

Call Board

Volume 48 Issue 7

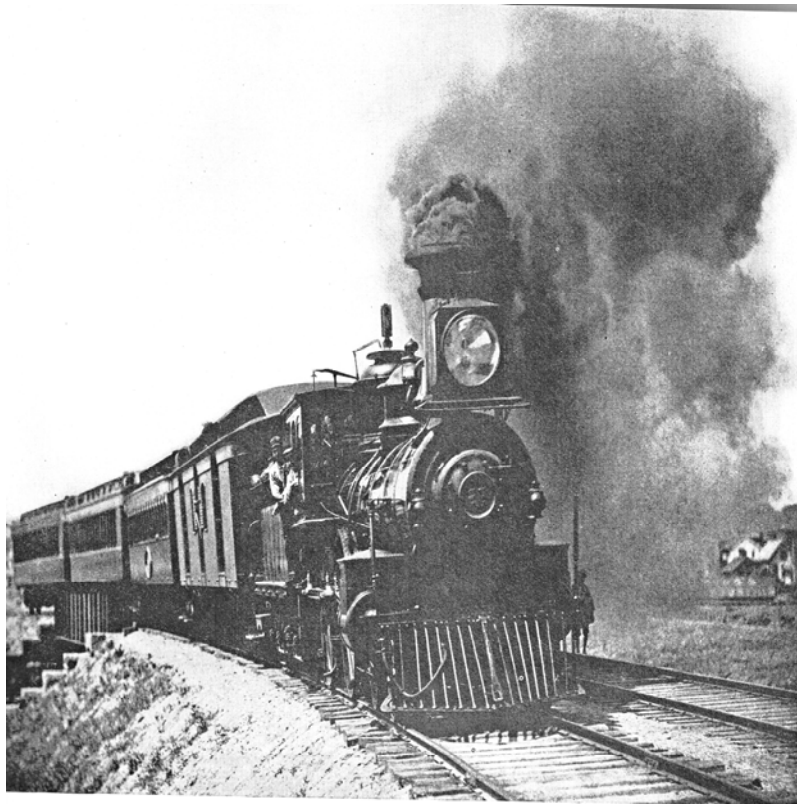
March 2009

This Month's Program ...

Some Southern Ohio Railroad History

Mike Mason has done extensive research on the Waynesville, Port Williams and Jeffersonville Railroad. Never heard of it? How about the "Grasshopper Line"?

That's the local name for this interesting short line from the 1880's. If you're into narrow gauge or standard gauge it was both at one time or another! If you need a good prototype for a simple short line design or just like to see and hear how railroading was done in the old days this will be the meeting for you.



Sunday March 15th, 2009 2PM Chapel 3

The Silent Auction will be up and running again this month. The special raffle is a Walther's turntable kit. The contest sequence starts again for the new year with the Freight Car category this month. Everyone has some great freight cars so let's see if we can turn out more entries than we had at the great structures contest in December.

SUPER'S NOTES

Let's get rolling...

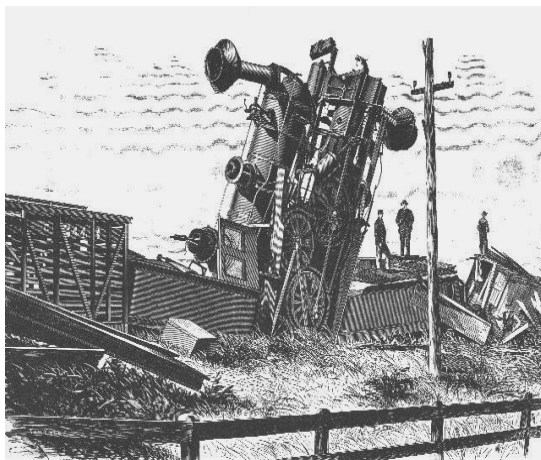
Whether to "Build or Buy"

This great hobby has seen some changes in the materials and the methods we use over the years. It's seen some interesting change in the people's attitudes about how they pursue the hobby, too. What was once a purely "technical" hobby with a certain mystical allure and reverence for the person who "built it all" from scratch, has pretty much faded. A goal was to see how far you could go building it your way. Some folks bought only the essentials that couldn't be made (and there were those who even challenged the world with the fact that there was NOTHING that they couldn't build). As new products came along more people were able to enter the hobby at pretty sophisticated levels. The introduction of plastics over metal met with some resistance from the Build-It crowd but opened the hobby greatly. The plastics meant more models off the shelf and new people were drawn to the hobby by this Ready To Run aspect.

Along the way there emerged a very sophisticated model railroader who bought what he needed and spent most of his time putting the purchased components into some elaborate layouts. The whole hobby benefited from products and materials being available at a reasonable price. With all the materials, parts and tools available the decision to build or buy has been a fun one. But, I fear, as prices rise alarmingly, especially in supplies we may be in for trouble. Time for model railroading is available but prices have run away in some cases. We're talking about trying to encourage more activity with youngsters such as the Boy Scouts. They have time, a little spare cash and a skill level ready to experiment/ and develop. That should fit them right into our hobby if the price level doesn't keep them on the outside. In the 30's model railroading was considered a "rich man's hobby". Gosh, I hope we don't see that image again. I would rather see the old timers buying it all and the youngsters building it all. What a fun group that would be to join.

"They met by chance... the Usual way!"

Railroads weren't viewed with reliability by the general population in the early days. Shaky finances and shoddy workmanship in their plant caused people to be cautious in dealing with them. Train wrecks and boiler explosions were typical hazards till the industry was forced to include safety measures and improve its maintenance of equipment and methods of operation.



What's your choice?

Division 3 is about to get back into the special projects area with some kind of car, structure or useful kit for sale. We want to make something available that the members find useful and that also has more than regional interest. So, the question I'll put out to you is, "what car, structure, etc. could you use and that you think would have a pretty fair following?". Know of any local railroad item that's still around and might make a good prototype for a model? How about commemorative cars? The last one we ran was the V&O 50' box car and it sold well locally and nationally. We are talking about doing one of the V&O's gondolas as they have not been run by anyone so far. Gregg Heeter can do the legwork but his best guesses would be helped out by your input.

Some fellowship & history

In the collection donated by Steve Trout we received one Hoster Brewery HO refrigerator car kit. Seems Hoster was a Columbus Ohio brewery and the folks over in Division 6 put out a commemorative car some years ago for their MCR convention. We put our car on eBay to help our treasury and it was bought by a Mr. HOSTER in California. Yep, his great granddad was the owner of the brewery! Now that's getting the memorabilia to the right place and netting a little cash in the deal.

The Special Raffle

Have you seen the Walther's turntable kit Phil Gliebe has put in the Special auction? It's a dandy model and worth a try.

Don't miss any of the upcoming programs!

See YOU at the next Meeting.

Bob Fink MMR

Sharpening Your SKILLS

AP Program News...

The whole concept of the Achievement Program is based on improving your skills and getting recognition for it. To make the program work we have to offer you a chance to show your work and you have to come forward and participate. We'll do our part each month by offering a popularity contest and even a "show and tell" table to get you started. As your skills advance you can join us in the Achievement Program (AP).

Have you looked at the Golden Spike Award? ...

Golden Spike Award

If you have built a layout you can probably qualify for this one. It's designed to get you started on all the rest of the certificates and is a good starting point in jumping into the AP program. Here are the details of achieving this award:

1. **DISPLAY** six units of rolling stock either scratch built, craftsman kits or superdetailed commercial kits.
2. **CONSTRUCT** a minimum of 8 square feet of layout including scenery. Construct five structures either scratchbuilt, craftsman kits or superdetailed commercial kits.
3. Three type of **TRACKAGE** are required (e.g. Turnout, crossover, crossing, etc.) All must be properly ballasted and installed on proper roadbed. All installed trackage must be properly wired so that two trains can be operated simultaneously (e.g. Double track, single track with siding, with block control or DCC).
4. Provide one additional **ELECTRICAL** feature such as power operated turnout, signals, turnout indicators, building lights, etc.

There you have it. If you want more information or help in getting this award just give us the word. Many of the Division 3 members have this award so it can't be that hard to come by.

The monthly contest setup ...

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".

Contest Schedule...

March Freight Cars

April Passenger Cars

March Diesel Locomotives

To all NMRA members:

Due to a printer's error, the ballot accompanying the March Scale Rails is invalid. HQ will be mailing a new ballot to all members at the printer's expense. Please do not use the magazine ballot. We are sorry for the inconvenience and confusion caused by this situation.

Please forward this information to every NMRA member you know.

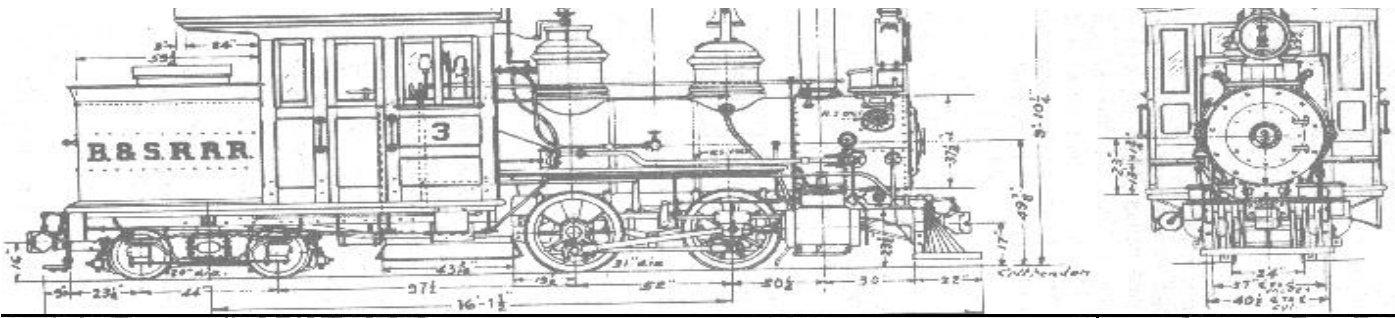
Thanks!

Jan Wescott, Chair

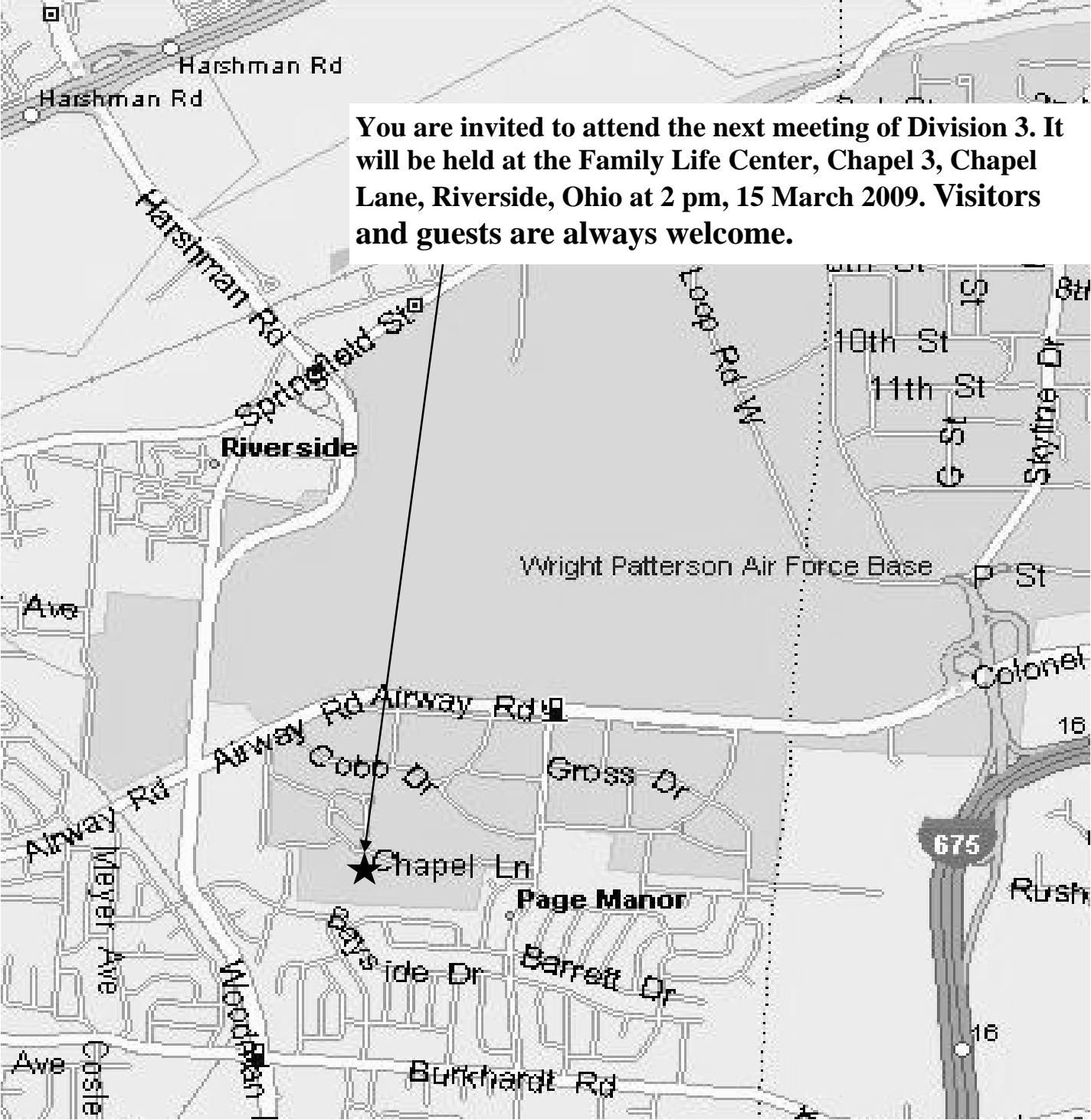
Gerry Leone, MMR, Deputy Chair

NMRA Member Services

Division 3 Website: www.modelraildayton.com



You are invited to attend the next meeting of Division 3. It will be held at the Family Life Center, Chapel 3, Chapel Lane, Riverside, Ohio at 2 pm, 15 March 2009. Visitors and guests are always welcome.



Another Travelogue

by J. Hedge

Since there are no current article writers in the Division, I find myself with a lot of white space to fill. So here comes another one of my exciting “What I did recently” essays.

On November 11, 2008 Brian Petroziello, David Decker and I set out for a day of train watching. The cool overcast weather wasn’t the best for photography but it wasn’t the worst. We started out headed north up I75. We got off at the Fort Shawnee exit just south of Lima. We headed north up Dixie Highway.

We looked for activity when we crossed the bridge over the yard by the refinery but did not see anything moving. We did catch a glimpse of some locomotives along the north edge of the yard but could not find any streets that gave good access to the area. We continued east and had to stop for a northbound CSX train. We then headed north hoping to get ahead of the train but did not catch it by time we crossed the bridge over the south end of the CSX yard.

We headed north out of town on SR 65 and did not see any trains all the way to Leipsic. At Leipsic Junction we caught a NS intermodal train headed east at a pretty good speed. We took some pictures of the old tower and other features of the plant and then started working our way north again.



There was a CSX MOW crew working on a rail near Oakdale and we figured that there probably would not be much traffic on the Toledo line for a while. We worked our way up to Deshler and stopped

at Crossroads Park. Shortly after we arrived an east-bound coke express rolled through.

We were surprised to then see a train come north up the Toledo line and head west. We were even more surprised when it turned out to be the same train that we first saw in Lima. We still cannot figure out how we got ahead of it.

We then headed east to Fostoria. We could see MOW equipment at several locations and were able to get photos at a couple of road crossings. We heard a local leaving Fostoria on the radio and stopped at a community park in Bloomdale to get some pictures.

We headed east again and stopped at another road crossing to look at a track alignment machine that was parked nearby. While there a westbound stack train passed. We continued on to Fostoria and stopped at the future home of the “Iron Triangle Rail Park”.

They have cleaned up most of the junk yard and now need to tear down the old packing plant. They have a long way to go.

There was a lot of traffic on both CSX and NS in all directions with multiple trains moving at the same time. We went to lunch and drove out the vehicle mixing facility but nothing was moving.



We spent some time at the old passenger station and saw several trains before moving back to the “Iron Triangle”. The day ended with a unique load heading to Lima on NS. It was DODX flatcars loaded with tank bodies. They tear them down, strip them of paint in Alabama and then send them to Lima for rebuilding.

(Continued on page 6)

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We left Fostoria and headed down SR 12 to Findlay where we saw the tank train again before getting on I75 and heading for home.

Thanksgiving found the family in Port Deposit, Maryland visiting my brother Jeff. We saw the B&O Christmas tree. Unfortunately the lighting ceremony was the next weekend. On Saturday Jeff and I headed north to Strasburg, Lancaster and Harrisburg.

We arrived at the Strasburg Railroad before it opened and took some pictures of the locomotive getting ready for the day. (you can never have too many pictures of a live steam engine). We then headed to Lancaster after checking out the Caboose Motel. We found an outlet mall with a Strasburg Railroad Store so we stopped to check it out. We headed up along the Susquehanna River to check out the NS river line.

We stopped at the Middletown AMTRAK station to see if anything was running. There were no trains scheduled for a while so we managed to find the Middletown and Hummelstown tourist railroad. We almost took the ride until we found out that it was a Santa train. We decided to wait until the weather was nicer.



We returned to the AMTRAK stop just in time to get some pictures of a Harrisburg-Philadelphia train. We then headed north through Harrisburg to find Enola yard. The yard is paralleled by a highway with very few views of the yard and no places to pull off that were not marked with no trespassing signs.

We crossed the river on I81 with a decent view of the Rockville bridge.

The end of December found David Decker and myself heading over to Columbus for some shopping and train watching. We went by an almost empty Buckeye yard and then stopped at the Depot Conference center.

We were given a tour of the facility including their dining car, private car and station. They are planning a railroad fair in conjunction with the Worthington museum sometime this summer. We ended the day by following the Camp Chase Industrial Railroad west to its end in Lily Chapel.

In January David Decker and I traveled to Springfield Massachusetts for the Amherst Railroad show. On the way there we wandered up through Ohio with stops in Alliance and McDonald. We saw one train in Alliance and found Larry's Truck Electric (LTEX) deadline in McDonald.

The show was interesting and very large. We spent Saturday looking at dealers and Sunday looking at the layouts. There were many manufacturers with displays but nothing worth note at most of them. We were able to participate in two clinics Sunday afternoon.

The first was backdrop painting using stencils. The technique for doing clouds was easy and I am going to give it a try. The second clinic was building a building using a Walthers 3-in-1 modular kit. The best part was getting to keep the building and all the extra parts.

On the way home we went through Altoona and saw one train. We went up to the west end of the tunnels at Gallitzin but never saw another train. We proceeded to Pittsburgh and checked out the Conway yard. It was almost as empty as Buckeye yard. We followed the Ohio River to Steubenville and then US 22 to Cambridge and I70 to home.

Dear Call Board,
 Please post the following:
 June 20, 2009 RR Festival at Bradford, Ohio
 750 Railroad Avenue 9-5 PM.
 We are still seeking local modelers to share their exhibits.
 All exhibits will be secured inside the school which has air conditioning.
 Please contact Jeremy Martin at 448-9109 or Marilyn Kosier at 740-654-0177 mkosier@rrohio.com
 Sincerely, Marilyn

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Call Board Editor J. Hedge 11966 Lower Valley Pike Medway, Ohio 45341 (937) 878-2391 hedgejn@hotmail.com		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.		
Membership Chairman Bruce Albright 2613 Richmar Beavercreek, OH 45434 (937) 426-3091 albrightbruce@sbcglobal.net		Hobby Shop Discount The Hobby Shop is offering a 10% discount on railroad materials to NMRA members. The Hobby Shop is located at the Corners At The Mall shopping center on the corner of Springboro Pike and State Route 725.		
		Troy Ohio		
		The Whistle Stop Train Shop is offering a discount to NMRA members. It is located at 29 S Norwich Street, Troy Ohio.		
		BOG Schedule		
		Date	Host	
		6 April	Bruce Albright	

Call Board

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March 2009

Next Meeting	
When:	2 PM 15 March 2009
Where:	Family Life Center, Chapel 3 Chapel Lane Riverside, Ohio
Program:	Waynesville, Port Williams and Jeffersonville Railroad History By Mike Mason
Contest:	Freight Cars
Visitors and Guests Always Welcome	