack into a 2x4 foot space. Set in Pennsylvania in 1962, we can accommodate five operators (scheduled freight and local engineer, coal operations, an interlocking lever operator, a station agent and a dispatcher). If you are interested in how a Yard Tower works, the Railroad Tuscarora layout has an actual working tower with real Armstrong Levers. Come and run! Robert's Layout will be set up in the Ballroom for attendees to operate on, so make sure you give it a try, it's a lot of fun.

Timetable & Train Order / Clinician: Robert Raymond

"Ever wonder how crews and dispatchers operated in the hundred years before radios became available? Robert Raymond explains the intricacies of Timetable & Train Order, including a method to bring it to your own club or home layout."

Modeling Considerations for the 2000's Modeler / Clinician: Gilbert Thomas Jr

The 2000's have arrived in the usual way. The transition era is long gone, and the railroads have gone from 140 class one railroads to just 7 class one railroads. Oh, make that 6 class one railroads. I believe this is the perfect time to be a model railroader! This clinic will review the ever-evolving landscape of US railroads, latest trends in railroad cars and locomotives the railroads are utilizing and upgrades in railroad operations and technology.

The Bicentennial and Semi quincentennial Locomotive / Clinician: Gilbert Thomas Jr.

This clinic is a review of the various paint schemes presented by the railroads celebrating our nation's 200th and 250th birthday. Gilbert will have models to display.

SketchUP (Audience-Friendly, Building-Focused) / Clinician: Scott Peal

This session shows model railroaders how to use SketchUp to create their own buildings, freight cars, passenger cars, and other larger layout items for 3D printing. No technical background is needed. We'll walk through two simple ways to get started: drawing your own model from photos or plans, and converting an existing model you find online. You'll learn how to bring pictures into SketchUp, trace the shapes, break the model into printable sections, and plan how to paint and assemble the finished parts. By the end, you'll understand the full path from idea to printed model—whether you print at home or use a service.

3D Printing for Model Railroaders: A Gentle Introduction for Beginners / Clinician: Scott Peal

This clinic is designed for model railroaders who have little or no experience with 3D printing and want to learn how it can enhance their hobby. We'll walk through the basics in plain, non-technical language—what a 3D printer is, how it works, and how you can use it to create simple, useful parts for your layout. You'll see real examples, learn what equipment is truly needed (and what isn't), and discover how easy it can be to get started. By the end of the clinic, attendees will understand the full process from idea to finished model and will feel confident exploring 3D printing on their own.

How to Model Florida Scenery / Trees / Clinician: Bob Miller

Bob will show you how to model Florida trees, Cypress, Pine, and Palms. He will also be giving out a spiral handout on Florida Scenery.

T-TRAK 101- T-Trak / Clinician / Todd Slaughter

"T-TRAK modules are dioramas with sectional track, specifically Kato Unitrack, that snap together to create layouts from a simple circle to large complex layouts. The modules are designed to fit on tables. Layouts are easy to assemble and disassemble. The convenient size of the modules makes them easy to store on a shelf or in totes when not in use, or to transport." He is the founder of the Special Needs Model Railroad Association (SNMRA) as well as the Tampa T-TRAK club.

Bridges – How do we Bridge the Gap? / Clinician: Bob Leonard

There are seven types of bridges, which ones can a railroad modeler use prototypically? The clinic covers the use of bridge supports, the types and applications, era and timeframe. It talks to the types of bridges and who manufacturers the different types.

Layout Planning and Benchwork Construction / Clinician: Mark Ellis

This clinic describes an approach that can aid in the time it takes to create the benchwork for a layout. It outlines the different programs available and how, with some patience, the builder can utilize the software to solve problems.

Weathering on a Small Scale / Clinician: Tim Ellis

Since last year Tim has ventured into other approaches to weathering, he uses the standard Paint, Pastels / Powders and Watercolor Pencils. But, in combination, the clinic describes the processes of all possibilities.

Like last year, all who attend will have the opportunity to employ these techniques at your leisure as you follow along. There will be boxcar “mules” that will be distributed for your use to practice what you have been taught. Although they will not be “N” scale size.

Creating Realistic Water/ Clinician: Tim Ellis

The clinic explains the use of two-part epoxies, UV epoxies, UV adhesives, modeling paste and glue to create the base and texture (ripples / waves) of water scenes. From open water to rivers and streams, the clinic describes the methods to achieve and give your water a look of realism. It also covers coloring, from sky reflection on the ocean to muddy, brackish backwater.

Operations on Their Levels - How Deep Do You Want to Go / Clinician: Mark Iannone

The clinic covers the depth of operations an operator wants to go. From the simple scenario of moving cars from point A to point B to multi train movements of freight and passenger consists and everything in between. How do you control this, TTTO, car cards, JMRI created switch lists, how many Set outs and Pick ups, or termed Locations and Destinations, it all comes with the question. How deep is too deep?

Weed Control on the Railroads / Clinician: David Leider MMR

Ever since the first rail was laid on the ground, weed control has been a problem for the railroads. Weeds foul the ballast, they obscure vision of the ties and they mat down, making the rails slippery. Weed control can be broken down into three categories: 1-Grubbing 2-Burning and 3-Chemical Control. I will discuss the pros and cons of each.

Modeling the Pickle Industry / Clinician: David Leider MMR

Want a unique industry for your layout? Consider modeling the pickle industry. They are small, fit easily on a siding and you can use those pickle cars you got as a youngster. I will show the steps in making pickles and how they were transported with photos of salting stations and pickle cars. Did you know that there is a large pickle manufacturer in Palmetto Florida and Manatee County was the largest producer of pickles in Florida?

Take Me to the River Again: Modeling Mountain Streams, Rivers, and Waterfalls / Clinician: Dean Smith

Fast-flowing, clear streams, rivers, and waterfalls are part and parcel of the mountainous terrain shared by many of our favorite railroads. With their visible riverbeds, white water areas, and “see-thru” waterfalls, these cascading waterways can prove a challenge to effectively model. By utilizing a series of easy-to-follow techniques using natural materials and commonly available craft and hobby supplies, this clinic should give even the novice modeler the confidence to dive right in and create effective rivers and waterfalls. As an added bonus in a reprise of this popular clinic, we will also be taking a look at constructing a sawmill pond and log splash dam.

Using DCC-EX / Clinician: M Steve Todd

We'll describe the DCC-EX project and (hopefully) show why it's worth looking into using concrete usage examples for any size DCC or DC layout. Focus will be on usage, but resources for purchasing or building will be provided. It's easier (and more useful) than you think.

How I Create Removeable Flat Car Loads / Clinician: Richard Paul

I am a big fan of operations and like to have open type cars with ability to arrive/depart with a load but also use same car in arrive/depart as an empty visually.

My method for creating and adapting various commercial & scratch built loads to be removable on a flatcar yet held on so it will not slide off during operation.

Secrets of Integrated Signal Systems or How I Pay for Garden Mulch / Clinician: Timothy Maslyn

Exposing the secrets on how Integrated Signal Systems makes custom made signals in a step-to-step PowerPoint presentation.

Signals. How hard can they be? / Clinician: Timothy Maslyn

A compendium on signals. A sample of Who, What, Where, and When it becomes necessary to install signals on your layout.

Designing Your Next Railroad / Clinician: Mark Juett MMR, NMRA Magazine Pulse DCC Columnist

There are many reasons that we may begin again, to build a new model RR, or move it. I will share some of my experiences over nine moves and reconstructing my model railroads. Choices in retaining the same scale and gauge or not. Choices in keeping the same prototype and era or not. Selections of modeling the same locations or not. What to retain, what to let go. What will get an operational RR more quickly. What was learned in past attempts. How to make the next RR better and how to make only new mistakes.

How to Keep Your Track Clean / Clinician: Mark Juett MMR, NMRA Magazine Pulse DCC Columnist

Unless your locomotives are battery powered a.k.a power on board or dead rail you need good, reliable contact between the wheels and the rail. This clinic will give you a few steps to condition your rails to stay clean longer. It will also cover cleaning track and cleaning locomotive wheels. Reliable contact is essential to good operation.

Swayne Lumber Company Northern California / Clinician: Paul Beckstrom

The Swayne Lumber Company operated a 60 mile, 3' gauge logging railroad in Northern California from 1917-1940. It ran from Oroville CA into the Merrimac Forest (Plumas National Forest) and was powered by Shay and Heisler geared locomotives, several of which still exist and operate to this day. This clinic is presented by the co-author of the Swayne Lumber Company book published by Pacific Fast Mail in 1992 and presents the history and eventual migration of much of the equipment to the Michigan-California and West Side Lumber Companies. Also covered are some of the discoveries and stories pertaining to the writing of the book, and the equipment and infrastructure remaining today.

Making Molds, Could I, Would I, Should I? / Clinician: Alan Chesler

The process of making a latex Mold of an original to copy and make multiple copies.

Follow the process, logic, value, and enjoyment of stepping out of comfort zone (again) to accomplish what you just thought was an amateur endeavor. We will follow the steps, talk about time and cost, and expected results with satisfaction. View and touch the products and create a shopping list

Why We Model: The Hidden Science Behind the Hobby / Clinician: Bernard from Miniprints.com

Ask your doctor if model railroading is right for you. Most modelers know the hobby feels rewarding, but few have seen the research behind why. In this clinic dr. mini explores what psychologists have discovered about flow state, creativity, mastery, stress reduction, and social connection—and why model railroading happens to combine many of the ingredients most closely associated with human wellbeing.

By the end, you'll see model railroading in a different light. It turns out we're not just building layouts ... we're engaging in an activity that may be uniquely suited to how humans learn, create, connect, and thrive.

From Ore to Finished Steel: Modeling the Steel Industry / Clinician: Joe Grazulis

Explore the fascinating world of steel mills and the railroads that serve them. This clinic follows the steelmaking process from raw materials through the hot end, rolling and finishing, while examining the specialized railroad equipment and operations found both inside and outside the mill.

Learn how steelmaking has changed through the eras, how to select what portions of a mill to model, and how to realistically integrate steel-industry traffic and operations into a model railroad—even when space is limited.

An Introduction to Layout Command Control / Clinician: Rick Lull

This clinic will introduce LCC, present common use cases, and demonstrate some basic functionality that attendees can then replicate on their layouts. This clinic is for all skillsets and LCC knowledge levels.

Eastern Logging and Sawmill Clinic: Logging in the Blue Ridge Mountains—History and Modeling / Clinician: Dean Smith

Travel back to the Blue Ridge Mountains circa 1925 and explore the Boone Fork Lumber Company and its accompanying facilities.

In this clinic, we will be looking at prototype logging practices in the area, focusing on the large sawmill complex at Shulls Mills, North Carolina, and how I modeled it on the ET&WNC-Vida Division Railroad.

The mill features board-by-board construction, a complete interior, and sound (from the early days before sound modules). The scene also includes a log pond created by damming a tributary of the Wautaga River with a log splash dam.

Basic JMRI Operations with NO Paper! / Clinician: M Steve Todd

Put away the car cards and switch lists! Learn how to use JMRI Operations to manage cars, routes, trains, pickups, and setouts right from your smartphone or tablet.

This practical clinic takes you from basic setup to running trains using JMRI's Conductor interface—with no paper required. Perfect for anyone wanting to add realistic operations to their layout without the paperwork.

SoundTraxx: Demystifying Decoder Installation / Clinician: George Bogatiuk

Description Pending

Creating a Portable AIO DCC System / Clinician: Andy Zimmerman

When the world slowed down during COVID-19, model railroaders did not. In this engaging and thought-provoking clinic, Andy J. Zimmerman shares how isolation became a catalyst for creativity, innovation, and hands-on problem solving. Drawing directly from his personal experiences, this session explores how necessity truly became the mother of invention, fueled by creativity and grounded in technical knowledge.

Focusing on N-scale and T-TRAK modular railroading, Andy walks attendees through the evolution of an all-in-one DCC control system designed to eliminate complexity, reduce wiring clutter, and expand operational capability. From concept to execution, you will see how integrating technologies such as Raspberry Pi, JMRI, wireless throttles, and modular power management resulted in a compact, portable, and highly functional system.

This clinic is more than a technical walkthrough. It is a story of adaptation, ingenuity, and pushing beyond “the way we’ve always done it.” Whether you are a seasoned modeler or just getting started, you will leave with practical ideas, inspiration, and a renewed appreciation for what can be achieved when challenges are met with innovation.

What You'll Learn:

- How constraints can drive innovation in model railroading
- Designing a compact, all-in-one DCC and accessory control system
- Integrating JMRI, wireless control, and multi-zone power management
- Practical lessons learned from real-world deployment at train shows
- Ideas you can apply to your own layout or modular setup

Bottom Line: When necessity meets creativity, innovation follows—and this clinic shows exactly how.

Meet the President / Clinician: NMRA President Gordy Robinson

Join NMRA President Gordy Robinson for an inside look at the NMRA today and tomorrow—new initiatives, future plans, and his perspective on where the organization is headed, and why it's important for every member to play a part in shaping its future.

******Bringing it to life with Lights / Clinician: Jim Wiese CANCELED******



Another study in detail. Notice the top of the boiler, how the paint is flat, flat. *You won't get that with Dullcoat!* The look is the result of accumulation of soot from the stack, heavier around the stack and front running boards, the sandbox has a fringe of sand color around the hatches. Look at the size of the coal in the bunker, there are chunks the size of a book down to egg size. The slack coal at the top of the heap is made up of coal chips, coal dust and dirt. The tender deck is fairly clear of loose coal, safety first! Also, trace the electric line to the backup light running along the deck safety rail.

The slant roofs on the structures, all tar paper, all with a 30 inch reveal because tar paper is only 36 inches across and you need a six-inch lap to make a good seal. The Gray and White color scheme of the Reading looks to be freshly painted. Notice the neat arrangement of spare rail stacked and also the telltale roughly 60 feet from the water boom. All details that can be added to increase realism.

South Florida Railway Museum

Join us November 28th for our
6th Annual Train Show at
St Paul Lutheran Church

701 W. Palmetto Park Rd Boca Raton, FL

&

Come see the new “N” scale layout



Home of the

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Rail & Mule RR

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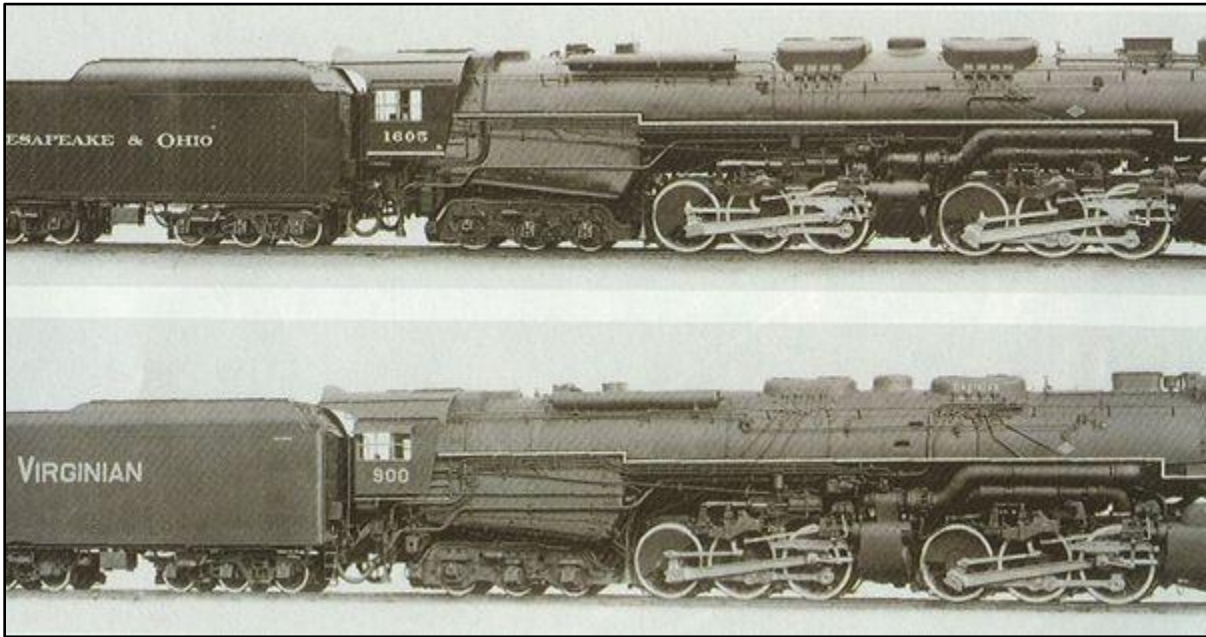
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1300 W. Hillsboro Blvd.
Deerfield Beach, FL
(The south end of the
AMTRAK station in
Deerfield Beach)

The Museum is Open on the 2nd Saturday of the month, the
following dates are for our 4th quarter

10-10, 11-14, 12-12
from 11:00 AM to 4:00 PM

Last quarter I asked what is the difference between the Virginian RR AG “Blue Ridge” and the Chesapeake & Ohio’s Alleghany?



Do you see the differences, they are minor and only two externally?

The tenders are different, although both traveled on seven axles, the AG tender had a greater capacity of 1500 more gallons of water, 26,500 gallons total. This additional cistern capacity can be seen in the rear deck height in comparison to the coal bunker height. The coal load of both was at 25 tons. The other visual difference was at the top of the boiler, the sand domes of the AG were lower.

Internally, the number of tubes and flues differed, more tubes, less flues for the AG.

This quarter I ask what are the differences between the Chesapeake & Ohio's K4 (Kanawha) and the Virginian RR BA?



Do you see anything different?

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The 36th ANNUAL outing of the Tallahassee Train Show organized by the Big Bend Model Railroad Association.



Now that is a roundhouse!

I have been requested by the organizers of PSX 2027 to post the following information for the upcoming convention in Washington state. For those interested follow along.

All aboard for Tacoma for the Puget Sound Express



The Puget Sound Express 2027 NMRA National Convention will be held at the Tacoma Convention Center from Tuesday, August 10 through Sunday, August 15. We are planning a first-class gathering for model railroaders from throughout the Pacific Northwest, and we invite our friends from across North America and around the world to join us for PRX 2027.

The convention website, <https://2027.NMRA.org>, features videos, program information, registration details and a sign-up form for the convention newsletter. Registration is now open. Early-bird registration is \$150 for NMRA members and \$175 for nonmembers. The Marriott Tacoma Downtown and the Hotel Murano will serve as the convention's host hotels. Information about special convention room rates will be sent to registered attendees.

We have already identified more than 60 layouts that will be open to convention visitors, with approximately half prepared to host operating sessions. More than 100 activities are currently being developed, including hands-on make-and-take tutorials. The program will also feature several Modeling with the Masters sessions, beginning a day early on Monday, August 9

The National Train Show will take place at the Tacoma Convention Center on Saturday and Sunday, August 14 and 15.

A hub of railroad activity for well over a century, the host city of Tacoma, Washington remains a busy rail center serving more than 50 trains each day. From the city's location at the heart of Puget Sound, visitors will have access to a wide variety of PSX 2027 events and activities, as well as the region's

dramatic scenery and natural wonders. Tacoma is easily reached from the north, east, and south by car, air, or train.

We welcome your participation. If you are interested in presenting a clinic, volunteering, or serving on one of the organizing committees, please complete our interest form [here](#). We will need A LOT of volunteers. To receive the latest convention news, program announcements, and registration updates, visit our website and click on the button at the bottom of the page to sign up for the [2027 NMRA Convention Newsletter](#).

Onwards to Tacoma!

The PSX 2027 Committee

Magnus Christerson and Robin Peel, Convention Committee Co-Chairs



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Michael J. Collins MMR



May 11, 1937 – August 19, 2026

Michael J. Collins, husband, father, grandfather, great-grandfather, and Master Model Railroader, passed away on August 19, 2026, at the age of 89. Born on May 11, 1937, in Wilkes Barre Pennsylvania, Michael was the devoted son of the late Martha and Joseph Collins, and a proud veteran of the United States Air Force.

On July 20, 1957, Mike married his wife Mary, at St. John's Air Force Chapel, beginning nearly 68 years of marriage and a life rooted in faith and family. Mary predeceased him in June 2025. After retiring from the Air Force, Mike built a career he loved in aviation training, first with Pan Am Airlines and later with Airbus Industries.

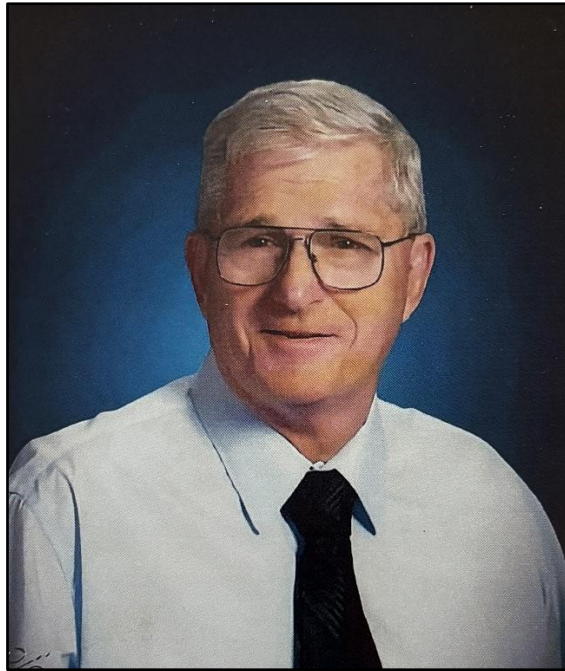
His true passion, however, was model railroading, earning him the distinction of Master Model Railroader #157. Mike acquired certificates for Cars, Structures, Prototype Model, Scenery, Dispatcher, Electrical, and Author (naturally). He was also an award-winning photographer (considering all the entries in the contest room) and published author. Mike celebrated the publication of his 100th article in July 2026. He made his goal of 100, something he spoke of frequently.

Mike was always willing to present a clinic, no matter divisional, regional, or national, he liked standing in front of a crowd. Mike volunteered as the Southern Div. AP chair and during the regional convention one could find Mike in the contest room judging. Mike's approach to judging was, judge what you see, not what you think you should see.

Mike Collins lived a life of service to his country, to his family, to his community, to the NMRA and the SSR, bringing creativity and quiet involvement to the people he met. He found countless ways to make ordinary moments memorable, and his family and friends will deeply miss his patience, generosity, and attention, and will carry the memories he created with them always.



Herb Ford



June 27, 1940 – May 12, 2026

Edward Herbert Ford, known to most as Herb, was born in Baltimore MD on June 27th, 1940. His family moved to Key West when he was 12 years of age and he never left, he stayed in South Florida for his entire life. After high school Herb received his bachelor's degree from Florida Southern College in 1962 and taught mathematics at Key West Senior High until 1966. In between those dates he married Sally Leixux at South Miami Methodist in 1965, they parented two sons. Herb continued his education and received his master's degree in mathematics from the University of Miami in 1969. He taught mathematics and was department chair at southwest Senior High and also took a position to teach math at the Mast Academy on Virginia Key.

Herb was always an avid HO train enthusiast building his own train room and filling it with his collection of trains. Herb was a fixture of the ECHOES train club and an officiating fixture at that. Herb served as the Secretary of the organization and the Track Gang Supervisor as well as the electronics guru. Other than running his trains, which his primary railroad was the Baltimore & Ohio, Herb was into sailing, swimming, writing computer programs, and spending time with his family and especially his five grandchildren.

Herb was always the individual who would take the time to carry on a conversation with anyone who walked through the door. Expounding on the advantages of being a member of an organization that fostered community of likeminded individuals. He was always involved, always watchful and helpful. He could be counted upon whenever the ECHOES group set up their modules. As his fellow

ECHOES members have said he could always be counted on to step in for any task. He will be missed by all of those in the SSR who knew him and especially by the ECHOES group.

