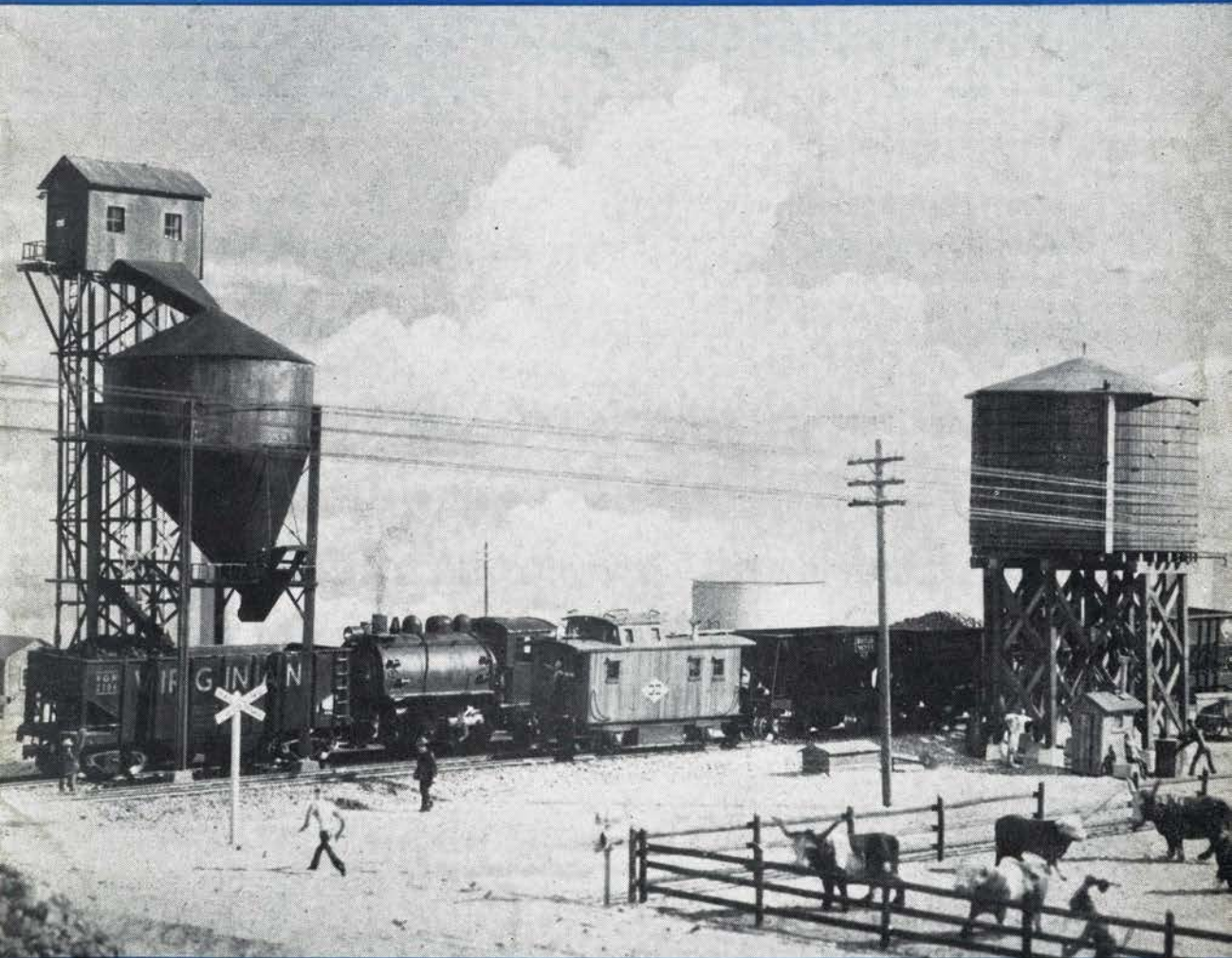


# Model Railroader

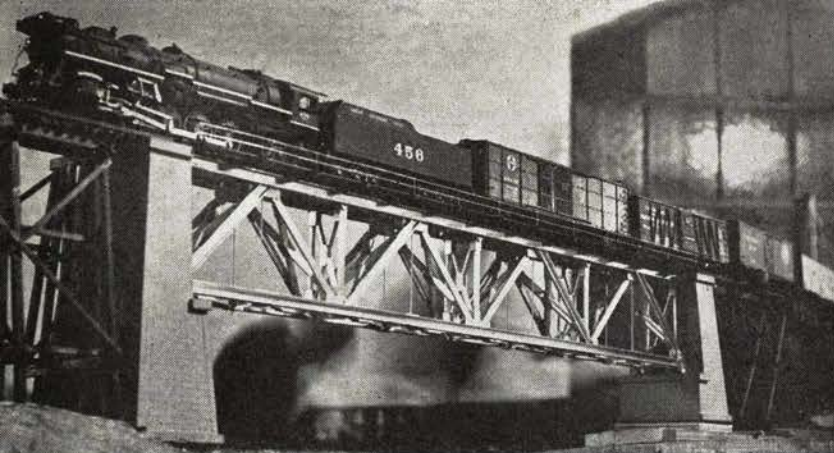
25c  
July 1946

*Exclusively Model Railroading*



Here is a very realistic scene on John Allen's HO railroad. Turn to page 432 and learn how it was photographed.

*Photos* *Kinks* *Layouts* *Drawings* *Clinic* *Ideas*



Photographs by Neville Black

**T**HE FORERUNNER of the Atlanta Model Railroad Club was formed about eight years ago, and began meeting in the attic of a member's house. As the group grew in number this arrangement became more and more unsuitable, so space was obtained for a layout in a tannery at Norcross, a suburb of Atlanta. Experience proved what should have been obvious to us from the outset—the tannery was too isolated for our purposes. In seeking more centrally located quarters we ran across an unused loft at the Southern Belting Co. at 236 S. Forsyth St., Atlanta. It was ideal from every point of view, so we quickly made arrangements for the space, and very soon afterward had moved the small amount of trackage we'd already laid to our new quarters.

Then we set about in earnest to build our layout. After much heated discussion we decided on a point to point steam system and an interurban line. The two lines were to be separate, but provisions were made for inter-

What model railroad scene has more interest than trains rolling across massive bridges? Another scene is shown on page 420.

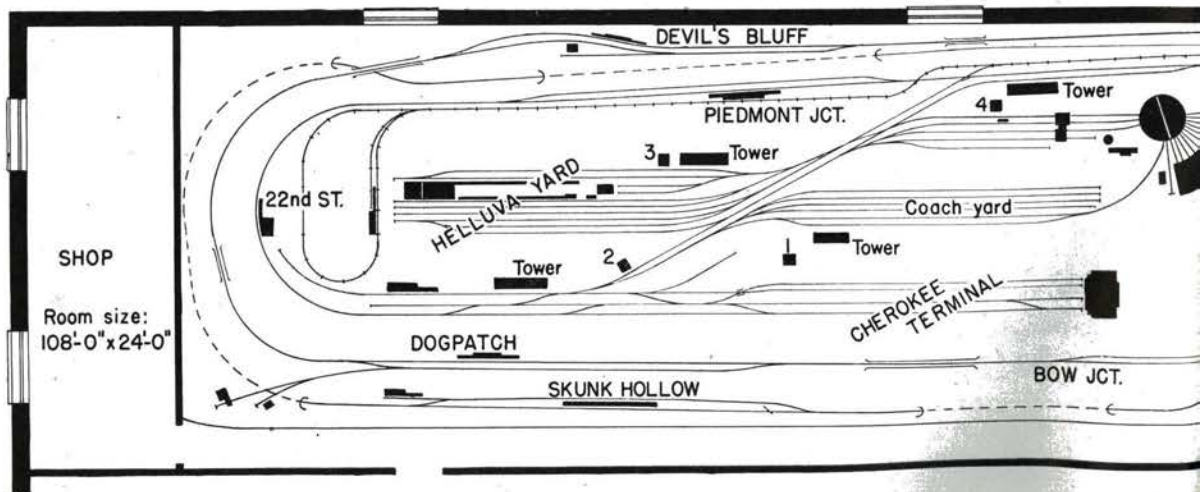
# Atlanta Model Railroad Club

Despite Landlords and Wars the Great Southern Continues To Grow

By C. C. COLE

change of freight between them. Yards were laid on solid table-work made of unseasoned lumber. Its subsequent warping caused no end of shimming and cuss words. All the main line was laid on open benchwork to

allow variety of scenery levels. A club standard of 2 per cent was set as maximum gradient on the steam line, and 4 per cent on the traction system. A minimum radius of 6 ft. and No. 6 turnouts were used whenever





A crack passenger train flashes over the suspension bridge above the freight that is laboring upgrade.

possible. The pike was two-rail and used 16 volts A. C. for propulsion and 9 volts D. C. for reversing.

When all the hammering, sawing, soldering, and cussing had subsided, our steam road, The Great Southern Lines, started at a level of 40" above the floor at Cherokee and climbed to 61" at Silver Bow after traveling over 415 ft. of yard and mainline trackage. At least that was the distance from the butting block at Cherokee to the end of the return loop at Silver Bow.

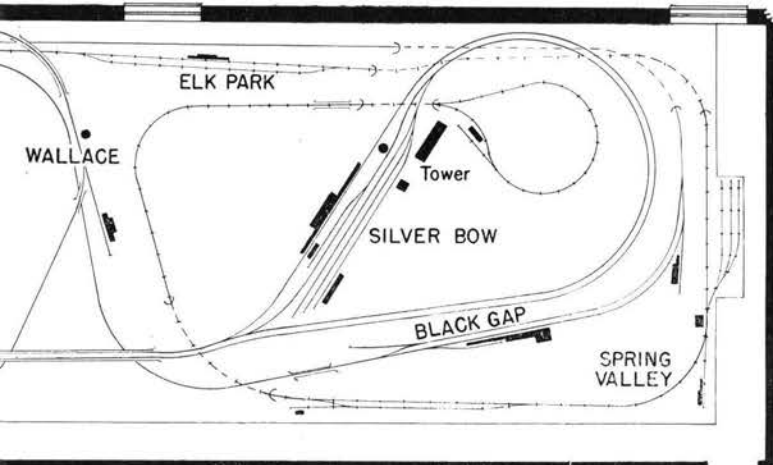
We were plagued from the very beginning by an unfortunate tendency toward haste in laying track and turnouts without due regard to N. M. R. A.

standards, which meanwhile had been adopted. Anxiety to get the layout operating rather than carelessness was the cause, for while we all were anxious to get going, we well knew that the "going" wouldn't be successful unless we did our work carefully.

By 1941 we had laid about 1500 ft. of track and some progress had been made on scenery, while the electrical and tower controls were sufficiently complete to permit timetable operation. Then came that fateful day in December and we, together with the rest of the world, found we had a war on our hands. Its effect was felt almost immediately. Some of our members were transferred away from Atlanta

almost at once, and one third of our group eventually entered the armed forces.

Even so, we kept going as best we could, and during this period we even made a major engineering change that called for relocation of much of the main line and lengthening it by 175 ft. We had about 23 locomotives at the time including 1 Northern, 3 Mountains, 1 Mikado, 1 Pacific, 5 Hudsons, 2 Ten-Wheelers, 1 Consolidation, 6 0-6-0 switchers, 1 Diesel switcher, and 2 electric freight locomotives for service on the traction system. The Piedmont Traction System also had 8 M-U cars, 4 trailers, and 2 crummies. The steam rolling stock included 96 freight cars

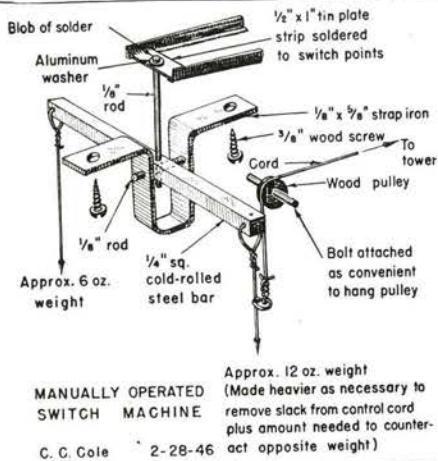


## Layout of the Atlanta Model Railroad Club

0 GAUGE

GREAT SOUTHERN LINES (Steam)

PIEDMONT TRACTION SYSTEM (Interurban)



Here is the manually operated switch machine that the Atlanta club uses.

machine developed by the club's engineering department. We were having a very good time, indeed, and when December, 1945, rolled around, some of our members began drifting back to pick up where they'd left off.

Then an atom bomb struck! We were told that we had to give up our quarters by May 1, 1946. We felt tough about it for a while, of course, but that didn't help any. So we got busy and located new quarters in the second floor of a brick building with an unobstructed floor area of 24 x 73 ft. Best of all, we've been able to obtain a long-term lease on the place at a nominal rental. All the members have been issued  $\frac{1}{4}$ " scale plans of the room and a contest is in progress to select the most suitable layout plan submitted. The organization was not too dismayed

at having to tear up the layout and move, especially after the new quarters were found and a new layout planned.

We hope that our thousands of man-hours of hard-earned experience, plus a complete club-owned set of bound volumes of THE MODEL RAILROADER, will help us to avoid some of the mistakes we made on our first pike. The new line will have *absolute* standards, such as  $1\frac{1}{2}$  per cent maximum grade, minimum curve radius of 6 ft., and the smallest allowable turnout will be No. 6. All mainline curves will be spiraled and superelevated. The construction crew has already made up 20 spiral track sections that ease from tangent into 6 ft. radius curve. Half of these are right-hand curves and the other half left.

So despite landlords, a war, and frequent mistakes, we are still model railroading in Atlanta and having more fun every year.

equipped with automatic couplers, and 34 passenger coaches. Electric controls were channeled into four towers for the steam line. There were 5 cabs for yard switching, 4 cabs for main line running, and 2 additional cabs for operating the trolley system. A total of 87 turnouts were in operation, including one single- and one double-slip switch, all remotely controlled by the very practical and economical switch

## Here's How Ewing Dale, Atlanta Club Member, Makes Car Bodies

The Piedmont Traction System uses the following methods in building its trolley passenger equipment, and I'm sure Pullmans or day coaches for your line can be made by using the same methods.

To start—either drawings or good photos of the prototype are necessary. Get a flat side snapshot of the car you intend modeling. The over-all length can be obtained from one of the shop men. Then, with this flat side photo and the over-all length, you can take a pair of dividers and by proportion, determine the *exact* size of each piece of metal to be used in the model.

After having determined how many pieces of each size you need, have a tin shop cut the strips, etc., from shiny tin of tincan thickness. Next comes the assembly of the parts.

Lay the side sheathing flat on a drawing board or flat table, and locate the letterboard above it to provide the window space. Using a square, scribe off the spaces for window posts, etc., on both the letterboard and side sheathing—this is done *on the inside*.

Secure the parts to the board with brads; check all the scribing on sheathing and letterboard for squareness. Now you are ready to solder window posts.

I prefer soldering paste, and plain wire solder—solder with flux inside it doesn't work too well. The window posts should be about  $\frac{1}{2}$ " longer than the height of the finished window. This will allow  $\frac{1}{4}$ " lap on the letterboard at the top and on the sheathing, around which to flow solder; this makes a sturdy job. Don't be afraid to use plenty

of solder. After soldering all window posts in place, your sides are completed, and ready to be soldered to the floor.

The picture (left) shows the sides in place and soldered to the floor. The floor itself is cut from a slightly heavier gauge metal than is used for sides for added strength. When soldering the sides to the floor, check the assembly with a square. This soldering should be done on the inside of the car.

The ends are constructed in the same manner as the sides; the corner posts are made of the same gauge metal, bent to an angle shape for additional strength. The roof is held in place with wood screws which are driven in from below. Two braces soldered flush with and connecting the sides are drilled for the screws that hold the roof.

Sides are mounted and window posts soldered in place.

The completed car—rugged and rarin' to go.

