

Call Board

Volume 59 Issue 9

May 2020

Cancellations

1. **The Division 3 May General Meeting to be held on May 17th, 2020. It has been modified, check the division web site and/or Facebook pages for more details.**
2. The 2020 Carillon Park Rail Festival, June 27 and 28, has been cancelled
3. The 2020 National Convention, and The National Train Show scheduled for July 2020, in St Louis, has been cancelled.
4. The 2020 Steel City Express, MCR Regional Convention scheduled for May 2020, in Pittsburgh, has been cancelled.

Election Results

The ballots have been tallied and certified. The results are:

Superintendent — Mark Stiver Assistant Superintendent — Gail Yarnall Chief Clerk — Dana Yarnall

Superintendent's Report for May, 2020

I hope this issue of the Callboard finds you all safe and well. Covid 19 continues to cause mass disruption in all our daily lives and has caused many postponements or cancellations. As I'm sure you must know by now, the Regional Convention in Pittsburg has been cancelled and moved to 2023. The National Convention in St. Louis has also been cancelled. Our own May general meeting is also cancelled, as groups of more than 10 are banned and the Historical Society building is closed.

All this does not mean Div. 3 has stopped all activities. The past two BOG meetings have been conducted online and while more time consuming, they have gone reasonably well. The elections have taken place and the results are being included. Thanks to Eric Zimmerman for being the election teller, as well as all the members who took the time to vote. Also, thanks to Gail for doing the Callboard the past two months while I was recovering.

Check out our new Facebook group and please submit photos and/or descriptions of what you have been working on during the stay at home order. I believe you can now view the clinics that were presented on the NMRA X convention online. I have done a lot of cleaning and organizing in my basement (not really photo worthy) and have worked on some scenery and structures. I'll try to post some photos of before and during soon. I have also found there is an amazing amount of prototype and modeling material on YouTube. Be careful, you can spend a lot of time there.

Finally, we all wish Rick and J, and anyone else who is recovering from a health issue a speedy and full recovery. Remember, we will eventually get through this and get back to a more normal schedule of Div. 3 activities.

Mark Stiver, Supt., Div. 3

Company Store: The covered hoppers are going fast. Only 8 left with no complete sets. If you haven't gotten one, hurry before you lose the opportunity. *Paul Jenkins*

Division 3 Website: www.modelraildayton.com

A Virtual National Convention in 2020

Since our national convention had to be cancelled this year due to the C*^%#@ Virus, some of the NMRA Facebook admins came up with an alternate idea: **NMRA-X Virtual Convention April 2020** was born. You could attend clinics or go on a tour in your underwear or pajamas. You could drink coffee or beer while attending. You could talk to yourself, pet the dog, unwrap candies, rock your child or answer the phone in the middle of the clinic. But best of all, you could attend clinics and tours from around the world, despite the cancellation of the national convention.

This was NMRA's first attempt to do a virtual convention and the organizers did a great job. It lasted 24+ straight hours, was free of charge, and open to anyone, not just NMRA members. It's a great value for our members and a great opportunity for prospective members to see the quality NMRA offers. So, what were the stats? They were staggering!

15 clinics and 10 tours in 5 live streams

2674 reactions (likes, smileys, etc.)

3428 comments

149 shares with other pages, groups, people

5682 clicks to play the videos

2855 other clicks (as in click on a link, etc.)

300,000 minutes of video watched by users during the event, and the hours are still growing as people watch the recordings of the clinics/tours to catch up on things they missed or to re-watch them.

1140 UNIQUE visitors to NMRA-X convention who interacted with one of the live feed videos.

We did have some technical problems which are just growing pains. We were dealing with many people with different computers, different internet services and different computer skills. We had overwhelmingly positive feedback on the event/clinics/tours with some negative feedback about the tech problems.

How does this affect the NMRA? There was no cost to the NMRA for the virtual convention. We hope it will entice new memberships. It has already enticed many new members to the NMRA Facebook page. Being able to do a Facebook event will allow people who are travelling to participate. It will allow us to bring in speakers from other countries and tour layouts we cannot normally reach. This is a step into the future for NMRA. There are already plans to have ongoing virtual clinics and tours. The next virtual convention will be on May 16. Watch our Facebook page, **NMRA Miami Valley Division 3**, and our new group, **NMRA Miami Valley Division 3 At Home**, for notice of upcoming virtual events.

If you want to see recordings of the virtual convention clinics and tours, these are the links:

<https://m.facebook.com/groups/46322574676?view=permalink&id=10157397645434677>

<https://www.facebook.com/groups/nmragroup/permalink/10157396398094677/>

<https://www.facebook.com/groups/nmragroup/permalink/10157395550039677/>

<https://www.facebook.com/groups/nmragroup/permalink/10157394387419677/>

A huge thanks to Gordy Robinson for his ideas, creation, support, and tireless work to make NMRA-X a reality and to all the rest of the people who helped in many ways, thank you. If you would like to know more, feel free to contact us at NMRA.Div.3@gmail.com.

Gail Yarnall

Did you hear? We have a new Facebook Group!

While on stay-at-home, one of our members (Gordon Carlson) came up with a great idea! Why not have some kind of posting place for us to talk about what we are doing at home—the kind of thing we might talk about at a meeting. And voila! The inception of **NMRA Miami Valley Division 3 At Home**. This is a group tied to our Miami Valley Division Facebook page. At the writing of this, it has been up less than a week and has 21 members, multiple posts and lots of fun.

What is it? Our question is **“What are you doing at home?”** and people post answers. We also allow interesting information, questions and comments. We do have rules and they are posted. *(next page)*

How do you get there? There are two ways: for the full function version, go to Facebook, then go to **NMRA Miami Valley Division 3**. Click on "Groups" in the menu list on the left of the page. Click on the second item: **NMRA Miami Valley Division 3 At Home** and you are there. If you prefer to check it out from outside of Facebook, you can follow this link: https://www.facebook.com/groups/227929591605925/?epa=SEARCH_BOX This link will get you to the group but may or may not allow you to interact (comments, likes, posts, etc.). If you go, be sure to look up the cat who owns a layout. It's hysterical.

We are not limiting this page to Div 3 or even to NMRA. Tell your model RR friends. We are enforcing rules such as no politics, no nastiness, no bullying, etc. The rules are listed on the group page and may be changed or adapted at the discretion of the admins. All admin decisions are final. Dana and I are the admins and when it comes to the rules, we mean business. People have been known to disappear. . . ☹️ Otherwise we just want everyone to have fun. Even if you are not a Facebook fan, you can have fun with a page like this. If you need help in becoming a part of Facebook, you can contact us and we will do what we can to help you. If you have questions, the best way to get them answered quickly is to email us at NMRA.Div.3@gmail.com. So, **WHAT ARE YOU DOING AT HOME?**

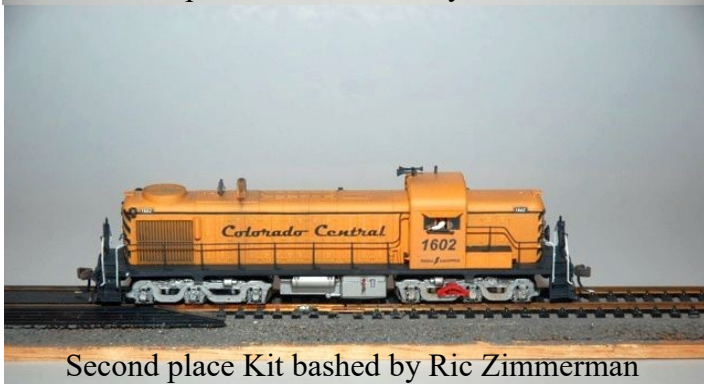
Blast from the past. May 2011 contest photos.



First place Scratch built by Bob Fink



First place Kit bashed by Brent Johnson



Second place Kit bashed by Ric Zimmerman



Third place kit bashed by Terry McTaggart



First place photo by Nick Adams

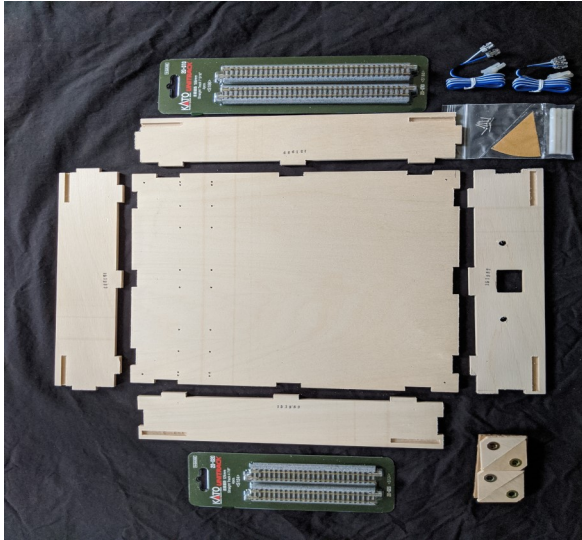


Second place photo by Nick Adams

Assembling the Masterpiece Modules T-Trak module kit

Article and pictures by Peter Guise

With the new emphasis on T-trak, a clinic on building T-trak modules was planned for training day this year. Since it has been postponed and the editor was desperate for articles for the Callboard, I was asked to write about building the module with the restriction that I had to keep notes and they had to be printable. So here goes. The basic kit comes as 5 pieces of pre-cut plywood for the top and sides, four corner pieces with threaded inserts for the adjustable legs and screws to attach the track. The top is predrilled for mounting the Kato Unitrak and the corners have pilot holes that can be drilled out should the user want to use an Allen wrench to adjust the legs from the top (more on that later).



(Photo 1 of items used for the build)

Not included with the kit but needed for the build are:

- Two pieces Kato n scale 7 5/16" (186mm) straight Kato Unitrak number 20-010
- Two pieces Kato n scale 4 7/8" (124 mm) straight Kato Unitrak number 20-020.
- Two Kato HO/N terminal unijoiner assemblies' number 24818.

To assemble, the following will be needed out of your modeling supplies:

Some form of glue that will work with wood. I used Aleene's Tacky white glue because we were intending to use it in the clinic, but regular Elmer's or yellow carpenters glue would also work. I would stay away from Gorilla or other water activated polyurethane glues because they foam when setting up and will cause problems with the joints.

(The kit manufacturer recommends Tite Bond III)

A medium grit emery board or sanding stick.

A piece of wood and a mallet are also suggested by the manufacturer.

The instructions along with a diagram of the kit on the front page are as follows:

Paint mating surfaces with glue.

Press Pieces together as shown.

Use mallet to tighten fit.

On the back they also instruct the user not to do a dry fit because the wood will split when you try to get them apart to add the glue. At this point I had to make a choice as the parts just simply would not fit as is. They were:

- Channel my inner Gallagher and use a very large mallet and assemble on the concrete floor of the garage with a photo of the wreckage at the end. (Which I will admit had a certain appeal in the interest of getting a different angle and getting the article done quickly.)
- I could make the pieces fit.

After reading through the rest of the instructions and looking at the kit, I decided I was better off figuring out what to do on my own so I put the 5lb sledge hammer away , pulled the car back in and got to work.

Hint – if you are trying to figure out which side should be visible on the outside, the top and all the sides have numbers stamped on one side. On my kit, the numbered sides are all on the inside of the resulting box. Should the numbers be missing for some reason, the frame pieces all have a second way to tell which is the inside and the outside as they all have grooves for the leg brackets milled into them. The sides with the grooves should all face in.

The first thing I did was to mark and drill all the holes that needed to be enlarged or were missing. I will mention at this time to drill from the front (the side without the stamped numbers on it and use a piece of wood or some masking tape on the back where you are going to drill because the plywood used in the kit seems to be prone to tearing out and splintering. (I used painters' tape and still had some rough edges – I think it was just the wood as it wanted to splinter easily).

Next, I took a piece of each length of track and assembled to match the full width of the module so I could mark the locations of the joints to thread the wires. The kit recommends staggering the track joints with the longer track piece to the left in front and to the right in back as you face the front of the kit. I also checked the top to make sure that the holes that had been predrilled for the track matched the plastic mounts on the back of the track pieces. Good thing I did because I needed to drill a 3/32" hole for one of the mounting points for the short section of track on both the inner and outer tracks. **(Photo 2)** In order to get the terminal joiners and wire through the plywood top, I used a 3/8" drill with the hole centered under where the track joints will be. It is a little tight, but I did not have a larger bit that would fit the drill and not tear up the plywood horribly. To enlarge the predrilled holes in the corners to allow adjustment of the legs from the top, I used the manufacturers suggestion of 1/4". I drilled all the holes before doing any other construction as it was easier to do it before the frame got assembled.

Once I had the top drilled, I worked on getting the tabs to fit on the various pieces. What I found worked the best was to sand the edges of the tabs and leave their mating slots alone. In order to keep from taking too much off, I did a test fit after a couple swipes with the sanding stick on each tab and tried to make sure where there were multiple tabs such as on the top edges that all were equally snug. Once I got to where I had a fit that didn't require a lot of effort to press together or pull apart on all tabs but didn't fall apart, I quit sanding and moved on to the next joint until I had all of them adjusted.

At this point you are ready to mount the track and terminal joiners. The first thing to do is to take the terminal joiners and stick the pieces that will connect to the track through the holes drilled for them in the previous step. The joiners will go through one at a time, but you must make sure the wire for the first track joiner is off to the side of the hole in order to get the second one through. **(Photo3)** Once the track joiners are through the holes, the track can be connected to them and mounted. At this time, I suggest bending the wires gently to about a 90-degree angle to the joiner so that the wires will be somewhat centered over the holes and less likely to get pinched when the track is screwed down.

To get the joiners off the ends of the track pieces, there is a flat blue piece of plastic with the Kato logo molded in it on one side that is supplied the packages with the terminal joiners. That is a tool to remove the joiners on the end of the track and the instructions and diagrams on how to use it are in the package in both Japanese and English. Once the regular joiners are off the ends of the track sections that will make the staggered joints, it is time to hook up the terminal joiners and make up the full length of the tracks. The T-Trak wiring standard is blue wires on the outside and white on the inside so from the front of the module it should be blue wire closest to you and then the white on remaining rail of the first track. On the second (inner) track the white should be hooked up to the rail closest to you and the blue on remaining rail. Be very careful to pay attention to the blue, white, white, blue order as the terminal connectors are very difficult to get loose once they are attached to the track because the wires interfere with the removal tool.

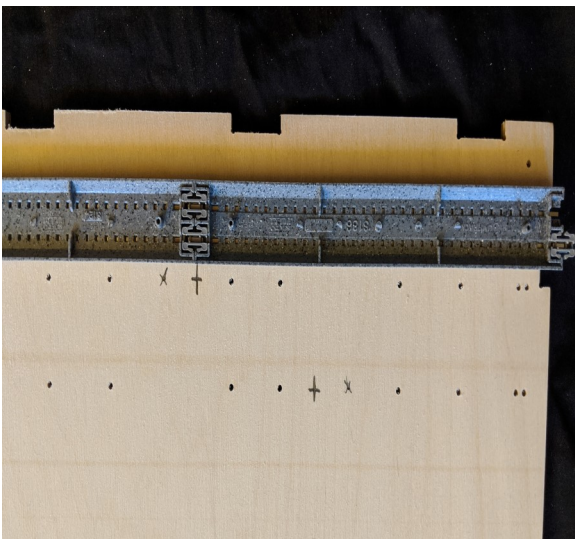


Photo 2 Markup of joints and holes to drill

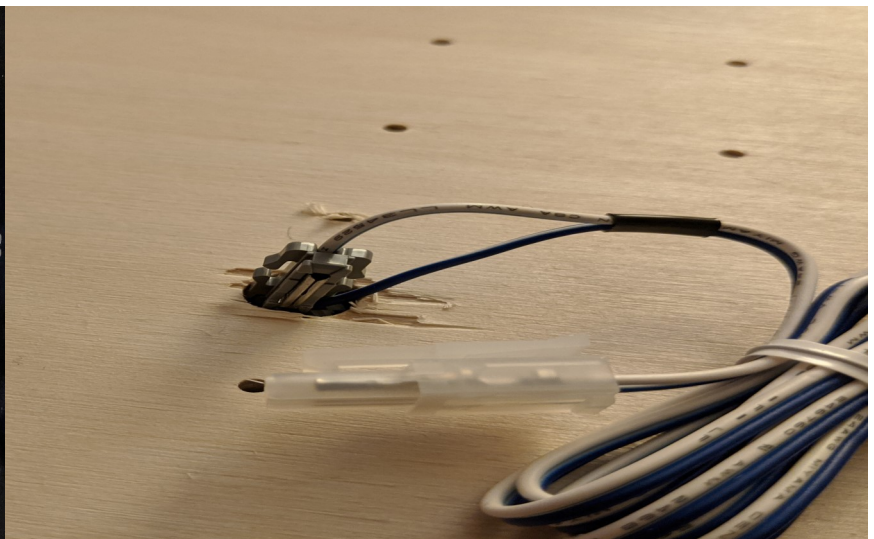
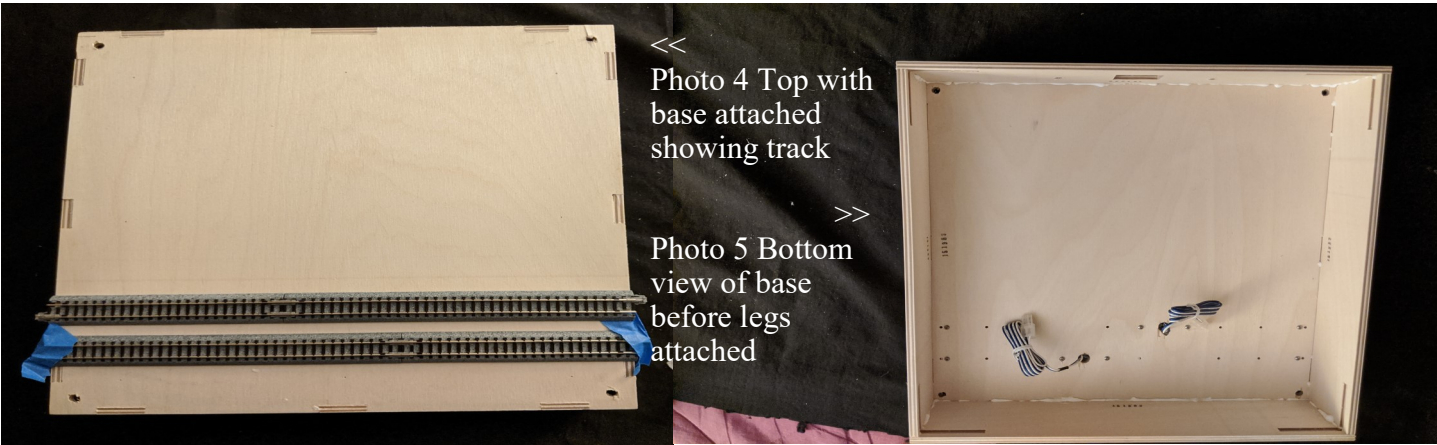


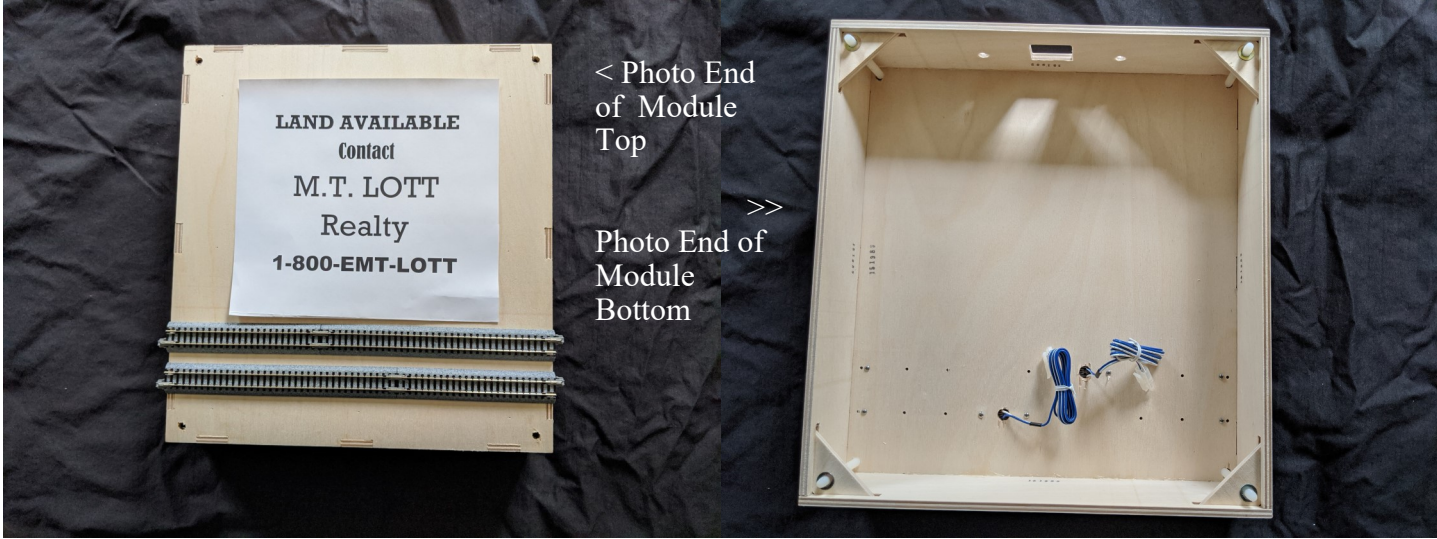
Photo 3 Insertion of second rail joiner

Once the rails for both the short and long sections are connected to the terminal joiners, the tracks are ready to be screwed down. There are two holes drilled on the ends of the top. I found that the mounting point for the track matched the inner of these holes on both ends. The remaining screws go in the holes close to the track joints and wiring to attach the other ends of both sections of track.

Once the track is attached to the top it is time to attach the base pieces to the top. Remember that there is an inside and an outside to all the base pieces. The inside of each base piece has a slot milled at each end for the leg brackets. The two sides that match go on first. What I did was run a bead of glue along the top edge of the side pieces between the sides of the protruding tabs and put some glue in the matching slots on the top and then attach each side. Once the sides were on, I did the same to the front and back pieces and attached them. I also glued the joints where the side pieces attach to the front and back. It is best to keep moving so you have all the pieces assembled before the glue has set. Also remember that the front is plain, and the back has the two holes drilled in it for the option of a sky board and a square cut out to allow access to the wiring for the track. Check the joints to make sure they are all tight and square. Wipe off any excess glue. **Photos 4 and 5**



Once the four sides have had a chance for the glue to take hold and set it is time to attach the leg brackets. To do so run a bead of glue in the slots in each corner. Then insert the brackets into the slots with the flat surface of the wood and threaded metal inserts for the leveling screws facing the bottom of the base (toward you) when you are looking at them. Once the brackets have had a chance to set and dry, the legs can be screwed in with the hex heads facing the holes drilled in the top. At this point the module construction is done and ready for scenery. A helpful hint from the past is to put a piece of tape underneath the 4 corner holes when working on scenery to keep glue and scenery bits from getting on the leveling screws or in the threaded inserts they go into if you decide to leave the screws out until your scenery is complete. Photos End Module Top and End Module bottom



A Tale of Two Red Box Cars

Article and photos by Phil Gliebe

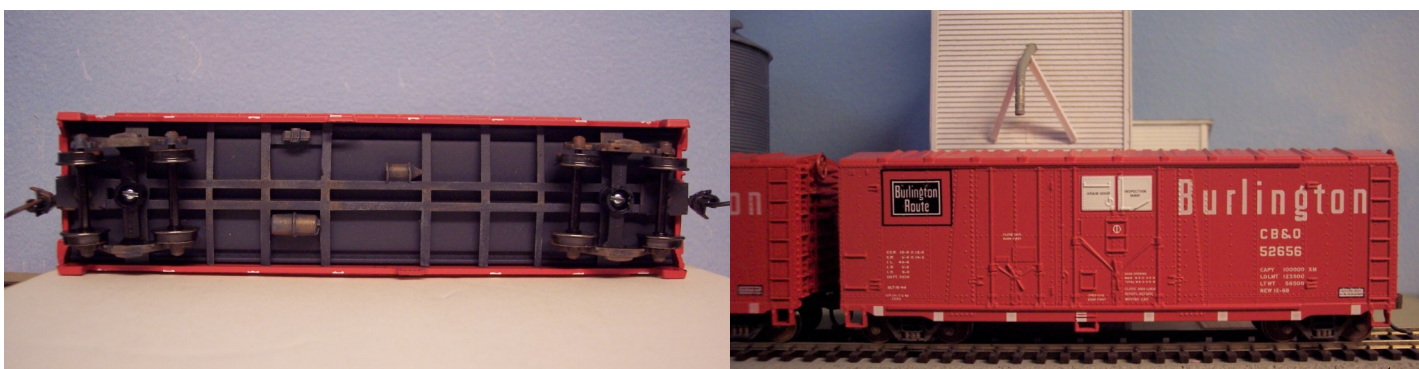
Once upon a time, there were two little red box cars, and they were great friends. They travelled on the speedy Burlington freight trains that crossed the prairies, picking up loads of grain at various grain elevators along the way, and delivering their cargo to the big storage silos in the big city of Chicago. One day, while being shunted about to unload their grain in the big city of Chicago, a mistake was made, and the two little red box cars were separated. During the following day, the little red box cars were shunted onto different trains for the travel back to the prairies to pick up grain. The two little red box cars were heart-broken that they were separated and feared never seeing each other again. Days and weeks passed, and they never saw each other. Alas, as the grain harvesting season came to an end, one little red box car was shunted to a yard in the big city of Milwaukee, and the other little red box car was shunted to a storage track in the big city of Chicago. All winter long, they longed to see each other again, and were distraught and felt nothing but fear and loneliness.

And now, the rest of the story!

After the February 2020 meeting during which we held the annual auction, Ric Zimmerman came up to me and gave me an Athearn “little red box car” to put in the raffle at some meeting in the future, as he hadn’t been able to sell it in the auction that day. So, I put it in the raffle tub, and took it home. A few days later I retrieved it from the raffle tub, with the idea of checking it out and putting it in a suitable container so that it would make a more attractive raffle prize. As I picked it up and held it by the shell, the frame/floor fell out. Hmm, I thought, not a very attractive raffle prize yet! I took the pieces to my work table, and looked it over. The problem was that, for whatever reason, the little ridges and tabs on the inside of the shell that hold the frame/floor in its place were worn or distorted and would no longer do their job. So, I decided I needed to rectify that before putting it in the raffle as a prize.

I fixed the problem by gluing bits and pieces of strip styrene to the inside of the “little red box car” shell, at strategic locations so the floor/frame now snapped into place snugly, and the problem was solved. Then I noticed that the wheels were Delrin plastic, not metal. Also, a check of the couplers showed they needed adjusting for height to conform NMRA specs with my coupler gauge. So, I removed the frame/floor once again, and decided to remedy those faults. I removed both trucks and couplers, and decided to change out the wheels with metal wheel sets - I figured that if I were to win this in a raffle, I would want the wheels to be metal sets, so why shouldn’t I extend the same courtesy to whoever does win it? Then I got to thinking that it sure would be nice to paint and weather the trucks and wheels, so I did. While looking at the couplers, I thought that maybe I should just replace the couplers with new ones and paint and weather them while I was at it.

(Article continued on next page)



Upcoming Meetings and Events



May meeting is changed to a ZOOM virtual format. See Division’s web site and/or facebook pages for more information.

May 17 2020	General meeting. Contest is diesel locomotive.
Jun 21 2020	General meeting. Contest is steam locomotive.
Jul 19 2020	General meeting. Contest is non-revenue cars.
Aug 2020	No Meeting

Before I put everything back together, I recalled that Athearn box cars were made with the brake components on the wrong side of centerline, i.e., a mirror image of the correct locations. So, I decided to remedy that as well. I then cut off the brake cylinder, triple valve, and air tank, made new mounting pads from scraps of styrene, and glued them in place at the correct locations, so that, when looking at the bottom the car with the brake wheel end at the top, the brake cylinder and triple valve are on the left side of the centerline, and the brake air tank is on the right side of the centerline. Photo 1 shows the rearranged underside frame. Oh, and while I was at it, I painted and weathered the underside of the frame.

I then reassembled the car. Then I noticed that the brake wheel was black, unpainted, so I decided to paint it the same color as the body shell, which is Chinese Red, a typical Chicago, Burlington & Quincy (CB&Q) color used in the sixties. This car is a model of a 40-foot CB&Q grain box car which was modified with special grain doors and roof walks removed. Of course, I had no Chinese red paint, so I set about mixing up some with my stash of flat red and flat white enamel paints. When satisfied that the color was close enough for government work, I repainted the brake wheel. The car was now done!

Then I got to thinking I think I may have that same box car in my stash of “kits-to-be-built” somewhere. So, I went to my stash of Athearn kits, and lo and behold, I found it! And better yet, it has a different road number than the one I just fixed up! To make a long story not so long, I decided to build this kit, and gave it the same upgrades as I did to Ric’s car. Now I had two “little red box cars” of the same design, and they would make a good pair to run together in a train. I took some photos of these two gems. Photos 2 and 3 show side views of the two cars, and photo 4 shows them together.

I decided to tell Ric what I had done, and he said he’d really like to have them for his layout, they would look nice on one of his through freights on his Colorado and Southern Railroad. I got to thinking that these cars are too early for my layout, and I have about 10 times too many grain hoppers than what I can use, so no sense in having any grain box cars at all. I then mailed him the two cars (had to mail them since we’re in a “stay at home” and “Social distancing” mode these days). He called me after receiving them and said they would soon be riding his C&S through freight.

And the two little red box cars are now together, riding the rails, and happy once again



AP Program

Thank you all for your patience during this difficult time. The AP program is currently on hold while I recover from a flu and pneumonia. I look forward to getting back into the swing of things. Thank you also for the get well wishes from everyone. They mean a great deal to me. I appreciate all my Division 3 friends. Hold onto your AP documentation for now and when things are better we will work on AP again.

Rick Lach

Board of Governors	<h1>Points of Contact</h1>		
Superintendent Mark Stiver 409 Telford Ave Dayton, Ohio 45419-3226 (937) 298-0266 mstiver@woh.rr.com	Program Chairman Mike Mereness 7781 Trailwind Dr Cincinnati, OH 45242 (513) 794-1188 Mmer2000@aol.com	Company Store Paul Jenkins (937) 829-0897 csj195810@yahoo.com	Cincinnati Chapter NRHS nrhschapter@gmail.com Miami Valley Railfans Steve Fuchs (937) 253-9517
Assistant Superintendent Gail Yarnall NMRA.Div.3@gmail.com 937-301-0746	Division Webmaster Dana Yarnall webmaster@ modelraildayton.com.	Achievement Program Rick Lach caboose46@sbcglobal.net	Contests Tom Sorauf tsorauf@yahoo.com
Chief Clerk Dana Yarnall (937) 301-0746 dyarnall462@gmail.com	R. D. C. of the Gr. Co. Historical Society Dick Strous (937)372-5078 rstrous@AOL.com	DaytoN-Track Bill Carey (937) 376-2803	Dayton Railway Histor- ical Society George Vergamini (937) 436-5807 verg3317@yahoo.com
Past Superintendent Rick Lach 420 Twelve Oaks Trail Beavercreek, OH 45434 (937) 426-2015 caboose46@sbcglobal.net	Bradford Ohio Railroad Museum Marilyn Kosier mkosier@rrohio.com www.bradfordrrmuseum .org	Miami Valley Garden Railway Society Elaine Guscal (937) 667-5162	Crossroads Railroad Club Dale Bartley (937) 307-7479 www.crossroadsrr.com
Membership Chairman Gordon Carlson 5761 Owl Ct Dayton, OH 45424 (937) 609-1120 gorhenca@gmail.com	Miami Valley S-Gaugers Jon Goins jgoins@fuse.net	Miami Valley Modular Railroad Ken Allen (937) 426-4165	Division 3 Librarian Stan Sartell librarian@ modelraildayton.com
Call Board Editor J. Hedge 11966 Lower Valley Pike Medway, Ohio 45341 (937) 878-2391 hedgejn@hotmail.com			
Ric Zimmerman 370 Mapletrace Trail Dayton, OH 45458 (937) 438-8582 ezrails@att.net			

Board of Governors

The Board of Governors usually meets the first Monday of the month to conduct the business of the Division. Any member may attend and participate in the meeting. Please contact a board member to verify place and time.

BOG Schedule			
Date	Host	Date	Host
<h1>Held electronically</h1>			

Call Board

Division 3, MCR, NMRA Inc.
11966 Lower Valley Pike
Medway, Ohio 45341-9717

Address Service Requested



The *Call Board* is the official publication of Division 3, Mid Central Region, National Model Railroad Association. It is published monthly except in August. All comments and opinions are welcome. Those views expressed in the *Call Board* do not necessarily reflect the policies or opinions of the NMRA, the Mid Central Region or Division 3.

Call Board Editor
J. Hedge
11966 Lower Valley Pike
Medway, Ohio 45341
(937) 878-2391
hedgejn@hotmail.com



May 2020

Next Crew Call	
When:	June 21, 2pm ? <u>Dependent on COVID-19 Status</u>
Where:	Greene County Historical Society 74 W Church St Xenia, OH
Program:	
Contest:	Steam Locomotives
Visitors and Guests Always Welcome	