

Call Board

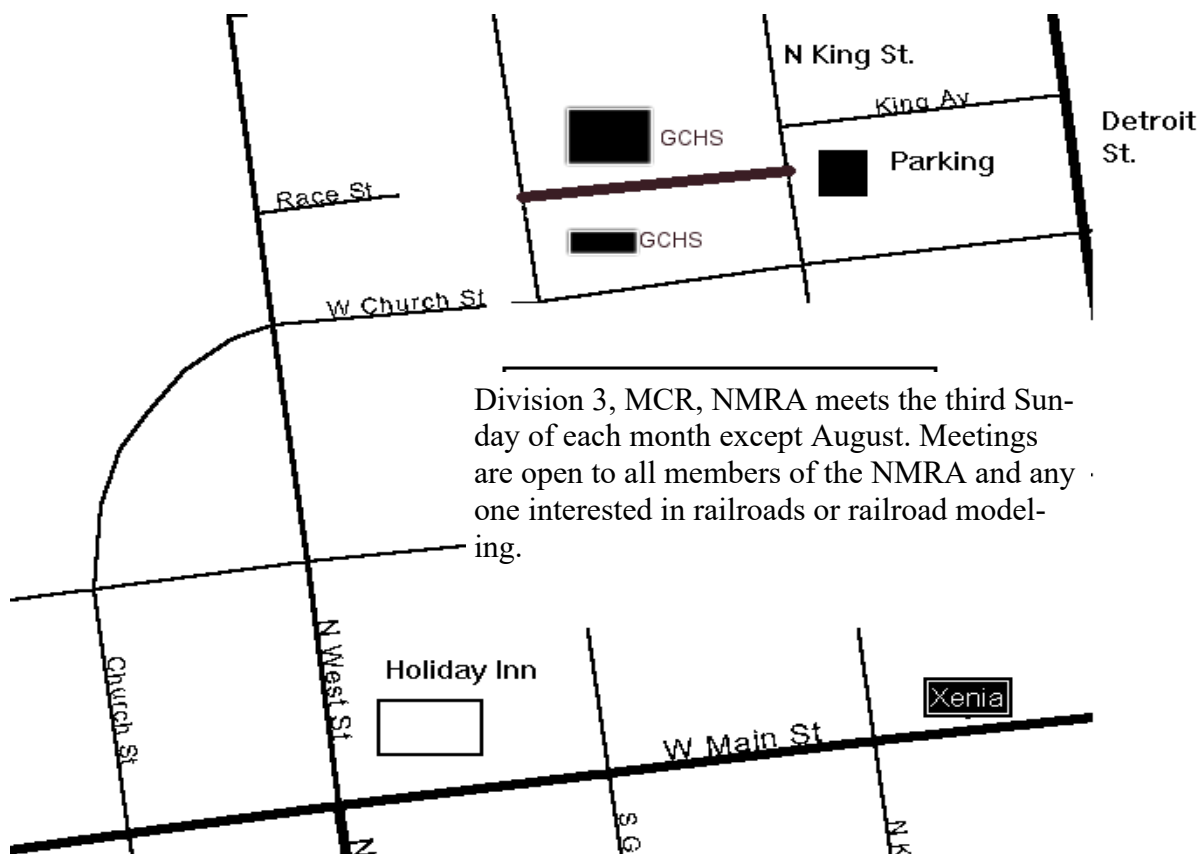
Volume 55 Issue 1

September 2015

**The next meeting will be at 2pm on Sunday, September 20, 2015
Greene County Historical Society
Church and King St
Xenia, Ohio**

September Program
Locomotive Servicing Facilities
by Ed Swain

October Program
Gerry Albers will present the building of his Virginian Railroad



Division 3, MCR, NMRA meets the third Sunday of each month except August. Meetings are open to all members of the NMRA and anyone interested in railroads or railroad modeling.

Division 3 Website: www.modelraildayton.com

SUPERINTENDENT’S COMMENTS FOR SEPTEMBER 2015



Although we took a break from the organized division activity during August, it nevertheless has been a very busy month. I have several things on my mind and will try to catch the division membership up on our major activities.

In Memoriam:

It is with great sadness that we announce the death of Nick Folger on August 4, after a year long battle with cancer. Nick joined the NMRA and Division 3 in 2003 and became a vital part of the division for the last 12 years. He was our train show director for 6 years; he led the operations portion of the 2013 MCR Convention here in Dayton; he worked on and helped run several of our local layouts, and he was the winner of the Russ Wenderfer Award in 2011 to promote the hobby of model railroading. Nick was a great friend, and we will definitely miss his warm personality and eagerness to help. Nick’s wife, Shirley, was there every step along the way. Our thoughts and prayers go out to Shirley and the entire Folger family. We hope to continue our great relationship with them. In a special tribute to Nick, we thank Steve Hood who added a special funeral train to run the entire layout and ending at a chapel/cemetery during his operating session the week after Nick died – Nick helped build Steve’s layout and operated on it regularly.



Congratulations:

Congratulations and thanks to Division 3 member Eric Zimmerman for his highly informative clinic on Layout Design at the July general meeting. The discussion and analysis of his own layout in an open format with diagrams and planning considerations was outstanding and should prove useful to those of us in the layout concept stages. Thanks again to Eric.

Bus Trip to The Age of Steam Roundhouse and Marion Depot:

Our 10th Annual Bus Trip is now history and was a tremendous success. We wish to thank Mike Mereness and Wil Davis for their hard work in pulling off this unique visit, including the hard to get visit to the private collection housed in the Age of Steam Roundhouse. And thanks to our 36 members who filled the bus and participated in this event again this year. We also visited a very impressive and massive model railroad in Coshocton, Ohio and had a very informative tour of the Marion depot. Thanks to all our tour guides as well.



AP Program Involvement:

Our recent emphasis on the NMRA Achievement Program is beginning to show results: the following certificates have been received and will be presented at the September meeting: Chief Dispatcher – Phil Gliebe; Volunteer – Eric Zimmerman. Rick Lach has submitted the paperwork on Volunteer, and we are awaiting the arrival of that certificate. We are transferring the administration of the paperwork to fill out the AP applications to Ron Sturgis, our new Training Director. Bob Fink continues as our AP Program Liaison with the NMRA. We encourage all members to participate in the program, seek help in completing the paperwork application if you need assistance, and get credit for the achievements you have already accomplished.

40th Annual Dayton Train Show:

As I write this, we are three months out from putting on our train show. We have a committee of 12 members who have met 4 times and smaller committees who hammered out details. Again, we will have over 500 tables accommodating nearly 100 vendors. We also have the Accurail box car kits for the Boy Scouts, and we are making the final details for all aspects of publicity to help guarantee that we will get a good public showing. We now need division volunteers to help with the actual train show on November 7 & 8 in the following areas: front desk; full time announcer; management of the drawing tables; Division 3 booth, membership and our loop layout and test track, and consignment tables; security; Friday set-up and Sunday take-down; and clinics to name the big ones. Think about volunteering where you can help, and spouses are welcome. In reality, we have one month to put together all the details. Let’s make this another great train show.

The BOG Meeting for September has been pushed back from September 7 to September 14, at the home of Eric Zimmerman, due to the Labor Day Weekend. All BOG members should plan accordingly. Again, thanks to Gail Richardson and Dana Yarnall for their hard work in bringing our division website up to date.

I am aware of two immanent train shows other than ours: Darke County Fairgrounds on September 20 (before our General Meeting) and Division 7’s Train Show at Lakota from 10-11 October.

And finally, we hope to see everyone at the September 20 General Meeting at the Greene County Historical Society at 2 PM.

Rick Lach
Superintendent

Train Show Consignment Table

The Dayton Train show will be here in less than 2 months, so now is the time to start gathering those items that you would like to sell at the Division Consignment Table. This is an opportunity to sell those quality items that you no longer use or want. You price the item and that is the price at which it will be offered – no haggling by the volunteers manning the table.

We want to accent the words “quality items.” Stick items of interest - locomotives (Athearn, Proto 2Ks, Atlas, etc.), rolling stock (kits and ready-to-run), scenery materials (structures, etc), and such, all of which are in good shape, not broken. Over the last several years, good products have sold well. Put a “reasonable” price on your item – you will be competing. Save the “junk” for the February auction.

The Consignment sheet will be posted on our website and offered in the October Call Board. Please fill it out neatly, as this is the document we use to determine the amount of your sales. We are also looking for help to man the table, so if you are interested, contact Ric Zimmerman.

What is a “T” Cup?

Basically it is a recessed toggle switch mount. They are made by AMEC, the same folks who make the corner braces we sell in the company store. Paul is considering stocking some for the company store and someone asked if the members know what they are.

Mounting toggle switches on the fascia of a model railroad is sometimes problematic as many of you know. In the effort to squeeze in as much layout in the available space we sometimes optimistically estimate the requirements for aisle space. Also most of us think we are going to retain our 30 year old shapes! Unfortunately, the aisle space seems to shrink as the years go by and inadvertently operating fascia mounted toggle switches is one of the facts of life. The “T” cup recesses the commonly used miniature toggle switches so that they are less likely to be activated by an accidental bump.

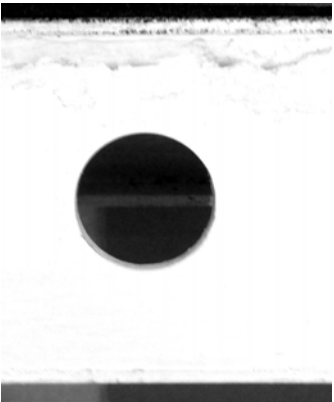
The “T” cups come in single, double or triple configuration. Pictured are the single and double cups. To install the single cup you drill a 1½“ hole in the fascia at the desired location, install the toggle and fasten the cup with the provided screws. For the double or triple cups just drill multiple overlapping holes.

I did a trial installation on a new module I am working on. I wanted a switch to be able to turn off power to the lighting and usually I would mount it underneath, but that is not particularly convenient. If I were to mount it on the front it would project and the public would love to play with it. Mounting it on the back would be ideal, but we transport the modules with the back down and if it were to drag going over a hump (which happens) the switch would be wiped out. The “T” Cup appeared to be an ideal solution.



Examples of the “T” Cup and the simple instructions.

Our modules have a removable back drop so I had to mount the “T” Cup on the module itself, but I needed a hole in the backdrop to access the switch. I dug up my 1½“ bit and drilled through the backdrop and the back of the module at the same time. After drilling the hole, I removed the backdrop and installed the “T” Cup directly on the module. All that was left was to hook up the wires and reinstall the backdrop. There are ways to accomplish the same thing by drilling a hole in a 1” x 2” block of wood and mounting a shin piece of paneling on the back to recess the switch, but the “T” Cup is a simple and inexpensive alternative.



I drilled a 1 ½” hole in the back of the module as instructed. I put the switch in the “T” Cup with its wires attached and installed the assembly in the hole with the screws provided. It was simple and quick



Contests

We have three categories each month. You can enter Scratch Built, Kit Bashed, 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 ...

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

May - Diesel Locomotives

June - Steam Locomotives

July - Non-Revenue Cars

August - No Contest

Results for July 2015 Non-Revenue Cars

LEVEL 1 First Place	Kit
LEVEL 2 First Place	Kitbash Wil Davis
LEVEL 3 First Place	Scratchbuilt
PHOTO First Place	



Model Photo by John Buhmann

2015

*Lincoln
Funeral Train*

Troy, Ohio

SEPTEMBER 10th - 13th
On Short Street between the Miami County Courthouse
& Troy-Hayner Cultural Center

General Admission
Thursday & Friday Noon - 8 pm
Saturday & Sunday 10 am - 8 pm

Adults: \$5
Children: Free
(Children include anyone under 18
or currently in grades K thru 12.)

THE 2015 LINCOLN FUNERAL TRAIN

On April 21, 1865, a train carrying the coffin of assassinated President Abraham Lincoln leaves Washington D.C., on its way to Springfield, Illinois, where he would be buried on May 4. The train carrying Lincoln's body traveled through 180 cities and seven states on its way to Lincoln's home state. In 1911, a prairie fire near Minneapolis, Minnesota, destroyed the train car that had so famously carried the 16th President's body to its final resting place.

On September 10-13, 2015, 150 years after President Lincoln's final journey, Troy Main Street and The Troy Foundation will showcase The Lincoln Funeral Train exhibit in downtown Troy. The Funeral Train consists of a full-size reproduction of a 1860s era steam railroad locomotive, Number 63, named LEVIATHAN and tender. It was built about five years ago from plans provided by the National Park Service. It is a faithful reproduction to locomotives of the Civil War era as would have been used on the actual funeral train. Over 24 known locomotives pulled the original train. The funeral car, UNITED STATES, is a full-size reproduction of the original funeral car, built in 1864 for use by the president of the United States. President Lincoln's only use of the car was to carry his remains from Washington D. C. to Springfield for burial. The reproduction UNITED STATES was completed in April, 2015 and used at Springfield, Illinois on May 2 and 3, 2015, to start the 150th anniversary procession and reenactment of the original Lincoln burial activities including the coffin in the car. The original car was destroyed in a fire in 1911.

This remarkable exhibit will take place over a four day period, Thursday, September 10th through Sunday, September 13th, and will be located on Short Street, alongside "Return Visit", a 30 ft. sculpture of Abraham Lincoln and Modern Day Man, that has captured the attention of thousands of people as they visit our courthouse square and historic downtown.