
❖ Call Board ❖

Volume 41 Issue 11

July 2002

Super Saying

On Father's Day a couple dozen Division 3 members met briefly at the Wright Library to pick up maps for a day of layout tours. Thank you Gordon Carlson, Steve and Mike Hood, and Terry McTaggart for preparing for and holding your open houses. We enjoyed seeing the results of your labors and craftsmanship. Thank you Rich Davoust, for trying. We're sorry that the rain prevented you from showing us your work, but relieved that the water did no damage to your railroad.

Now that the convention is behind us there is more time available to work on the C&O in the basement. This is my first home layout of any size, but in a way, it's my third. My first experience working on a real model railroad was with the Great Lakes & Western, in Hawthorne, California. The GL&W is a 2000 square foot club layout, a freelance model of a prototype that was imagined to run from Lake Superior to the West Coast. It was the subject of a photo article in Model Railroader magazine in July, 1996. Since basements are rare in California, clubs are often the only way to gain experience in building any layout larger than

what will fit in a spare bedroom. Club membership anywhere can be a rewarding learning experience. Work sessions are particularly enlightening. Members use and pontificate about many different techniques and ideas, ranging from the clever to the bizarre.

Another way to gain experience is by building a tiny layout. Although magazines and clinics have been very helpful, you don't really get the feel of building a model railroad until you begin cutting wood and rail. While Phyllis and I were still living in California, I built a tiny HO switching layout, using the track plan of John Allen's Timesaver (where did he get that name?). When it wasn't in use, it stood on end behind a bedroom door. With such a layout, you can practice almost any aspect of model railroading: track laying, scenery, control, or operation, for examples. You can try out pet ideas, and if they don't work out to your satisfaction, you haven't lost much, and have gained valuable experience.

To some extent, you can use the same philosophy when building a larger layout. Since the C&O is my first "full size" personal layout, I'm building it in

what you might call segments, so that any serious mistakes will be limited in scope. Instead of building all the benchwork, then all the track, then all the scenery, I'm concentrating first on a 30 square foot section in one corner. It extends 8 feet along one wall, and 11 feet along the other. Completing this segment first will allow operation soon. It will represent the Neil Track, which in the 1950's was a branch track with many spurs serving customers in the Neil Avenue area of Columbus. On the layout, this region has ten industrial spurs, with spots for eighteen to twenty freight cars of various types. As of yesterday, the track is all down. The turnout points still need tie bars and controls, and the track must be wired. I can hardly wait to operate the first local freight!

See you Sunday, July 28th (a week later than usual). Dave Holl will show us how his new Penn Valley is coming along, and what he is learning about DCC.

The following was omitted from the Convention contest results last month: Arts & Crafts, Railroadiana Kit Built. First Place: Phyllis Smith for her Porcelain (C&O Railroad Hostess) Doll.

Contests

July Scene

You are allowed up to 3 entries per contest. You do not have to be a member of the NMRA to participate in the popular vote contest.

September	Locomotives	January	Favorite Train	May	Cabooses
October	Passenger Cars	February	No Contest	June	No Contest
November	On-Line Structures	March	Non-Revenue	July	Scene
December	Freight Cars	April	Off-Line Structures		

Date	Location	Contest	Program
28 July (Moved to 4th Sunday)	Wright Memorial Library Oakwood, Ohio	Scene	Penn Valley, Past, Present and Future with DCC by Dave Holl
18 August	No Meeting		
15 September		Locomotives	
20 October		Passenger cars	

Points of Contact		
Company Store Brian Petroziello (937) 837-7533 Bpetroz@aol.com	Contests Bill Spinks (937) 252-3612	R. D. C. of the Gr. Co. Historical Society Dick Strous (937)372-5078 Rstrous@AOL.com
HO Modular Layout Ken Allen (937) 426-4165	Miami Valley S-Gaugers Rick Smith (937) 445-3932	Carillon Park Rail & Steam Society Robert Schwenke (937) 890-1923
Achievement Program LeRoy Clouser (937) 323-8444	DaytoN-Track Bill Carey (937) 376-2803	Dalmatian Switching District J. Hedge (937) 878-2391 hedgejn@hotmail.com
Miami Valley Railfans Steve Fuchs (937) 253-8530 Steve Hood (937) 866-2828	Miami Valley Garden Railway Society Frank Klatt (937) 429-4377	Crossroads Railroad Club David Thomas 937-233-2001 dbthomas@mac.com

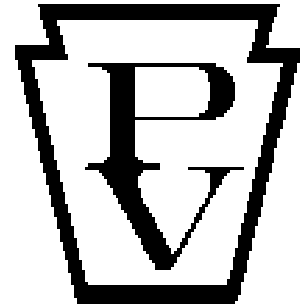
We are in the process of collecting information on workgroups and operating sessions. If you have a workgroup and would like to make it available to others, or have room for visitors during operating sessions, we would like to hear from you. Contact J. Hedge.

The Division would like to develop a repository of kit directions and plans. These would be made available to anyone who acquires a kit without directions. Dick Kehl is the contact point for donations. This would be a good time to organize your archives and help others.

July Program

Penn Valley, Past present And Future with DCC

by Dave Holl



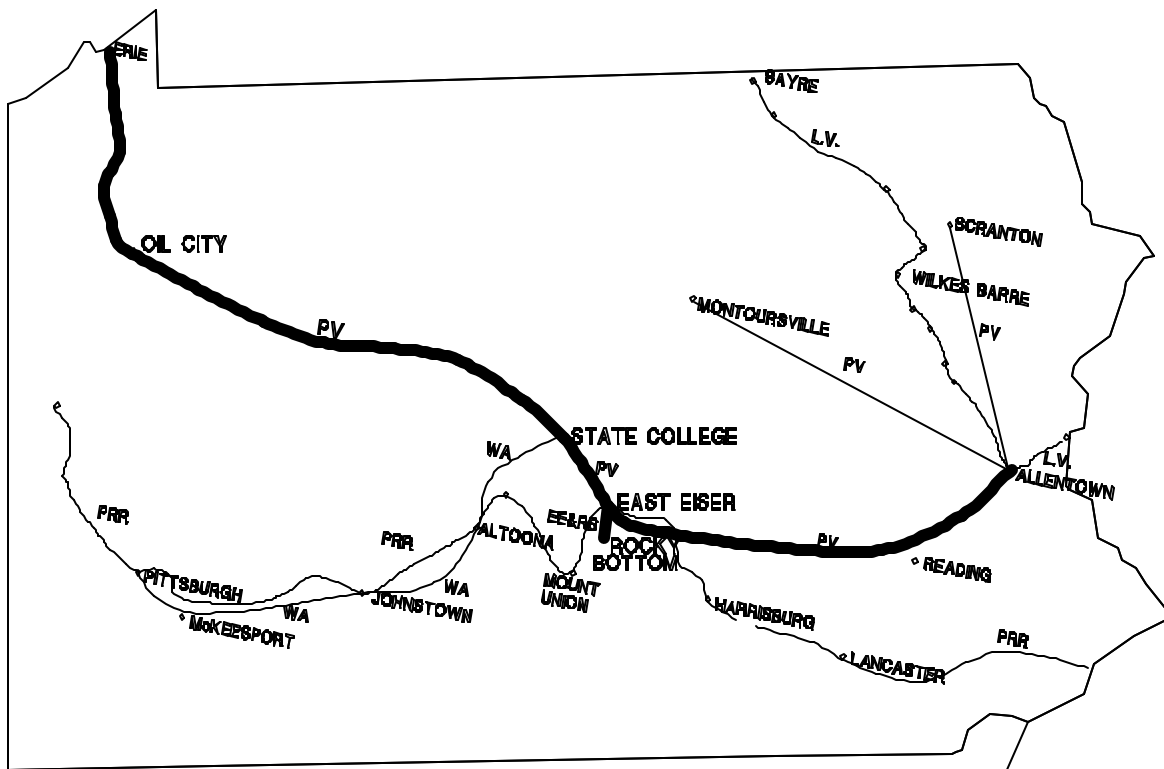
Dave Holl presented this clinic at the 2002 MCR Convention. He is giving this encore so that anyone who missed it can catch up. Dave will also have the layout open for visiting following the meeting.

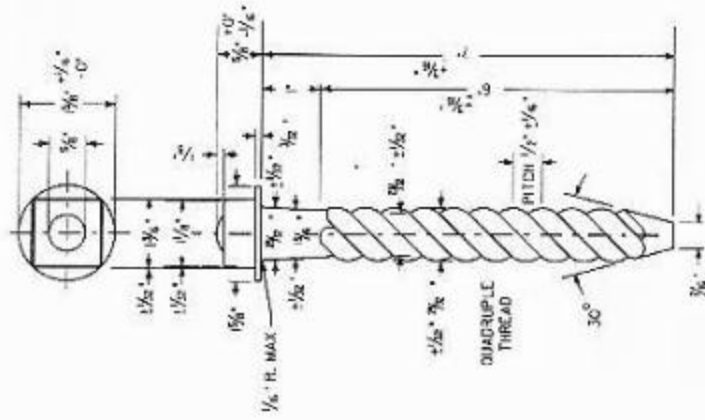
Since appearing in Great Model Railroads 1999 magazine, the Penn Valley has moved to a new home. Greatly enlarged (48' x 40' irregular shaped), construction of this version is well under way, with Phase one (of three phases) nearing completion.

The Penn Valley goes from Erie, PA through State College, Carlisle, and on to Allentown, PA. Featured at the layout entrance is a 22 ft. waterfront scene depicting Erie, PA's Presque Isle Bay, highlighted by Walther's Waterfront Series of models. The city of State College, PA, home of Penn State University, is being developed. To the east of State College is a large 16' mountain that scales 7 ft. high, with multiple tunnels and elevations.

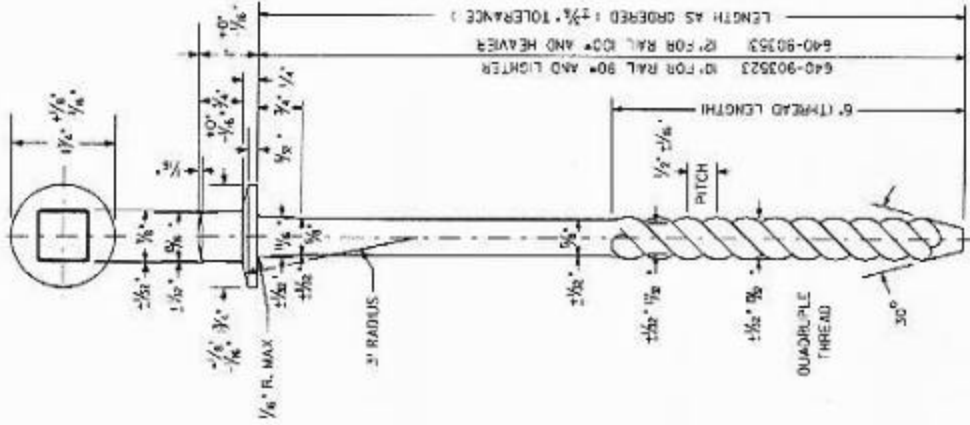
This Penn Valley has been upgraded using the Digitrax Chief Digital Command Control system, and track is predominately hand laid. The Pennsylvania mountain scenery has thousands of trees, just count them!

For those who want to see a layout in multiple phases of construction, this is an excellent example.



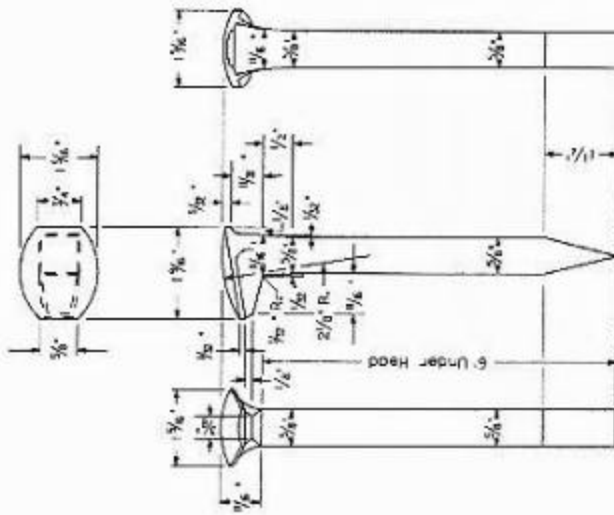


7/8" X 7' GALVANIZED DRIVE SCREW SPIKE
 A.R.E.A. STANDARD
 For use where specified in Turnouts
 D-is 1/2" pilot hole
 150 Spikes per 200# Keg
 640-903565



3/4" GALVANIZED DRIVE SCREW SPIKE
 A.R.E.A. STANDARD
 PLAN 2M-63

For fastening Crossing Timbers
 Drill 1/2" pilot hole in crossings
 30" length for use with roll 90" R.A. and lighter
 25 Spikes per 200# keg
 32" length for use with roll 100" R.A. and heavier
 100 Spikes per 200# keg



5/8" X 6' CUT TRACK SPIKE
 A.R.E.A. STANDARD
 To conform to A.R.E.A. Specifications
 for Soft Steel Cut Spikes.
 Weight Per Spike = 0.091#
 244 Spikes Per 200# Keg
 640-903705

NORFOLK SOUTHERN RAILWAY COMPANY
SPIKES

APRIL 1991
 Atlanta, Georgia

Call Board



Photo by David Decker

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.



Next Meeting	
When:	2 PM 28 July 2002
Where:	Wright Memorial Library 1776 Far Hills Dayton, Ohio
Program:	Penn Valley, Past present And Future with DCC by Dave Holl
Contest:	Scene
Visitors and Guests Always Welcome	

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