

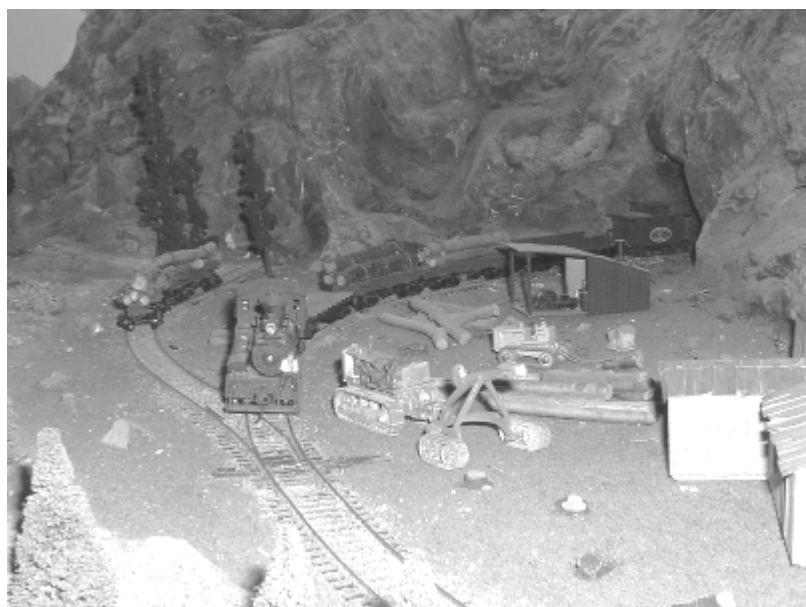
Call Board

Volume 51 Issue 8

April 2012

This Month's Program ...

Logging



This month we welcome **Frank Fieler**, who will present his program on **Logging in West Virginia**. Frank was interested in logging in West Virginia and took pictures when the logging railroads were still in operation in the early 1960's. He took slides of the following famous logging Railroads when they were still in operation, the Elk River Coal & Lumber, Meadow River Lumber Company, Ely-Thomas Lumber Company, and the Buffalo Creek and Gauley R.R. Frank will give us a slide presentation of the pictures he took and preserved of these great logging railroads of the past. He also will talk about and describe the equipment shown in the slides.

The May meeting will be at the Good Shepherd UMC, 1520 Styer Dr, New Carlisle, Ohio. See page 4 for map.

Penn Valley Open House May 20, 2012

The Penn Valley Railroad will be moving to a new location in future months. Members of the NMRA are invited to an open house on May 20, 2012 after the Division 3 meeting until 6 pm. This railroad has been featured in the October 2008 *Model Railroader* magazine and also in an Allen Keller video *Great Model Railroads Volume 66*. Maps and directions will be available at the Division 3 Meeting.

Division 3 Website: www.modelraildayton.com

Super's Notes for May 2012

Meeting Notes

Kudos to Mike Mereness for another outstanding program which he had to scramble to schedule after the planned presenter cancelled shortly after the Call Board was mailed. Scott Trostel, the guest speaker, gave an excellent presentation on the Barney and Smith Car Company. They were premier builders of freight and passenger cars in the 19th century. Scott is a local railroad historical and author who has written a number of books on railroad subjects, most with a local connection.

It may not be readily apparent to most of you, but Mike works hard to present a variety of interesting and informative programs at our meetings. You may have noticed in the past that when Mike lists upcoming programs it is not unusual for the list to change before the final program comes out in the Call Board. This is due to the fact that often the presenters, who are scheduled several months in advance, beg off or ask for more time. When this happens Mike has to come up with an alternate program.

This brings up a problem we have with communications. In cases like this month where there are last minute changes after the publication of the Call Board we have no reliable way to rapidly reach the membership. With 160 plus members it is not practical to telephone everyone to let them know of a last minute change and it is expensive and not always timely to do a mass mailing. We were able to put the updated program information on our web site over ten days prior to our meeting and Craig updated our Face Book page with the relevant information as soon as it was available. The problem with both of these is it requires you to check one or both to see if there are any changes. I urge all of you to regularly check our web site for current information, contest results, and a lot of other information that Norm makes available there.

Another way to get the word out these days is via e-mail. The problem is we have e-mail addresses for probably less than half of the membership. We get a roster every month from national and it contains some e-mail addresses, but I personally know of a number of folks who have no e-mail address listed or one that I know is out of date. Something complicating this is national's privacy policy which generally frowns on using the e-mail addresses provided without permission of members. Some months back Norm, our webmaster, asked folks to send him their e-mail address if they would like to be placed on a division e-mail list. I would like to encourage you to send Norm, webmaster@modelraildayton.com, a note requesting you be added to the e-mail list. The list will be maintained by Norm and only used when we need to get the word out quickly to a large percentage of the membership. We will not use the list for advertising or any other purpose.

Election Results

If you were at the meeting you know that the current officers were reelected for another two year term. We will all be term limited and unable to run for our current office at the end of this term so it's not too early to start thinking about which position **you** would like to run for next time. We need to give our members a choice when voting next time. Our election teller reported over 30% of the ballots were returned, which is pretty good for an uncontested election.

May Meeting

Mike has scheduled another informative program for May. Frank Fieler, from Division 7 will do a presentation on Logging.

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 ...

- May - Diesel Locomotives
- June - Steam Locomotives
- July - Non-Revenue Cars
- August - No Contest
- September - Make it cheap (1-3-5 Dollar)
- October - Caboose
- November - Weathering
- December - Structure
- January - Open Loads
- February - No Contest
- March - Freight Cars
- April - Passenger Cars

April - Passenger Cars				
	Kit	Kit Bashed	Scratchbuilt	Photo
First		Ric Zimmerman		Ric Zimmerman
Second		Bob Fink		Gordon Carlson
Third				Nate Adams

Convention Committee Meeting

The next meeting of the 2013 Convention committee will be MAY 12 at 12:30pm at TJ Chumps Restaurant in Fairborn. Lunch is no-host (pay your own bill), and as is usual these days, there is 18% tip added to the bills (even when they are split) when they serve a large group.

The web site is www.tjchumps.com (how creative), if you click on the Fairborn reference on the right side of the home page it will take you to a link to the menu.

Andy Wilson
 Silent Auction Chair

You are invited to attend the next meeting of Division 3. It will be held at Good Shepherd UMC, 1520 Styer Dr, New Carlisle, Ohio at 2 pm, 20 May. There will be an open house



Editor's Ramblings

Nature abhors a vacuum and an editor abhors white space, so you get to suffer some of my ramblings or you can skip this page and hope someone will provide more interesting content for next month.



The last year has been fairly eventful with the loss of David Decker in the spring, a trip to Alaska in August, resurrection of the Dalmatian Switching District (also known as the DOG) and a trip to the east last week. Following the wishes of David the Dalmatian Switching District was turned over to Division 3 in June. A committee was formed and planning on completion and restoration of the layout was started.

The city of Argyle was displayed at Carillon Park in October for the Boy Scouts to operate and observe as part of their merit badge program. The Rubicon display building provided a unique environment for a switching layout.

In November the Dog was displayed at the Division 3 show. 3 new module bases were displayed. Parts of the Dog were worked on in Nick Folger's basement. Eventually work space was provided by RC Hobby Center at 2130 Harshman Rd. The layout was also displayed at the Great Train Expo at Hara and the Model RR TRAINING day.



Nick Folger Operating at Carillon Park

Work has been proceeding at a good pace with the construction of the new Dalmatian City modules having reached the Golden Spike for the track work in April. Work is continuing on the scenery. The DOG has been invited to the Bradford Train Festival on June 16 and the Dayton History Railfest on June 23 & 24 at Carillon Park. We are also looking at several other train shows in the fall. For more information contact Jack Honeycutt.

The highlights of my trip to Alaska in August included the Golden Spike Tower in North Platte Nebraska, riding the White Pass and Yukon and riding the Alaska Railroad between Fairbanks and Anchorage. The lowlight was getting my windshield cracked near Dawson Creek, Canada. North Platte is a day and a half drive with good roads except that the Missouri River was flooded and caused a long detour. The tower has an overwhelming view of the Union Pacific yards. It was easy to spend over 2 hours trying to figure out everything that was happening. There were several retired railroaders available to answer questions and point out what was going on.



The White Pass and Yukon was an important element of the Yukon Gold Rush. The ride from Skagway to White Pass was very impressive and worth the trip. The WP&YR climbs almost 3000 feet in just 20 miles and features steep grades of up to 3.9%, cliff-hanging turns of 16 degrees, two tunnels and numerous bridges and trestles. The steel cantilever bridge was the tallest of its kind in the world when it was constructed in 1901 (it is no longer in service).



Alaska Railroad operates transit rail as a regularly scheduled public transportation service connecting Alaskans and visitors to remote regions and roadless areas. Alaska Railroad passenger rail services connects Alaskan communities from Seward to Fairbanks and also forms a critical transportation link to both the Chugach National Forest and Denali National Park, national public treasures visited by hundreds of thousands of people annually. We rode The Denali Star, the Alaska Railroad's flagship train, linking Anchorage to Fairbanks with stops in Wasilla, Talkeetna and Denali Park. On this route, sparkling salmon streams and stands of birch and

National News

- Fundraising has begun for the "**Magic of Scale Model Railroading**" gallery at the California State Railroad Museum in Sacramento, CA. As your members will probably recall, this gallery will introduce the Museum's 600,000 annual visitors to the hobby, as well as give them a sense of its history. One of the highlights of the gallery will be actual portions of the finest model railroads ever built. The Museum has donated the space rent-free to the NMRA for the purpose of promoting the hobby. It's estimated that the cost to build the exhibit will be approximately \$750,000, and no NMRA dues or monies will be used; instead, it will be entirely funded by donations. To date, over \$100,000 has been raised, and an anonymous donor has agreed to match donations, up to \$250,000. Any NMRA member (or non-member, for that matter) who would like to donate to the funding of the gallery should send his or her tax-deductable donation to NMRA Headquarters at 4121 Cromwell Road., Chattanooga, TN 37421-2119, and mark it "Gallery donation."
- In the February edition of the *InfoNet News* we reported the **agreement of cooperation between the NMRA and the Hasea.com Model Railroad Association of China**. This July we'll be seeing the first fruits of that "Hands Across The Ocean" agreement as a group of teenage Chinese modelers and railfans visits California with the purpose of seeing layouts, prototype trains, and the California State Railway Museum. Several Pacific Coast Region members are helping to organize this 2-week event.
- Grand Rails 2012, the upcoming NMRA national convention, has announced their **commemorative convention car**. Grand Rapids, Michigan, was once known as The Furniture Capital of the World, and appropriately the model was inspired by a postcard photograph of a turn-of-the-last-century furniture manufacturer's wood-sided boxcar. This replica, produced by Accurail, comes complete with a Grand Rails 2012 logo "poster" which can be applied by the modeler. Visit www.gr2012.org to see a shot of the prototype.
- The folks at Grand Rails 2012 have posted a **preliminary clinic schedule** for the convention in PDF format, downloadable at their website. Among the clinicians are NMRA Worldwide Director Tony Koester, Jim Six, Jim Sacco, and a group of clinics by the Layout Design Sig.

• **Grand Rails 2012 is looking for volunteers** who'd be willing to donate an hour or two of their time at the convention doing things like contest room security, helping with registration check-in, silent auction set-up and tear-down, and bus loading. If you're interested and have an hour or two you'd like to donate, contact Mark Baldwin, Vice Chair of Volunteers. Just use the "Contact Us" link on the Grand Rails 2012 website at www.gr2012.org.

-Gerry Leone, MMR
 NMRA Communications Director

(Continued from page 5)

spruce come into view, while carpets of fireweed add dramatic purple to the landscape. We upgraded to the GoldStar Service, first-class service aboard double-deck dome cars. This gave us access to an upper level observation deck, free beverages, and a first class dining area on the lower level of the car. The ride was smooth and the scenery outstanding. On the trip back to Fairbanks I rode in regular coach. I had a reserved seat in the dome car and free run of the train except for the GoldStar car.



Last week I traveled to Maryland to spend a couple of days with my brother. We drove up to Fleming, New Jersey and visited the Northlandz Great American Railway, Doll Museum & Art Gallery. This is an unbelievably large HO scale layout with up to 100 trains and more than 8 miles of track. Some of the scenes are almost 2 stories tall with tracks at multiple levels and unusual buildings hanging on sheer cliffs. It has to be seen to be appreciated.

No more whitespace so I am finished.