Call Board

Volume 58 Issue 9 May 2019

Superintendent's Report for May, 2019

It was good to be back at the Greene County Historical Society in Xenia for our April meeting. I feel that this was the first "normal meeting" since December of last year. It was also good to see several of our members who had faced some medical issues in recent months back with us. And thanks to John Smith for presenting an outstanding clinic on his C&O layout's design and construction.

Speaking of clinics, we now know the topics for the next several months. Dana Yarnall will talk about modeling short lines in May, Bob Weinheimer will cover developing an operating system in June, and Rick Lash will discuss super detailing freight cars in July.

The MCR Regional Convention will be history by the time you read this. I couldn't attend this year, but will try to present a brief summary at the May meeting, including the Board meeting outcomes.

As discussed at the April meeting, the division has closed its rented storage unit and moved its assets to a climate-controlled, rent free, and much larger storage area controlled by the fairgrounds. This saves us almost $1,000 per year and moves our stuff much closer to the site of our Train Show where we use most of it. Thanks to Rick Lach and Gordon Carlson for doing the heavy lifting on this project.

Speaking of the Train Show, it's only 6 months away. This year we will be using the two permanent buildings

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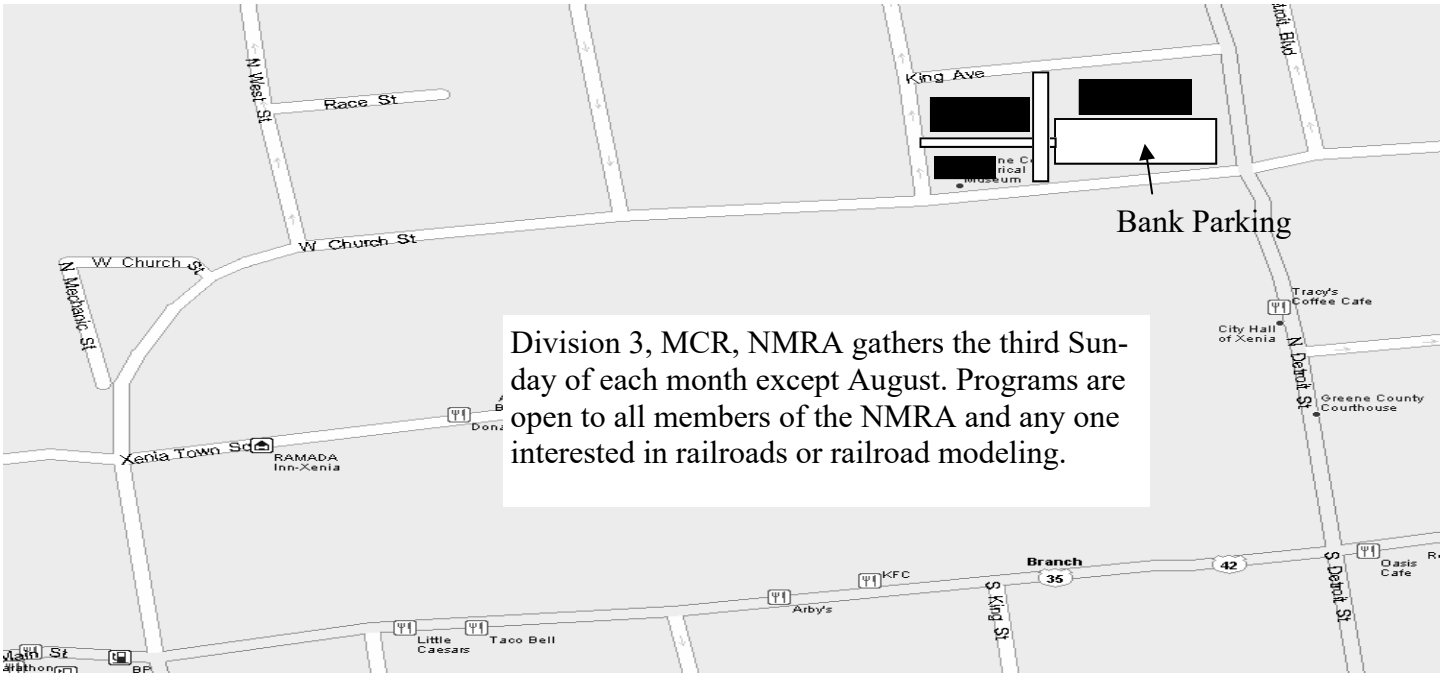


Division 3 Website: www.modelraildayton.com

(Continued from page 1)
only. We will have less space, but not have to deal with the tents. This will save us a considerable amount of money and complaints from the vendors. We will be focusing on the quality of the show and not the size until the fairgrounds adds another permanent building. Gail needs some help with advertising for the show, so please talk to her if you can help.

Finally to close, the June BOG has been moved to June10. We are still looking for an AP chairperson. And the May contest will be diesels.

Mark Stiver, Superintendent, Div. 3, MCR, NMRA, Inc

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 …

May - Diesel Locomotives

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
November - Weathering
December - Structures

April - Passenger Cars

Level One	
First Place	Jim Foster
Second Place	Jim Foster
Level Two	
First Place	Dave Holl
	Jim Foster
Level 3	
First Place	
PHOTO	
First Place	Paul Jenkins
Second Place	Paul Jenkins
Third Place	

"Shortlines You Can Model"
by Dana Yarnall

Shortlines attract modelers for a variety of reasons:
1. Percent-wise you can model more of the entire run
2. Narrow gaugers can find a lot to model with Shortlines
3. Rolling stock inventory could be smaller but could have a lot of foreign roads on the property
4. Locomotives are generally older with one of a kind items
5. Industries are generally smaller

Come to the May 19 Division 3 meeting at 2:00pm at the Greene County Historical Society to learn more about modeling Shortlines.

10th RAIL ROAD DINNER & BOB LORENZ ARTWORK SHOW

Thursday, May 23, 2019
LE&W DEPOT
128 W. North Street, Fostoria, Ohio

Dinner Program Speaker
GARY R. LONGO
Railroad Safety Inspector
Office of Hazardous Materials, USDT, FRA

BOB LORENZ ARTWORK SHOW
Well known railroad photographer & artist
3:00 - 5:00 p.m.

Doors open 3:00 p.m., Dinner 5:30 p.m.
Program 6:30 p.m.

Dinner - $15.00 / person

For reservations, please mail your check to:
Fostoria Rail Preservation Society (FRPS)
P.O. Box 421, Fostoria, OH 44830
OR
Contact Ellen @ 419-435-1781 (please leave a message)
Reservations preferred by May 15.
Event Sponsored By: Fostoria Rail Preservation Society

An Easy-Peasy (or maybe not so much) HO Rail Bus – Part 1

By Phil Gliebe

Introduction

Several years ago, I had built a Rail Bus as a kit-bashing project. I used and MDC-Roundhouse Overton passenger car combine as the body, and fit it around an MDC-Roundhouse HO Climax mechanism and chassis. Even though it looked good (IMHO), it was very noisy, due to the gear system and power trucks. Further, the motor was not isolated from the chassis, which would make installing a decoder more difficult. I rationalized that the noise it created when running sounded like an Internal Combustion engine - hey, free sound!

But one day I came to my senses (a rare occurrence for me!), and decided I had to find an alternative mechanism. I have a couple of Bachmann GE 70-Ton switcher locomotives, and looking at them one day, I noticed that the wheel base was almost identical to that of the Rail Bus MDC-Roundhouse Climax mechanism. I removed the shell from the 70-Tonner and found that the mechanism could fit inside an MDC-Roundhouse Overton passenger car with very little modifications. I then decided I would try to build an HO Rail Bus using the aforementioned passenger car kit and the mechanism from the 70-Ton switcher. If this worked, an additional benefit would be that the Bachmann locomotive has DCC, so no need to convert it to DCC. This article describes how I did it. Photo 1 shows a picture of the GE 70 Ton locomotive I used. Photo 2 shows the MDC-Roundhouse Overton car body I chose for this project.

Photo 1

Photo 2

Fitting the Car Body to the Mechanism

The first step is to get yourself a Bachmann GE 70-Ton switching locomotive, preferably the new version which has DCC. Remove the body by first removing the fuel tank from the underside – it has one screw, and the tank is press fit onto the chassis. Once the fuel tank is removed, there are two screws which hold the body onto the chassis that are exposed. Remove them, and the body shell can now be slipped off of the chassis. Photo 3 shows the chassis.

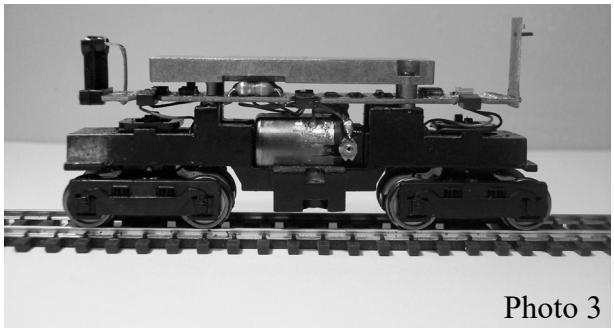


Photo 3

Note that there is an LED light on both ends of the chassis. The light on the rear end, which fits into the cab, has to be removed because it is too high to fit in the soon-to-be new body shell. You probably can do this by just clipping it off with a sprue cutter or other style of shears, but I decided to unsolder it and remove it intact. I was able to do so, but it requires a little dexterity, to pull on the light circuit board while holding the soldering iron on two solder points at once, and holding on to the chassis at the same time. I almost dropped the whole mess on the floor in the process, but managed to get the light board loose without damaging anything or burning a hole in my pants or myself. Lesson learned: put the chassis in a vice first!

(Continued on page 5)

(Continued from page 4)

A few measurements of chassis were made, and I determined that if I cut a hole in the bottom of the passenger car body casting that was 1.8 cm wide by 9.8 cm long, centered on the floor, it should be able to slip over the chassis with a little bit of jiggling. OK, for you folks that don't have or use a metric ruler, the dimensions are approximately 11/16 inches wide by 3-7/8 in inches long. I then drew this "box" on the bottom of the car body, and then cut along the lines with an Exacto knife, scribing and scoring, oh, about 1000 times, until the hole center came loose. There's probably an easier and less time-consuming way to do this, so if you know if one, let me know! Photo 4 shows the car body with the hole cut out on the bottom.

Photo 4

Photo 5

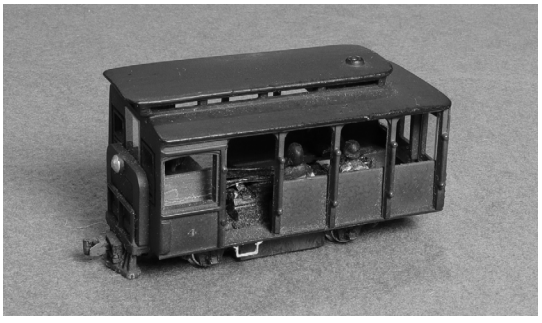
Now the body will slip over the mechanism, with some wriggling and jiggling, but be careful and patient, and it will settle down onto the part of the chassis that the original 70-Ton body sat, and where there are two screw holes. Two pads of two 1/8" thick styrene rectangle layers were made, gluing them together, and then gluing the pads on the inside against the side walls above the screw holes in the chassis. Once the pad has dried and is now firmly in place, the chassis holes can be used as a drill guide to drill and tap 2-56 holes up through the chassis into the car body. Photo 5 shows the car body sitting on the Bachmann 70-Ton diesel chassis.

We'll finish up the Railbus in Part 2, where we add details that make the passenger car body look more like a Railbus.

Level 1 1 First Place - Jim Foster

Level 1 Second Place - Jim Foster

Level 2 First Place - Dave Holl



Level 2 First Place - Jim Foster

CARILLON PARK RAIL FESTIVAL
·A DAYTON HISTORY EXPERIENCE·

2019 Rail Festival
at Carillon Park

Dayton History and Carillon Park Rail and Steam Society are proud to present the 14th Annual Rail Festival.

Presented by the James F. Dicke Family

Additional support for educational programming is provided by The Mary H. Kittredge Fund of The Dayton Foundation

June 22 & 23

Saturday 9:30 AM - 5 PM ▪ Sunday 11 AM - 4 PM

ADMISSION: $10/Adult *(18-59)* **▪ $9/Senior** *(60+)* **▪ $7/Child** *(3-17)* **▪ Under 3 are FREE**

Join us for

Live steam engines ▪ Model train displays ▪ Historical exhibits ▪ Railroad vendors
Free miniature train rides ▪ Fun for all ages ▪ Food and more

Membership makes sense!

Become a Dayton History Member and you'll get *FREE* access to the Rail Fest, along with a whole year's worth of all that Carillon Historical Park has to offer!

1000 Carillon Blvd. ▪ Dayton OH 45409 ▪ 937-293-2841 ▪ daytonhistory.org ▪ railfestival.com