

Call Board

Volume 59 Issue 12

August 2020

Superintendent's Report for August, 2020

The July general meeting was a great presentation by Ed Swain on building a lift bridge based on a prototype in Louisville. Using several photos, Ed built a very convincing bridge using parts from a Walthers kit, lots of parts from Micro Engineering and Central Valley, other components, and a lot of ingenuity. It really looked the part. It didn't actually raise and lower, but Ed was more concerned about reliability and good electrical connections. I think he made an excellent choice in that regard. Thanks again, Ed.

We will have a meeting in August, a month we usually take a break. Since we missed a few meetings this past Spring, we decided to have an August meeting. Rick Stern will talk about the railroads in India (not Indiana), something that will probably be new for almost all of us. The meeting will again be conducted on Zoom, a format that has been working well for Div. 3. I apologize to anyone that was expecting a contest in July, but after much discussion at the BOG, we felt we needed some more clear guidelines for the contest. There should be the new rules or procedures elsewhere in this Callboard. Dana will also publish them on the Div. website. Basically you will need to send one picture to the website a week before the meeting and voting will be done online before the meeting. The August contest will be non-revenue cars.

Our November Train Show is still on the schedule. The Div. 7 mini-clinics scheduled for August 9 has been postponed. I hope you had a chance to enjoy some of the clinics during the NMRA Virtual National Convention. Go to [NMRA.org/tags/nmra-x](https://www.nmra.org/tags/nmra-x) if you want to see the clinics again or if you missed them the first time. Stay safe and I'll see you in August.

Mark Stiver
Supt., Div. 3

Zoom Meetings

Having a Zoom account has given us some real advantages for our club: we can meet, exchange ideas and enjoy clinics in this time of isolation. I know not everyone has a computer, but Zoom is accessible on other electronic devices such as a laptop, smart phone or an ipad/ tablet. Of course, if you know someone who does not have an electronic device and you are comfortable doing so, you could invite them to join you (preserving social distancing and using masks, of course) for the meeting. If you need help with Zoom, please contact me by email (include your phone number, if you need a call) at NMRA.Div.3@gmail.com. Please do not call. I am inundated with phone calls and am behind in answering them. I will answer by email or call you back. Let's all Zoom and prove we are smarter than a 5th grader! Note that if you are using Zoom, we need you to use at least your first name, especially if your device does not have a camera. We are defending against Hackers and you will not be admitted unless I know who you are, for your and the club's protection.

Gail Yarnall

Division 3 Website: www.modelraildayton.com

Just a note(a few):

Dave Hickinbotham is recovering from a fall. If you are a friend of his, you may check with me for further information at NMRA.Div.3@gmail.com. Please do not ask for info on items ordered or on the shop. The shop is currently closed due to CoVid, and such questions will be addressed later. Personal friends only.

The Dayton Train Show is on the calendar for Nov 7 & 8. We need help with planning and volunteers for the show. Please contact me at NMRA.Div.3@gmail.com. The Dayton Train Show status is we have a high call volume and I am asking people to email. It takes time to go through all the phone calls and a phone call takes much more time to answer and return than a short note, plus I can type the short note at midnight. I'm guessing most of you would not like to receive a call at midnight, which is often the only time I have to reach out.

Don't forget to check out our Facebook pages and our Facebook group. On the Facebook group, the Mad Cat has been very quiet lately, so I expect an attack any time, there is a great working lift bridge posted and a challenge to figure out what I can make out of a unique shaped bottle lid (to get us going for the Make It Cheap contest in September). Have you done something new? Do you have an idea or a question? On Facebook go to NMRA Miami Valley Division 3 At Home.

Darke County Fair

The Darke County Fair is scheduled to occur on Aug 21-29 at the Darke County Fairgrounds. Since the fair is not permitted to have their food court, they have designated the whole lower level of the Colosseum for model train layouts. There is no charge to participate. You can set up ahead of time and then use the time before the fair to work on your layout. Everything there will be kept under lock and key unless the fair is open. No sales tables allowed. Location: 800 S Sweitzer St, Greenville, OH. For more information or to sign on, contact Larry Zeller at 937-773-7186.

Virtual contest

In lieu of in-person meetings and contests, the Board of Governors (BOG) has decided to hold virtual contests. To avoid reinventing the wheel, the current procedures will remain in effect to the extent possible. If there is a conflict between the rules outlined in this document and the rules for the standard contest, this document will take precedent for these contests. Contest is open to all NMRA members.

Contest:

The Contest Chairman shall adjudicate the contests and record the participation and outcome of each contest. If issues arise causing dissention, the Superintendent shall determine the outcome. The subject of each contest will be as listed on the contest page of the division website(Modelraildayton.com)and in the Call Board. The deadline for entry to the contest will be 12 noon (EDT) the Sunday before the general meeting. All entries will be emailed to the Webmaster. Webmaster@modelraildayton.com The date/time stamp of the webmaster's email will determine if the entry was received in time. The deadline for voting will be 12 midnight (EDT) the Friday before the general meeting. All votes will be emailed to the Webmaster. Webmaster@modelraildayton.com The date/time stamp of the webmaster's email will determine if the vote was received in time. EXAMPLE: For the August contest, entries would need to be received by noon on August 9, 2020. Votes for the August contest would need to be received by midnight on August 14, 2020. Categories and definitions:

Kit-Model is constructed following the instructions provided with no modifications or added details except

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the following: Couplers may be added or changed to meet the modeler’s specifications (Example – Kadee couplers replacing hook-horns) Trucks may be added or changed to meet the modeler’s specifications. (Example – replacing talgo style trucks) Weathering the model is permitted, but only judged for the month of the weathering contest.

Kit-bashed—model is made from a kit or ready-to-run, with added details and/or repainted and decaled.

Scratch-built—model has been built using plans, published, or designed by entrant; and is built using stock scratch-building materials, i.e., sheet stock, strip wood, dowels, etc. Commercial windows and doors may be used, as well as commercial couplers and trucks. **EXAMPLE:** Scratch-building materials are non-detail parts and would normally be listed in the scratch-building materials section of the Walther’s catalog. Other non-modeling items, such as hardware may also be used for scratch-building. For further information consult NMRA guidelines.

Photography—In these contests, the photography category is limited to prototype subjects. In this category, the judging will be on the entire photograph. Entries in this category must be taken by the entrant. Requirements for entries. Photos may be any size. The higher the quality(megapixels)the better the results will be.

Webmaster may resize the photo, but no other editing will be done. Photos should be in JPG(JPEG) or PNG format. Other formats may be submitted, but compatibility is not guaranteed. One photo per entry. In the photography category, a maximum of 3 entries per entrant is allowed. One entry per email. The photo must be accompanied by: Name of entrant. Email of entrant. Scale of model, except photography category. A short description of the entry to include modifications to the model if appropriate. Use of the “Contest Form” on the contest page is recommended but not required. If using that form, please leave ID line blank. In the model categories, the photo need not be taken by entrant. If not taken by entrant, credit for the photo should be given to the photographer. Credit for the model will go to the builder. Photos for the photography category must be taken by the entrant. By entering the contest, you are giving Division 3 permission to use the photo. Suggestions: Photos should be as clean and simple as possible. The membership is judging the model not the setting. A plain but contrasting background would be the way to go. Think of the setting at a regular meeting. Lighting will be key to a good photo, as well as the angle of the photo to the model.

How To Do It: Select your model according to the contest for that month. Take several photos of the model, selecting the best to enter. Attach the photo to an email, also attach a copy of the entry form from the website or enter text in the email body as outlined above. Send email to webmaster@modelraildayton.com.

Voting: Voting will commence with the posting of the entries on the division website. Votes must be received by the webmaster no later than 12 midnight the Friday before that month’s general meeting. To Vote, click on the “vote here” button on the contest table. When the email form appears cast your votes using the subject line of the email. Enter the entry number of the item you are voting for. You may vote for one entry per category. You may put all your votes in one email. Make sure to send your email before the deadline.

AP Program

If we have any division members out there who are bored to tears because of being in quarantine as a result of the pandemic, I have an alternative solution. Why not see if you can earn the achievement program (AP) certificate for Volunteer or for Chief Dispatcher? Also if you have a layout that you built and did the wiring, the scenery, laid the track and built structures and rolling stock, you may qualify for the Golden Spike Award. Through careful coordination via either email or the regular mail, we should be able to finish these certificates

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for any of our members. Also if you have written articles on the hobby of model railroading for either the call board, our website, or any regional or national publication, you may have enough points to learn the AP certificate for Author. If any of these look like a challenge or you would be interested, please give me a call at 937-426-2015. I will be willing to help calculate the points needed for Volunteer, to review the requirements for Author, to help categorize and list your hours of operation for Chief Dispatcher and for documentation of the Golden Spike Award. Other divisions are doing this, and the results are getting published in the NMRA Magazine. Let's get some credit for Division 3 achievement and fight coronavirus boredom at the same time. Please give me a call.

Rick

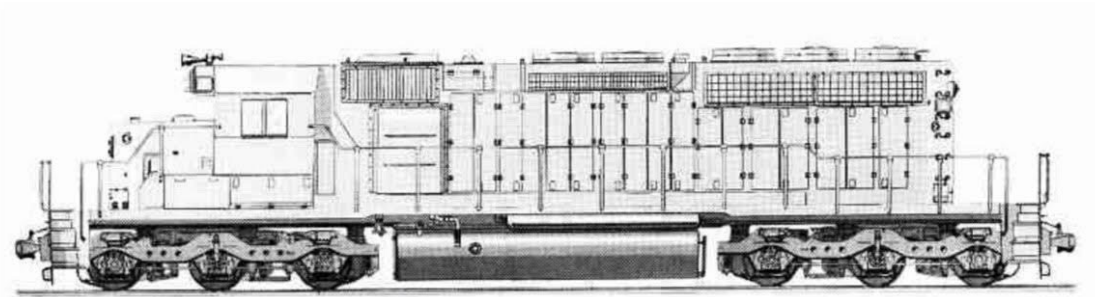
Locomotive Operation Part One:

Starting and Running a SD40-2 Locomotive

How many of us, whether it be trackside or during an operating session have wondered: "How do you start a locomotive." Or, "How do you drive one?" These articles will answer those two questions.

For part one of this series I'm going to start with EMD's SD40-2, being one of the most popular diesel locomotives ever. With almost 4,000 built, it's almost impossible to not to see one while railfanning. Although their numbers are decreasing every day, as retirements and rebuilds take place... There are still a fairly large amount of them working freight and even passenger trains for Class ones, regionals, and shortlines. I'm sure

you'll find this article useful for carrying out your ultimate locomotive hijack. (Kidding, please don't do that, save this knowledge for the layout.)



1. Apply the Handbrake, you'll find the handbrake wheel or lever at the short hood end of the locomotive.
2. Enter the cab and open the fuse box.
3. Check that the main breaker and all fuses are switched to the on position and close the fuse box door.
4. Above the fuse box, set the Start/Run Switch to the "Start" position.
5. Turn on the Platform Lights, Engine Room Lights, and the Cab Light if you need them.
6. Ensure the Reverser is in neutral and the Throttle at "IDLE".
7. Proceed to the long hood end of the locomotive and open the latches and then the Engine Room Doors.
8. Move and hold the Prime/Start Switch to the left (Prime) for 5 seconds.
9. Then release the Prime/Start Switch and then move it to the right (Start) momentarily to trigger the engine start.
10. Wait for the engine to complete its starting cycle, which usually includes loud noises and the occasional smoking.

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11. Close the Engine Room Doors.

12. Return to the cab and set the Start/Run Switch to the "Run" position.

13. This part is the hardest: Sit in the engineer's seat.

14. At the top right of the main control stand (your left), you will see three switches labelled Engine Run, Field Generator and Control & Fuel Pump, set all three switches to the on position (or upward).

15. Turn on the Ditch Lights, Gauge Lights and set Headlights to dim.

16. Check the brake stand and ensure the Cut-Off Valve is set to "Freight" or "Passenger".

17. Check the MU-2A Valve and ensure it is set to "Lead or Dead".

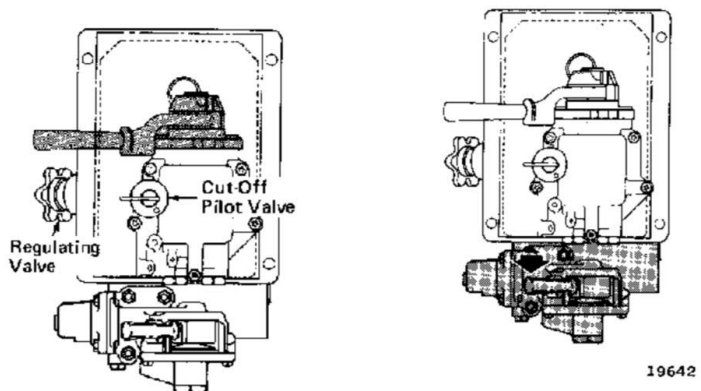
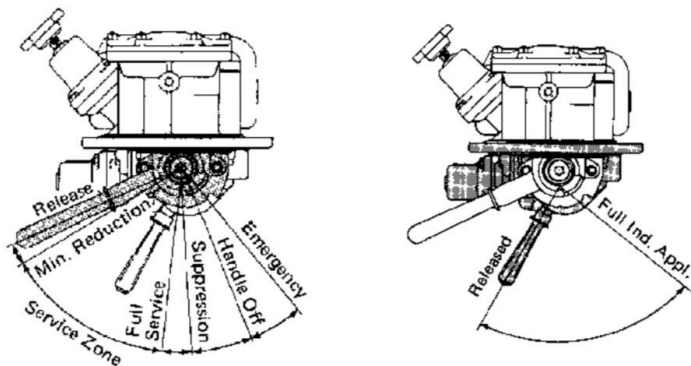
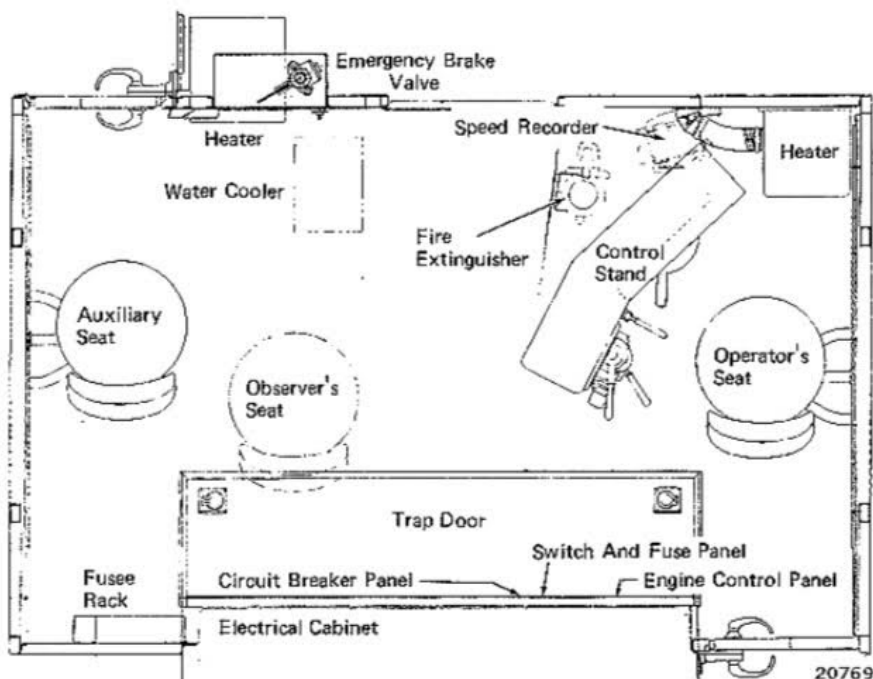
Pressurizing the Air Reservoirs

A cold and dark locomotive starts with no air in the brake pipe, so this must now be pressurized. (This is very important as it has something to do with whether you go anywhere.)

1. Leaving the Reverser in neutral, move the Throttle to Notch "1". You will hear the engine rev up and on the left-hand gauge of the two brake gauges, you should see the red needle (denoting the Main Reservoir pressure) rising, and on the right-hand gauge, the red needle (denoting the Brake Cylinder pressure) also rising as the air is immediately fed into the locomotive's brake system. Wait for the Main Reservoir to reach 140psi.

2. Check that the Independent Brake is set to its maximum setting (full on).

3. Release the Automatic Brake, you should now see the white needle in the left-hand gauge (denoting the Equalizing Reservoir pressure) rise, and the white needle in the right-hand gauge (denoting the Brake Pipe pressure) rise behind it. Once both of these needles reach



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90psi, the air brake system is ready for service.

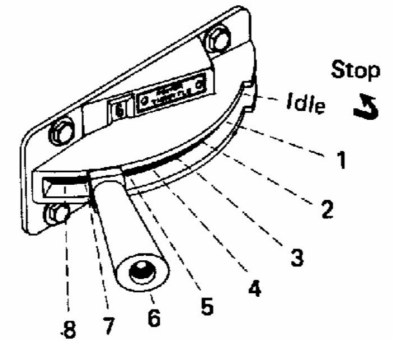
4. Move the Throttle back to “IDLE”.
5. Step out to the front of the locomotive and release the Handbrake. The locomotive is now ready for operation.

Operating

1. Check that the brakes are applied and Dynamic Brake lever is in the “OFF”.
2. Position the Reverser to the desired direction.
3. Release the brakes and increase the Throttle lever.

Tip: Be careful that you do not apply too much throttle too quickly, as this may slip the wheels or cause the conductor to spill his coffee. A good rule thumb is to wait three seconds before adjusting the Throttle or Brakes.

4. Once the desired speed is reached, place the throttle back to “IDLE”. A combination of the Brakes and Throttle can be used to manage speed.
5. To stop, apply the Automatic Brake if hauling a train, or Independent Brake if running light.
6. To start, repeat steps one and two.

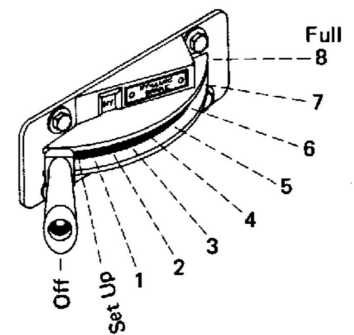


Dynamic Brakes

1. Place the Throttle in “IDLE”.
2. Wait at least ten seconds (If you don’t wait, you will damage the traction motors, which isn’t good) before moving the Dynamic Brake lever from “OFF” to “SETUP”.
3. Increase the Dynamic Brake forward until the desired braking force is reached.

Note: Like the Throttle, the Dynamic Brake Lever has eight “notches”, but doesn’t notch.

4. When you’re finished the Dynamic Brakes, return the lever to “OFF”, wait at least ten seconds before applying throttle again.



Shut Down

There are several ways to shut down the locomotive, below are the most simple and the most common ways:

1. Press stop button on engine control panel. When the locomotive is standing still or under power, the isolation switch should be placed in STOP position. The stop button can then be pressed in to stop the engine.
2. Press emergency fuel cutoff button.
3. Make sure the reverser is in neutral, move the throttle to the “IDLE” position, pull the lever out and away from the controller, and move it beyond “IDLE” to the “STOP” position.

That concludes the basic Starting and Operation of a SD40-2, I hope you enjoyed reading it as much as I enjoyed writing it. For part two I’ll cover the ES44, GE’s and America’s most popular locomotive.

Blake Clark

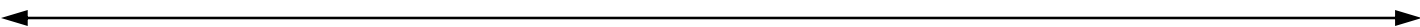
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<p>Ric Zimmerman 370 Mapletrace Trail Dayton, OH 45458 (937) 438-8582 ezrails@att.net</p>	<p>Board of Governors The Board of Governors usually meets the first Monday of the month to conduct the business of the Division. Meetings will be conducted online until further notice. Any member may attend and participate in the meeting. Please contact a board member to verify date and time.</p>		

Call Board

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August 2020

Next Crew Call	
When:	August 16, 2pm
Where:	Zoom
Program:	Railroads in India by Rick Stern
Contest:	Non-revenue cars
Visitors and Guests Always Welcome	