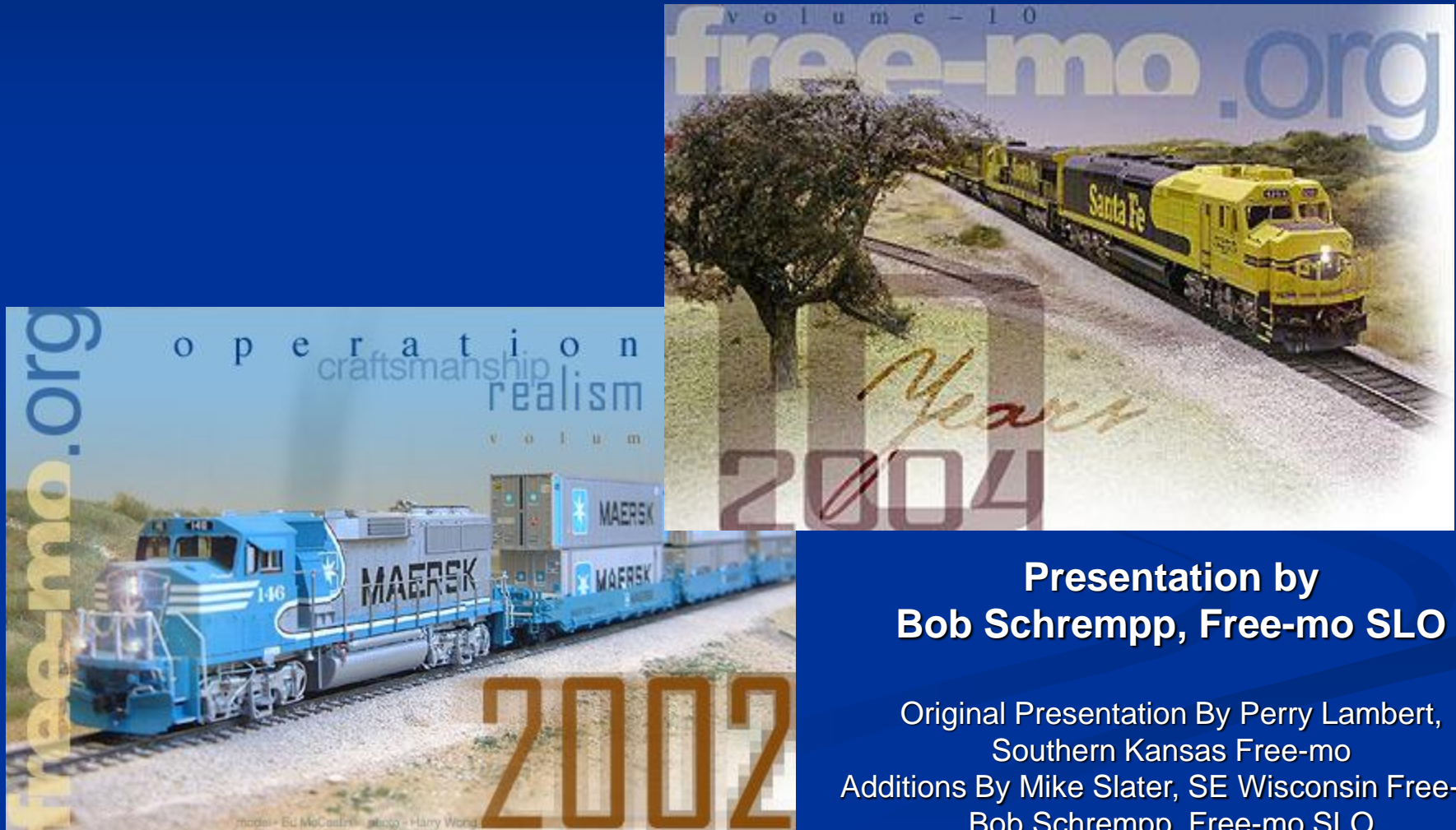


What is Free-mo?



**Presentation by
Bob Schremp, Free-mo SLO**

Original Presentation By Perry Lambert,
Southern Kansas Free-mo
Additions By Mike Slater, SE Wisconsin Free-mo
Bob Schremp, Free-mo SLO

What is Free-mo?

- Free-mo = Free Modular

- Free-mo is the latest in modular model railroading and was developed to take the boredom and monotony out of running trains around a double or even a triple track mainline.

- Free-mo operates like a permanent or sectional layout but still retains its modularity. Free-mo layouts are operated with a single track mainline in a point to loop, loop to loop, or point to point.



What is Free-mo?

- Layout sizes can vary to any size conceivable. The Free-mo mainline is centered on a two foot end so modules can be inverted 180 degrees and still mate up to the adjacent module without modification to wiring or track. The Free-mo mainline also takes advantage of strong industry support of code 83 rail.



What is Free-mo?

- Free-mo's emphasis is on scenery and track flexibility. The standards just mandate the ends in which we join our module together, leaving the length and track configuration up to the modeler. This in turn yields extremely flexible standards that work! For example, you decide you want to build a module 5 feet 7 and 3/4 inches long with an angle of 19 degrees and a 2% grade, you could do it in Free-mo.
- Free-mo enables the modeler's creativity to shine through their modules. No longer are modelers confined to 2 foot by 4, 6, or 8 feet. They may build a module to their own needs and dreams.



Goals of Free-mo

- **Single Track Mainline.**
- Each module contributes to the larger picture when setup, the layout.
- Flat scenery profile at Free-mo interfacing end to allow scenery to flow and blend together.
- Emphasis on realistic operation via DCC.
- Encouraged use of higher quality materials.



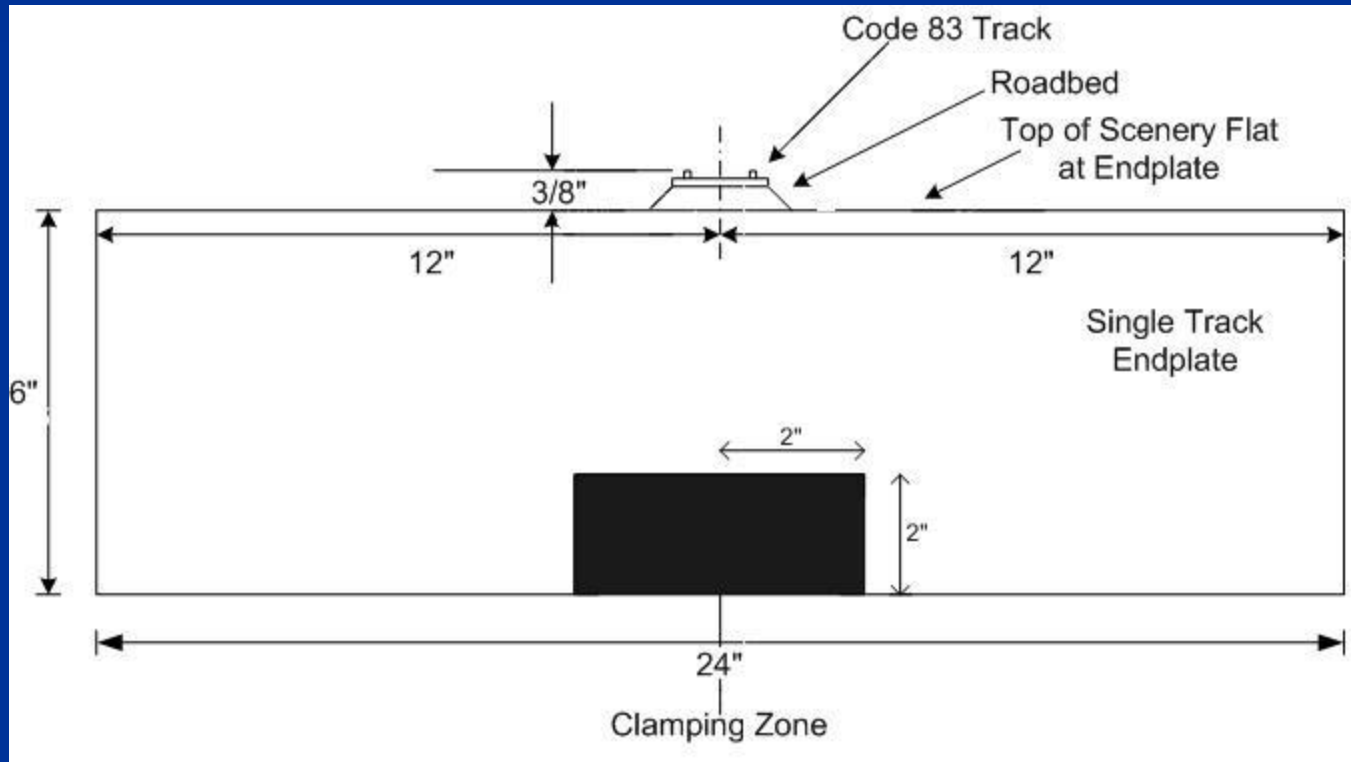
Goals of Free-mo

- Pioneer newer/better techniques and good methods.
- No gimmicks, just good modeling



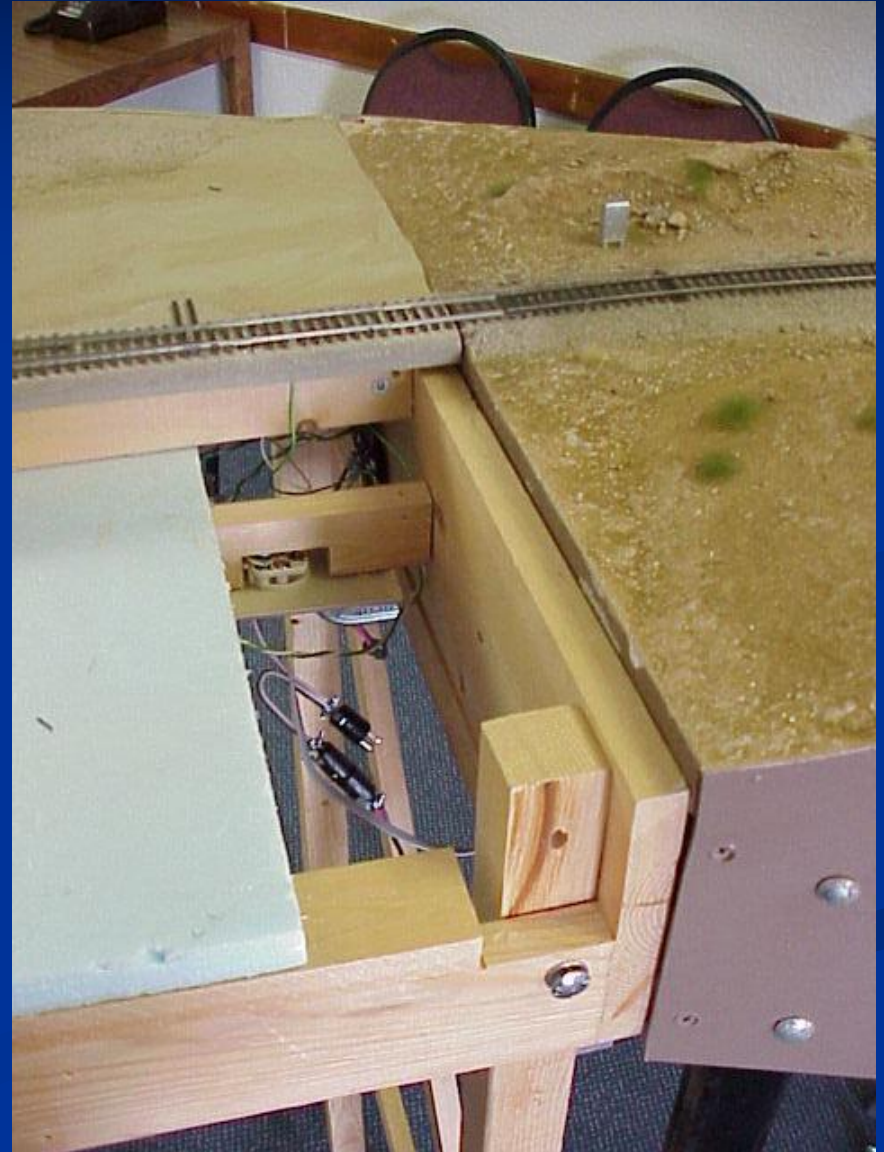
Core Concepts of Free-mo

- The Standards of Free-mo
- Interface end 6" x 24"



Core Concepts of Free-mo

- Mainline track center is 12" from the side on interfacing end.
- Minimum radius 42", preference to 48" +.
- Mainline Track Code 83, ballast color is Woodland Scenics Fine Light Gray.
- Track height from floor 50" nominal +/- 1".



Core Concepts of Free-mo

- With Free-mo, you can have modules that exactly mimic the gentle curves and any other aspect of track and scenery found on the prototype. Module any angle, any length, self supporting.
- Main feeder wires 22-24 AWG, bus 12-14 AWG with male/female connectors at each end.



Three Methods of Free-mo

1. Module design patterned after prototype location and track arrangements, including scenery.



Three Methods of Free-mo

2. Module design loosely based upon prototype scene.



Three Methods of Free-mo

3. Module is free-lanced but still based on prototypical practices. Fictitious module scene could have existed in real. However, we repeat our mantra...No Gimmicks.



Glen Frazier

Constructed By Gregg Fuhriman



Glen Frazier

Constructed By Gregg Fuhriman

- Based upon the prototype location in California depicting Franklin Canyon on the Santa Fe Railroad circa mid 1990's.



Glen Frazier

Constructed By Gregg Fuhriman

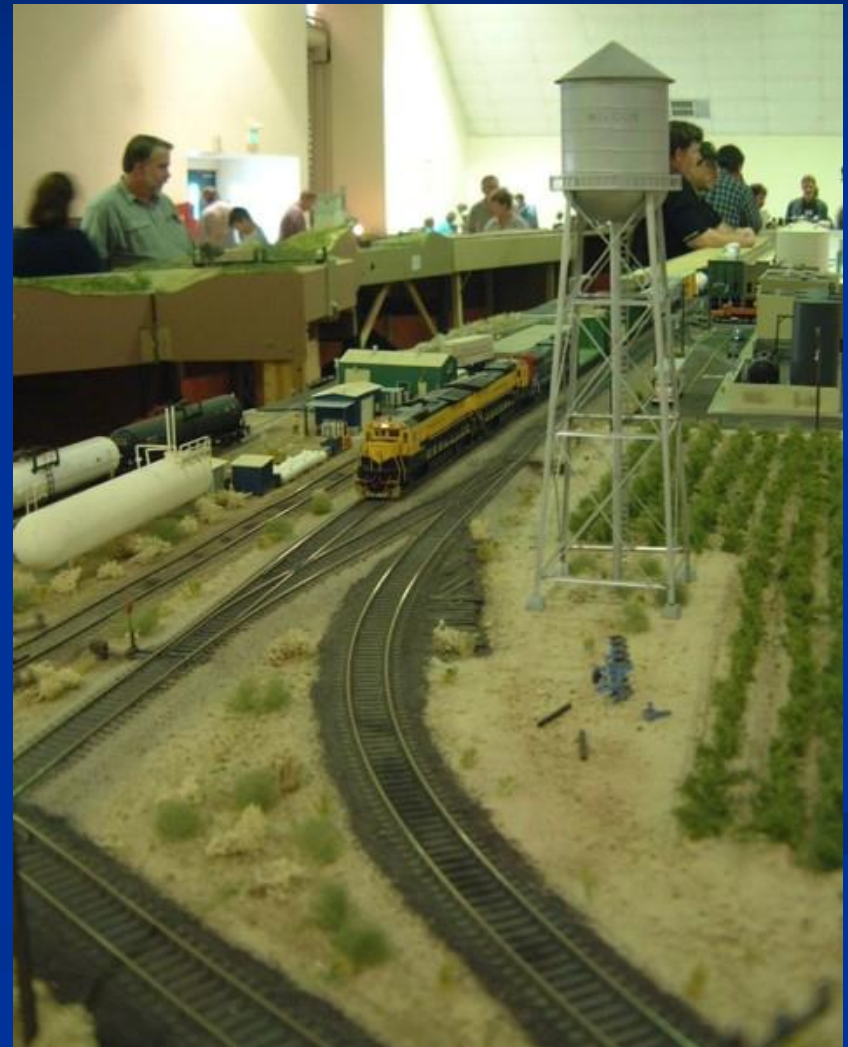
- Features a 1200 scale foot siding for passing on the layout during operation.



Wilcox

Constructed by Ron Wixon

- Wilcox is loosely based upon Wilcox, Arizona.
- After much consideration, Ron decided to go with keeping a loose resemblance to the prototype location due to lighter traffic density than what was desired.



Wilcox

Constructed by Ron Wixon

- Wilcox emphasis is on switching operations.



Shadin

Constructed By Gary Green



Shadin

Constructed By Gary Green



Operation

- Free-mo allows for realistic operation on modules.
- Conventional modules typically set up for a “Continuous Running” Scenario that is not very fun to operate..



Operation

- DCC and Free-mo, a good mix.
- Powered turnouts are more robust under heavy operating sessions and more resilient to moving than the hand throw type.

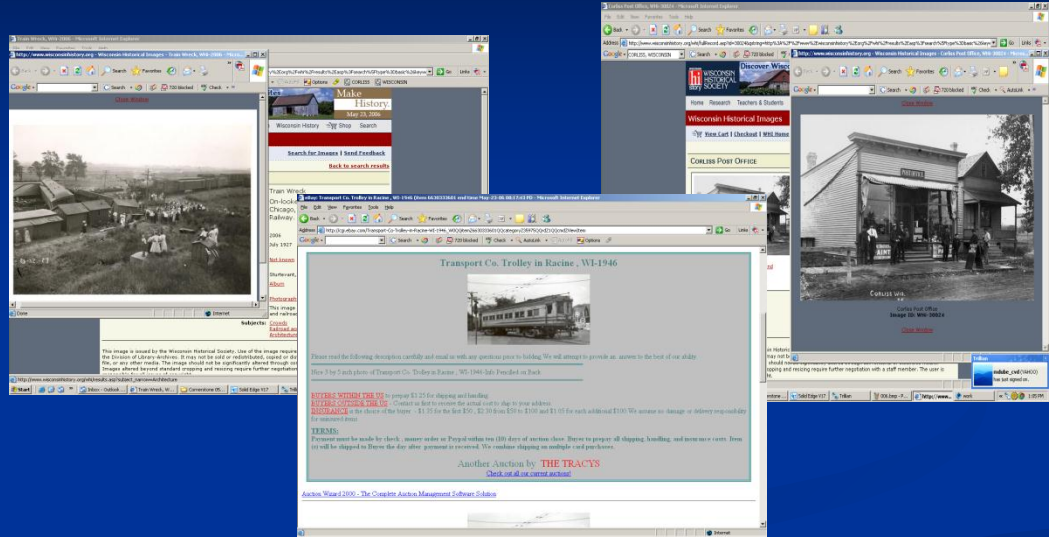


Operation

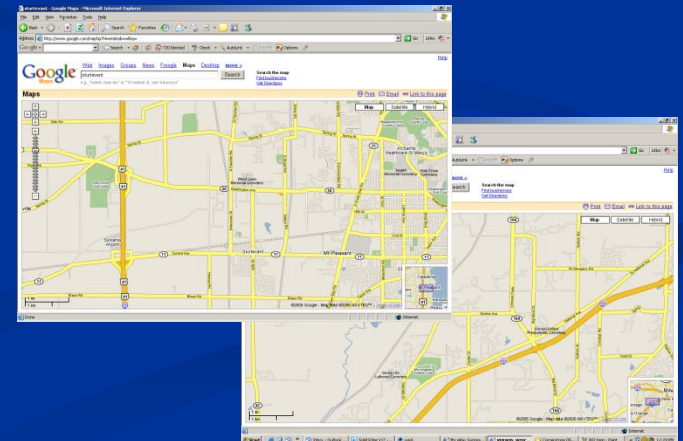
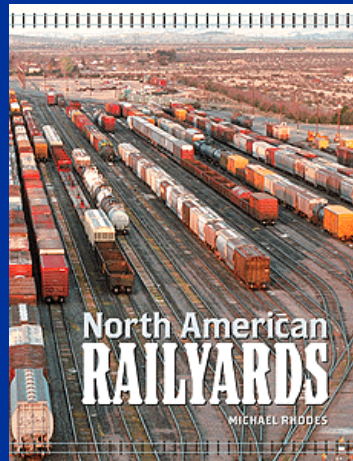
- A dispatcher handles meets via FRS handheld radio.
- Signals....we got them too!



Research

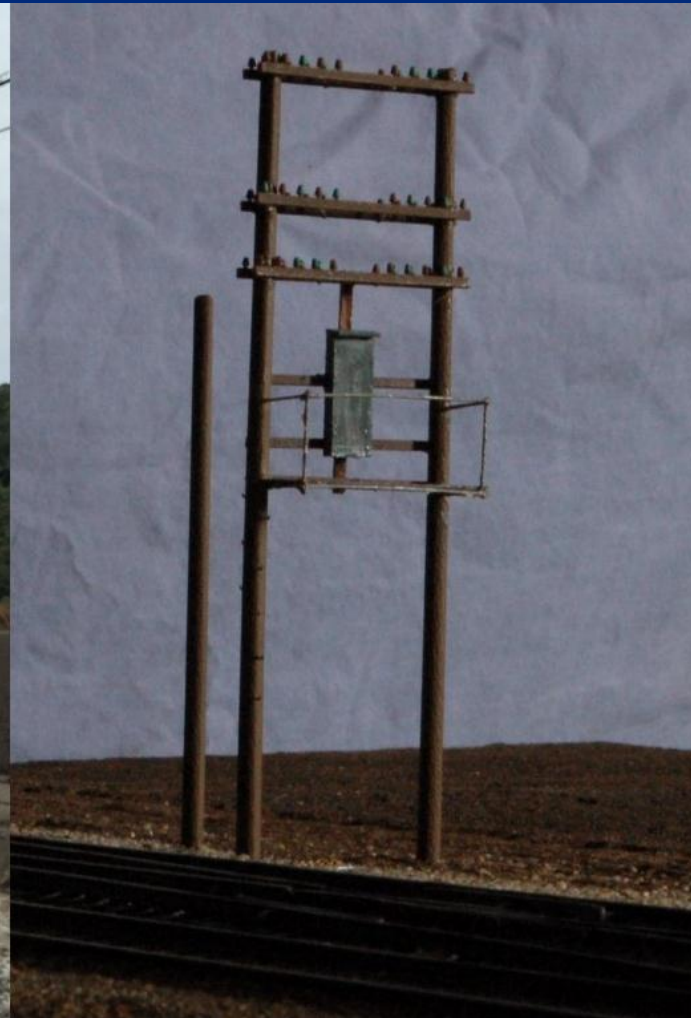


- Internet
- Books
- Rail Fanning
- Maps



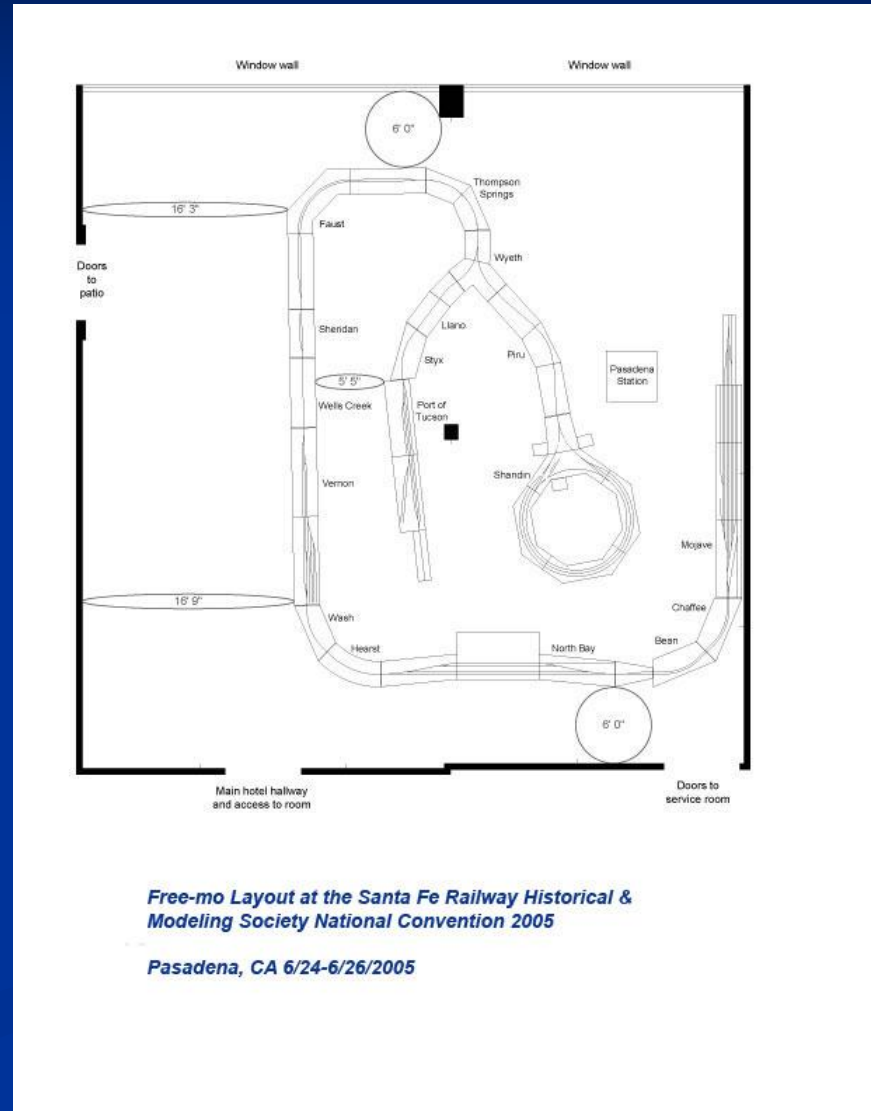
Watsonville Junction

Constructed By Tim Runels



Setting Up

- All dimensions and modules for an event must be provided to a coordinator, no surprises.
- This is an example of a setup that was drawn before an event. You must know limitations to fit in the space available.



Setting Up

- Divide and conquer, so many modules, so little time.
- This is Chris Palomarez' pickup truck stuffed with 22 modules. Pre-planning is essential, as you can see.



Setting Up

Jesus Peña's North Bay Module Set



Setting Up



Setting Up

- Set up modules first, arrange correctly, level, clamp together, install fitter rails, and repeat..
- Divide layout into booster blocks for DCC control.
- Scenery items.
- Engines and Rolling stock are last.



Free-mo Groups



Green is a fully operational group, Yellow is an upstart group, Red markers indicate an abandoned group, Blue markers are status unknown

Links

- <http://www.free-mo.org>
- <http://groups.yahoo.com/group/Free-mo>

There is a Free-mo layout on display at the National Train Show with modules from California, Kansas and British Columbia

- Friday, July 8: 9:00am - Noon: Convention Registrants and Trade only
- Friday, July 8: Noon - 6:00pm: Public Show
- Saturday, July 9: 10:00am - 6:00pm: Public Show
- Sunday, July 10: 10:00am - 5:00pm: Public Show

NTS 2011

Free-mo Layout, Draft 9
2011 National Train Show, Sacramento, CA

0 5 10 Feet
40-FT x 80-FT OUTLINE

