

# Call Board

Volume 50 Issue 3

November 2010

## This Month's Program ...



**Jim Marks' presentation** will cover the growth of Hammond, Indiana, from 1847 to the present and its relationship to the growth of all of the railroads, including interurbans, which passed through the city. This presentation will also cover all of the major yards, passenger stations, and structures associated with each of these railroads within the city and surrounding areas. It will include Jim's perspective and pictures of structures which helped cultivate his interest in his favorite railroads as well as his research efforts which are being used to construct his N-scale modules.

Finally, there will be section on Hammond -Dayton connections. The following railroads will be covered in this presentation: Monon, Erie, C&O, Nickel Plate, IHB, Pennsylvania, Michigan Central (NYC), Lake and Michigan Southern (NYC,) EJ&E, CSS&SB, Grand Trunk, Wabash, B&O and Pere Marquette.

## National News

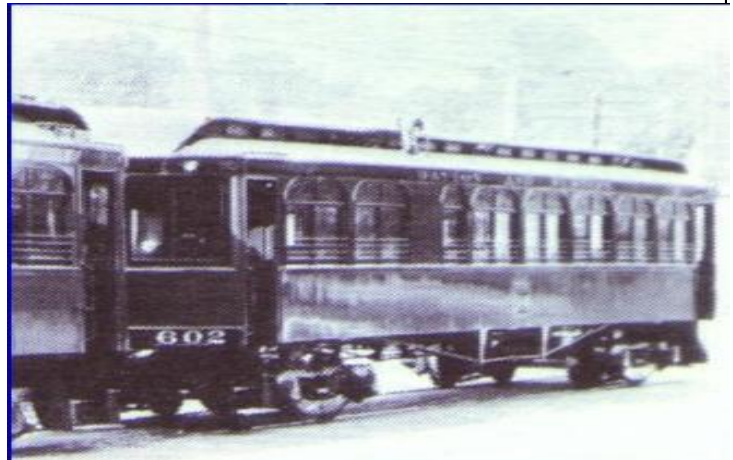
- Headquarters just completed an **analysis of our RailPass Program** to see how many RailPass members went on to become full NMRA members. The statistics show that, since January 1, 2009, a whopping 65% have "re-upped!" That's just about 2 out of every 3 RailPass members who've stayed with us. From the time the RailPass program started in 2005, about 48% have renewed... again a great statistic. A lot of the credit for that retention goes to everyone in our Regions and Divisions. You're making new members feel welcome, and you're showing them the benefits of NMRA membership. **So... THANKS!**
- Huge progress is being made with **Diamond Club scanning**. Craig Sutherland, the man in charge of the project, reports that they have about 500 sets of diesel loco plans (average size: 24"x30"). In addition, he and Stephen Priest brought about 50 boxes of photographs (with about 700 photos each) back to Historical Archives Services (the company doing the scanning) from our Kalmbach Memorial Library. They mentioned that there are a lot of black and white steam loco shots, some early diesel shots, and a lot of photos that caused these seasoned pros to say "wow." Stephen called the collection "an unknown treasure." We're finding out that our archives are even more vast than we thought! So if you or your members haven't made a donation yet, **please do so** so we can get these railroad treasures on the web... and eventually into your hands.
- The **winter Board Meeting** is being held concurrently with the Budget and Operations meetings this year in Las Vegas at the Palace Station Hotel (about 5 miles from the airport). The Budget and Operations

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# Super's Notes for November 2010

## Dayton & Western Car 602

Many of you may remember about 6 years ago when several members of Division 3 banded together to save D&W 602. It was originally built by Barney & Smith as an interurban parlor car, but was later converted to a parlor trailer. It ultimately became a private residence off of Co Rt 25A near Eldean, OH. On October 22 I signed a bill of sale transferring ownership from Division 3 to Dayton History. Dayton History is the organization which manages Carillon Park and other historic sites in Dayton. The ultimate objective of rescuing the car was to see it put in the hands of an organization that would restore the car. After six years we have achieved that objective.



## Mid Central Region BOD

On Sunday, October 24, Tom Mroczka and I traveled to Columbus to attend the MCR Board meeting. I am a member by virtue of my position as Division 3 Superintendent, but Division members are also welcome to attend, and Tom volunteered to accompany me. I was hoping I could learn something inspiring that I could bring back to the Division 3 Membership. Although I found the meeting interesting and informative, I can't think of anything earthshaking. I did enjoy meeting and talking to other Division Officers. The format of the meeting was to start with lunch at Schmidt's German Restaurant, with the business meeting following. Tom and I sat across from Randy Kerka, Superintendent of Division 7 and Lin Young of Division 9. Lin is a candidate for the NMRA Central District Director and Lin would appreciate your support when you receive your ballot.

The next MCR convention will be hosted by Division 5 and the theme is "Celebrating 50 years of railroading in Northeast Ohio." This is based on the fact that Division 5 is celebrating its 50th anniversary in 2011. Some of the things they are trying to focus the convention on include:

- The prototype railroads over the last 50 years
- What was going on with railroading in 1961
- How model railroading has changed in the last 50 years

Looking at what is left of the railroads that were here 50 years ago

The dates of the convention are April 28 - May 1, 2011. The convention venue is The Lodge & Conference Center at Geneva-on-the-Lake. One of the things they are planning to try is "Shortline Clinics." These are described as "an opportunity in 10-15 minutes maximum, no computer or projector setups, to showcase articles of 'bring and brag', tricks, tips, and techniques with various tools, etc. This is an excellent means for those who can share information but cannot or do not wish to put on a full clinic."

They are seeking participants for both "Mainline Clinics" (normal 40 minute presentation with 10 to 15 minutes of questions) and the "Shortline Clinics." So if you feel you don't have enough material for a full clinic here is your chance to share your knowledge with your fellow Convention attendees. Our own Dave Decker is already signed up to do his presentation on trees.

## Contests

We have three categories each month. You can enter Scratchbuilt, KitBashed, or just plain Kit built. This allows anyone to enter anything they are proud of and at any skill level. Judging is by popular vote but if you wish to have your model judged by NMRA rules for the Achievement Program, we will make arrangements for you “on the spot”.

### The coming contest schedule ...

## November - Weathering

December - Structure

January - Open Loads

February - No Contest

March - Freight Cars

April - Passenger Cars

May - Diesel Locomotives

June - Steam Locomotives

July - Non-Revenue Cars

August - No Contest

September - Make it cheap (1-3-5 Dollar)

October - Caboose

October Caboose				
	Kit	Kit Bashed	Scratchbuilt	Photo
First		Bob Fink		Nate Adams
Second		Wil Davis		Gordon Carlson Nate Adams
Third				

**Division 3 Website: [www.modelraildayton.com](http://www.modelraildayton.com)**

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meetings, which are by invitation only, begin on Tuesday, February 22 at 9 a.m. The Board Meeting runs from 9 to 5 (or later) on Wednesday, February 23, and 9 to 5 (or later) on Thursday, February 24. All NMRA members are welcome to attend.

As you probably read in the October of *NMRA Magazine*, the X2011 West NMRA Convention committee is making extensive use of **social media to promote their Sacramento convention**. Over the next several months they'll be posting detailed information about layout and prototype tours, clinics, sights to see, and other pertinent facts. If you haven't visited them on Facebook or signed up to follow them on Twitter, this is the perfect time to get your feet wet and see what the "social media" buzz is all about! Both Facebook and Twitter are free

**Diary of an Amateur Loco Doctor  
(Practicing without a License):  
“The Basket Case”  
Part 2**

**By Phil Gliebe**

***January 23, 2009 (Evening):***

Having mustered more courage based on successful soldering of a couple of teeny-tiny wires, I headed for the workshop to see what else I could accomplish. I assembled the gearbox, motor and drive wheels, and then (moment of fear) tested the assembly with a power pack. Low and behold, it ran, and not too bad either! Adrenalin rush came over me; “let’s get the locomotive body castings on!” Then to my dismay, I discovered that the bottom casting has to slip on from the top, and the motor was too wide for the casting opening. This meant that I had to disassemble the chassis, remove the motor, and put the casting on, then put the motor back in, and screw it back together. This was no easy task (you need 3 or 4 hands for this), because the motor won’t go in without splitting the chassis halves, and the body casting



won’t slip over the chassis halves unless they’re together. Catch 22! And, if you’re not careful, when you open the chassis halves, the gears and contact strips fall out! “Okay,” I said to myself, “let’s break for a cold, whole-grain beverage and think this through!”

***January 25, 2009:***

I disassembled the chassis/gearbox, removed the motor (had to unsolder the motor wire leads), closed up the gearbox, slipped on the lower body casting, slightly opened the gearbox, enough to slip the motor back in, and closed it up again. I re-soldered the motor leads, and retested the assembly, and it ran. Wonder of wonders! Okay, time for a break for a ‘you-know-what!’

***February 9, 2009:***

I was able to identify the cab floor and pilot frame/steam cylinder parts and snapped them into place on the chassis. Just to be sure, I re-checked the resulting assembly to make sure the motor still ran and the wheels still turned, and they did. I carefully put all the remaining parts back in the box and set the chassis assembly on a shelf, not wanting to push my luck any more that day.

***February 24, 2009:***

I screwed up the courage to attempt assembling the side rods and drive rods to the drive wheels and steam chests, and these went together fairly easily, since I could just look at my own Porter and see where all the parts went. I then decided to sparingly oil and lubricate the gears, axle bearings and rod bearings, and gave it

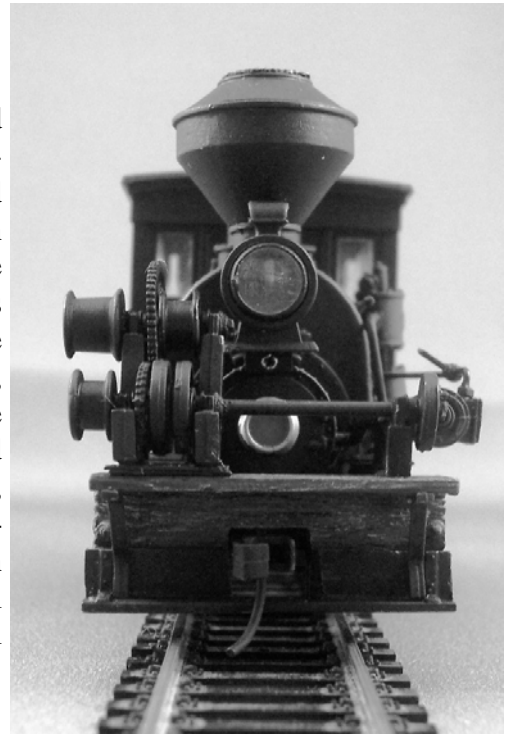
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a test run on a piece of test track. It ran, somewhat noisily, but it ran, and fairly smoothly at that. Break time!

**February 28, 2009:**

I began looking at the “extra” parts in the box of parts, and noticed that they appeared to be for converting the Porter to a logging locomotive with a Gypsy Winch system. I did a little search on the web, and discovered that they were indeed the parts from a Gypsy Conversion Kit offered by Backwoods Miniatures (see [www.backwoodsminiatures.com](http://www.backwoodsminiatures.com) for more information), which was priced at 33 UK pounds, or about 55 USD at the current exchange rate. The kit included the winch assembly, assorted piping and valves, detail parts like tool box and air tanks, and new end beams and smoke stack. This finding gave me impetus to finish putting it together and having a unique locomotive to show for it! I installed the saddle tank, sand dome, sand lines and water hatch. I had to fabricate new attachment eye-hooks for the sand lines, as the stock ones had been broken off and lost. I again test ran the assembly on a test track, and it still ran, even smoother than before. The added weight of the cast metal water saddle tank improved the running considerably.



**March 03, 2009:**

I installed the air pump (also a part of the conversion kit), touched up the paint using Floquil “Engine Black” paint, which seemed to match pretty well. I test fit the cab, and found I had to sand the cab bottom smooth to get a nice tight fit to the cab floor, as the original cab once had tabs which fit into floor slots, and these were broken off by the previous owner, leaving an uneven surface. The cab could now be snapped on and off, so there was no need to glue it or provide permanent fastening.

**March 4, 2009:**

I installed the smoke stack and headlight. I could not get the headlight wiring to thread through the tiny opening in the smoke box, and would have had to disassemble the mechanism again to try doing this. I toyed with the idea of doing this, but decided that the chances of taking it apart and breaking something or otherwise messing up the running mechanism were far greater than the chances of getting the headlight wiring to work, so I opted to let the headlight be “for show only” and assumed that logging locomotives don’t haul logs out of the woods at night anyway (OK, I’m rationalizing again, but age has it’s privileges!). I also discovered that the coupler box cover had (by the donor) been cut short to avoid interference with the gypsy winch assembly, so I had to add a lower “lip” to the coupler box assembly, made from a piece of styrene, to keep the coupler from sagging. This allowed the front coupler to stay at the correct height when checked with an NMRA HO coupler height gauge.

**March 5, 2009:**

I found that the gypsy winch assembly (made of cast metal) was so heavy that it would cause the front end of the locomotive to tip on it’s nose and lift the rear drivers off the rails – oops! So I installed two 0.5 ounce weights in the inside of the cab, on the sidewalls, to counterbalance the “front-end-heavy” effect. The gypsy winch assembly was then installed using CAA adhesive.

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You are invited to attend the next meeting of Division 3. It will be held at the Greene County Historical Society, Xenia, Ohio at 2 pm, 21 November 2010.



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### March 6, 2009:

I painted the cab roof Pollyscale Oxide Red, but had to file down a “glob” of CAA that was left by the donor on the cab roof itself before painting. The cab interior was repainted, and the cab was then snapped into place. It’s beginning to look like a locomotive! It was time for a break for a ‘you-know-what.’

### March 7, 2009:

The new end beams were installed using CAA adhesive. The conversion kit piping, tool box and air tank were also added. All of these parts are cast metal, so they added considerably to the weight and traction of the locomotive. A final touch-up with engine black paint was made where necessary, and a final spray with Testor’s Dulcote completed the task. **It is finished!**

I had failed to think ahead and take pictures of the original box of parts, and the intermediate steps to completion described in the above ‘diary,’ but I close this episode with a couple of pictures of the final result for your amusement!

Phil Gliebe  
June 2010

