



Call Board

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Let's Take a Train Ride Together ...

Before we begin let me extend my thanks to the officers who have led the Division so well for the past four years.

When you see one of these volunteers please give them your thanks as they are a class act.

Also Kudos to Jim Foster for his fine article in the newest RMC on his splendid modeling and detailing.

Once again the talent of this Division is waiting to be shared.

Whether you're new to the Division or an "oldtimer" let me extend you a welcome. As the new Superintendent I want to tell you where we are and where we hope to go as we begin a train ride together. I'm going to be asking you along the way where we need to go to give YOU the most resources for your model railroad. My goal for the coming months is to increase our hobby pleasure. We'll be putting out a survey to see where you stand and what kinds of information you want.

I think the "glue" that holds a group like ours together is the inspiration and information we exchange at our monthly meetings.



Sure we can put you in touch with work groups and operating sessions, clubs and Internet sources, but the real stimulus for an NMRA member is a full 2 hours of the best presentations we can find each month. We have some tremendous talents in the Division and they have always been willing to share. That's what has made Division 3 famous. Loads of great information are also available from outside and we're ready to tap into it big time. The past presentations have been great and are just a preview of what we hope to show you in the next months.

The May meeting fits right into what I have in mind. A great presentation on Signaling in conjunction with Division 7. There used to be an inside joke in the hobby that everyone was going to

have signals on their layout but only 2% ever did! That day is past as the state of electronics now puts signals within anyone's grasp. Come out and see and hear how you can get started in prototype signaling then visit some of the premier layouts in the area. Wow, it's hard to beat a deal like that!

So I'm ready to take this "trip" with you. I will need your continual input as to what you need. I don't know exactly where the trip will take us but it's going to be a FUN ride!

Bob Fink MMR

May Program :

Signaling 1.01 By Michael Burgett

At first the subject of railroad signals may seem confusing, but in reality are based around some very basic engineering philosophies. We will take a brief look at some of the basic building blocks of a signal system. Topics such as proper location of wayside signals, the operational basics of a CTC machine, and wayside details will all be touched upon in this one hour and 15 minute clinic. Regardless of your prototype or era this information is sure to be useful in a future signaling project on one's model railroad. Whether it is Automatic Block signaling (ABS), Absolute Permissive Block signaling (APB), Centralized Traffic Control (CTC), or even interlocking signals located where two railroads cross at grade in un-signaled (dark) territory these principles can be applied equally to all.



Mike Burgett is a Signal Maintainer for the Canadian National Railway. His HO scale railroad models the Chesapeake and Ohio's (C&O) line as accurately as possible between Clifton Forge and Gladstone Virginia in August of 1965. The historical aspect as well as the operational aspect is his main focus in the construction of this layout. The CTC system is of primary focus to him and will feature all aspects of prototype signaling as employed by the C&O, route locking, time locking, call-on features and prototype C&O signal aspects to name a few.

May Layout Visits

Following the May meeting, Allen McClelland, Wes Reece and Steve Hood will have their layouts open for visiting. Maps will be provided at the meeting. Allen has provided this update on the V&O:

“Track work is over 95% completed and we are now running trains on the main line with some scenery. The layout fascia has been finished with a dark green carpeting. “

CONTESTS

Future Categories		April Logging			
May	Non-Revenue Non-Caboose	Model		Photo	
June	No Contest	1	Wil Davis	1	No Entries
July	Caboose	2	Steve Hood	2	
		3	Nick Folger LeRoy Clouser	3	

Michigan OPSIG Regional 2006 Weekend

By J. Hedge

The Michigan Prototype Operators – Oakland division invited OpSig members and friends in model railroad operations to participate in their Operations Weekend. Layouts in the Troy, Michigan area hosted organized operating sessions. Participants took crew assignments at each layout and operated trains “hands on” according to prototype plans and procedures.

For their Eighth year they had a three-day event, 1 Op session on Friday night, 2 sessions Saturday, 1 in the morning, 1 in the afternoon, & 1 session Sunday morning. They had 11 layouts available for operations.

The purpose of the Operations weekend is to give those with some operating experience a chance to operate on new layouts. And to let others interested in operations learn through the experience of a “live” operating session. They helped those who may not be familiar with operating methods & procedures. Each layout had experienced crewmembers on hand to assist, and the operation was paced accordingly.

Another goal of Operations Weekend was to bring OpSig area members together and to recruit additional members among area modelers who want to learn more about what they have heard of as ‘operations’.

This was the third time that I was able to attend the weekend. The first time was several years ago in Michigan and last year was with the Dalmatian Switching District in Fort Wayne, Indiana.

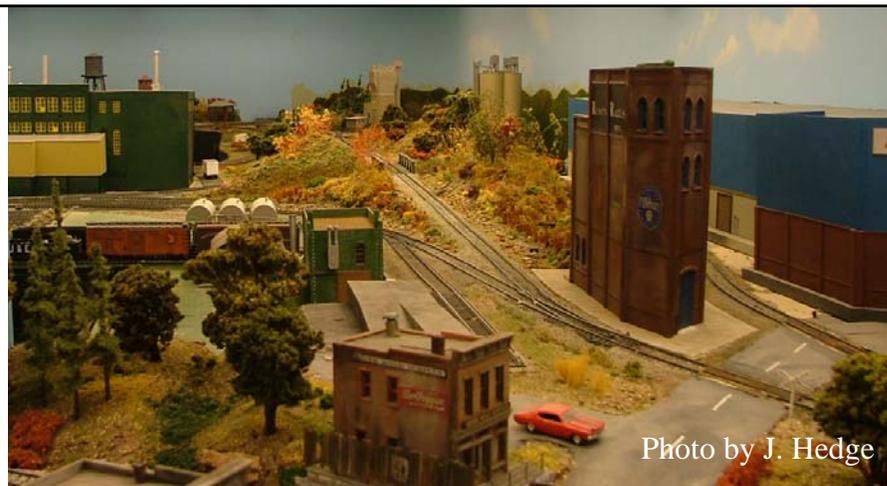


Photo by J. Hedge

Small Portion of John DePauw’s EJ&E

Friday night saw the weekend off to a great start at John DePauw’s EJ&E. This is a large multilevel layout set in northern Indiana and around Chicago. I was assigned as one of the 2 yardmasters at Gary Indiana. We were kept very busy making and breaking trains. The 3 hour session was almost non-stop. The only problem was the yardmasters inability to put some of the cars on the right tracks.

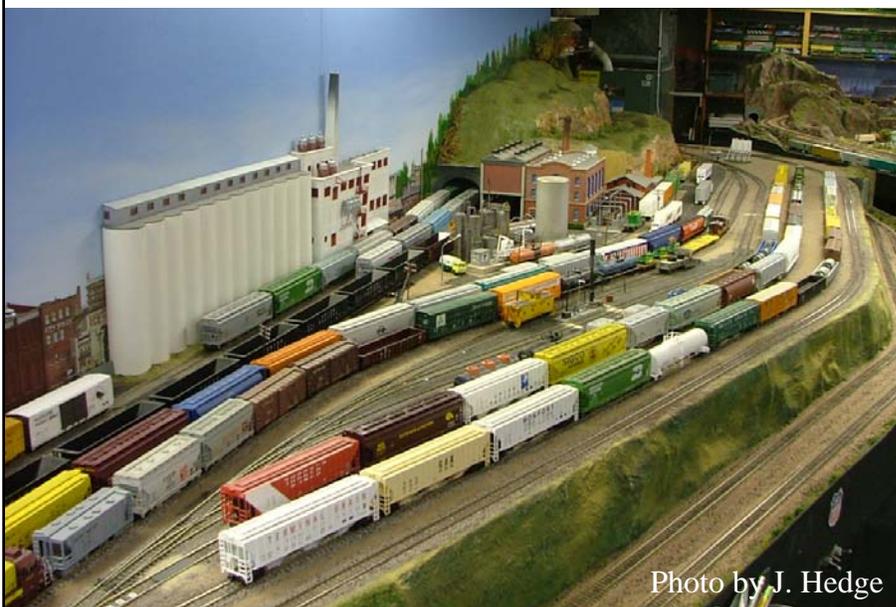


Photo by J. Hedge

Omaha yard on Bruce Ernatt’s Union Pacific

On Saturday morning we operated on Bruce Ernatt’s Union Pacific. This railroad is a mainline operators dream. We operated almost 30 trains in 3 hours. The dispatcher was kept hopping scheduling meets and working trains past the locals.

On Saturday afternoon we moved on to The Detroit Railroad Club O scale layout. This is a very large layout with very large equipment (compared to the N scale that I operate). The club is in an ex-theater and has been under construction for over 30 years. The “finished” part of the layout is less than half of the total area. This was the first time that they held operating sessions and did themselves proud. It took almost 20 minutes to move a train from one end of the layout to the other. Many of their locomotives are sound equipped and are very impressive. The basement part of the layout is very unique in that it is suspended from the ceiling at, what is for me, eye height (approximately 6 feet). The view of a train moving past at this height is very similar to standing at trackside for a prototype train.



View from Dispatcher’s Office
The Detroit Railroad Club

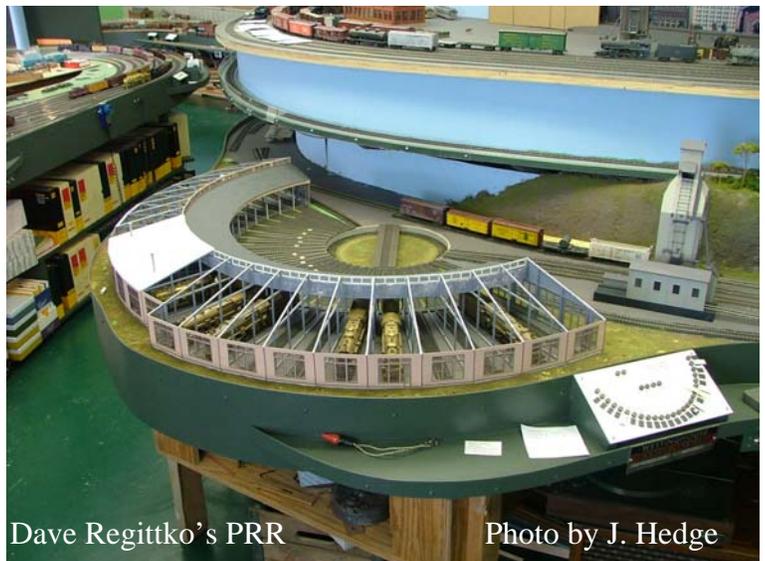
Photo by J. Hedge

On Saturday evening we took a tour of Mike Burgett’s C&O. The CTC machine in its own room with walls and floor in prototype colors was very impressive. The layout is just starting to take shape and is a very impressive work in progress.

Sunday morning we operated on Dave Regittko’s PRR. This HO scale railroad will cover the PRR from Pittsburgh to Harrisburg with the East Broad Top thrown in. The operation had a good mix of through and local trains and when completed looks like it will keep a large crew very busy. Unfortunately we had to leave early so my brother could catch a flight in Dayton, so I will never know how badly I messed up the switching in Mifflin.

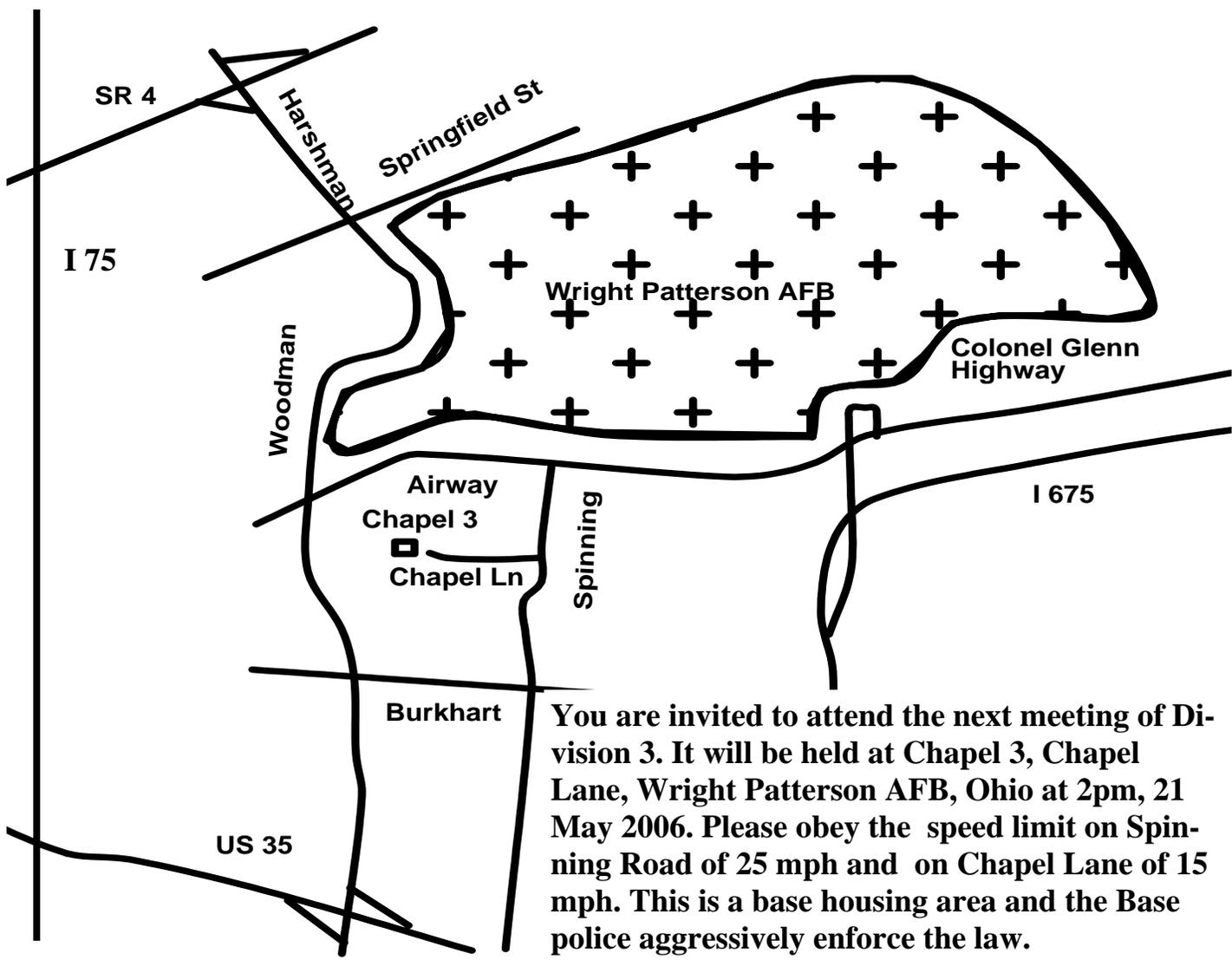
Plans are already underway for next years event to be held in Fort Wayne, Indiana. Information on

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Dave Regittko’s PRR

Photo by J. Hedge



You are invited to attend the next meeting of Division 3. It will be held at Chapel 3, Chapel Lane, Wright Patterson AFB, Ohio at 2pm, 21 May 2006. Please obey the speed limit on Spinning Road of 25 mph and on Chapel Lane of 15 mph. This is a base housing area and the Base police aggressively enforce the law.

Visitors and guests are always welcome.

Congratulations to the following Achievement Program participants

- * Russell Morrison and Richard Sine for Golden Spike Awards.
- * Ray Persing is recognized as a Model Railroad Author.
- * John Smith has submitted his application for the Chief Dispatcher certificate

There are plenty of layouts in the Miami Valley for you to operate on for your Chief Dispatcher certificate. If you haven't filled out an application, please get on board. You may contact me at Letrains@aol.com or 323-8444 or get your applications on line at NMRA.org.

LeRoy Clouser

(Continued from page 4)
 the Michigan Prototypical Operators can be found at www.michops.org. If you are interested in operations there are several local railroads that hold sessions. The Operations Special Interest Group is very active at National Conventions and at some Region and Division level events.

Congratulations and thanks to the Michigan Prototypical Operators and the layout owners for hosting a very enjoyable weekend. I know that I was able to "Op Till I Dropped."

21 May	Chapel 3 Chapel Lane Wright Patterson	Non-Revenue Non-Cabooses	Signals By Mike Burgett Joint Meeting with Division 7
18 June		No Contest	
24 June	Carillon Park	Miami Valley Rail Festival	
16 July		Cabooses	

HAVE YOU REGISTERED YOUR PIKE?

by Gerry Leone, MMR

The Pike Registry, part of the NMRA's Membership Services and Promotion Department, is one of the lesser known services of the NMRA, yet it's been around almost as long as the organization itself. By sending in an application to program manager Dick Schneider, along with a \$10 donation, NMRA members can register the name and reporting marks of their model railroad in the Official Register of Model Railroads (ORMRR) for two years. In return they receive an official registration certificate along with a CD of the current ORMRR. (Printed versions are also available to those without computers.)

The ORMRR is a tremendous resource for those who travel and would like to visit model railroads during their trip. The Register lists names, addresses and phone numbers of registrants, along with visitation preferences.

Studying the ORMRR is fun in and of itself. Currently it contains well over 500 pikes, some of which are as yet unbuilt. Among those appearing are prototypical names such as Union Pacific and Burlington Northern. But others have registered more whimsical names, such as the Kneedy & Lackamoney and the Downe & Owlte. It makes for great reading.

The Pike Registry was updated and streamlined last year and is now a self-supporting volunteer-run part of the NMRA Membership Services and Promotion Department. Besides the fun of receiving an official certificate and the ORMRR, it gives members a great way to make a small donation to the NMRA.

For details on how to get your pike registered, visit the NMRA website at <http://www.nmra.org/pikereg>.



Photo by J. Hedge

Detroit on The Detroit Railroad Club