

# Call Board

Volume 53 Issue 5

January 2014

## This Month's Program ...

Our January meeting will feature the return of our popular **Mini Clinics**. This consists of several short clinics on different modeling subjects, followed by hands-on sessions to give participants practical experience in the particular phase of model railroading.

This month's contest is **Open Loads**. This category will show the participants at their creative best!

The meeting will be at 2pm on Sunday, January 19, 2014 at the **Greene County Historical Society, Xenia, OH**

The 2014 edition of our popular **Model Railroad TRAINING Day**, also known as "What do I do with the trains now that Christmas is over?", will be held on Saturday, February 15 at Sulphur Grove United Methodist Church. The church is located at 7505 Taylorsville Road, just east of SR 201 in Huber Heights. The session will run from 9 AM to 4 PM. In addition to the series of clinics and demonstrations, The Dalmatian Switching District will be up and available to operate.

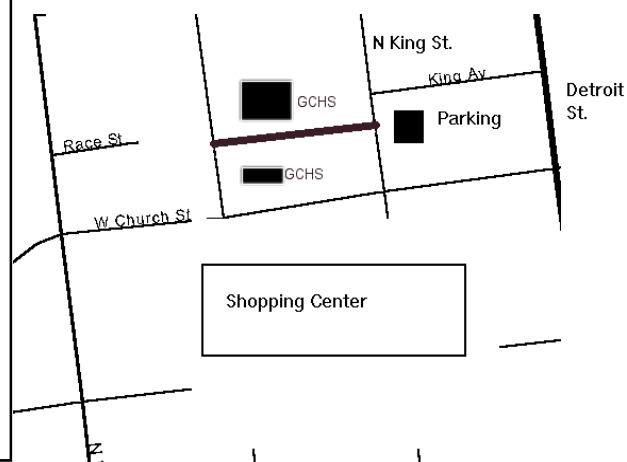
Subjects will include layout design, laying and wiring of track, building structures and adding scenery. You will be able to help construct a small HO layout from start to finish.

A variety of refreshments will be available.

Volunteers are always needed to help with the day. Contact Wil Davis or Ric Zimmerman if you are able to help.



Division 3, MCR, NMRA meets the third Sunday of each month except August. Meetings are open to all members of the NMRA and any one interested in railroads or railroad modeling.



**Division 3 Website: [www.modelraildayton.com](http://www.modelraildayton.com)**

## Super's Notes for January 2014

### Meeting Notes

The December meeting was well attended and we had an interesting presentation by Bob Bartizek on "*Creatively Bridging a Doorway and Then Some.*" Bob told us how a long delayed project to provide access to a doorway in his train room resulted in a novel solution and a change in thinking. He had originally planned a river valley, but wound up with an additional industrial area and access to a space for added staging. His original thoughts on adding the staging would have resulted in a lot of finished scenery demolition. If you have ever visited Bob's PRR themed layout

you know his scenery is well done and it would have been a shame to have to tear out "Horseshoe Curve" to add the staging. The real treat was our post meeting visit to Bob's layout where we got to see the finished project. It is simple and effective at the same time. Below is a photo I took of the finished area. You would never know to look at it that there is a door behind the two thru truss bridges. However, they are both hinged to lift up and there are hooks suspended from the ceiling that hold them up. The really clever part is that Bob used a sliding shelf arrangement to support the flat area which is split in two pieces that drop down when the sliding shelf is moved out of the way. The shelf is a frame supported by full extension drawer slides. If you look closely at the photo there is a faint line extending diagonally from the left end of the gondola to a point at the left end of the freight station where the two pieces are split. Incidentally the layout is O scale, three rail, but it is on a par with the best two rail layouts you will ever see.



The contest was structures and we had a great turnout for the contest. There was a three way tie for first place in the kit category between Jim Rollwage, John Santel, and Jim Foster. Larry miller took first place in the kit bashed category and Terry McTaggart took first in scratch built. Congratulations to all of the winners.

### January Program

The January program will consist of three or four mini clinics with a brief presentation on each and then we will break into individual sessions for some hands on participation in the clinic of your choice. One of the topics will be on weathering structures, so if you want to participate in that one bring a small structure to practice on. Check the web for details on the other presentations at the meeting. For this meeting we will be back at the Green Co Historical Society.

### Model Railroad Training

Plans are progressing for our third annual Model Railroad TRAINing to be held on Feb 15<sup>th</sup>. A few more signed up at the meeting to help out, but we can always use more help. If you are able to help out with set up on Friday, support the Dalmatian operations on Saturday, or help with a presentation, notify Ric Zimmerman (ezrails@att.net) or me and we will add you to the list. In addition to general help we are looking for people who have a specific skill they would like to share with people who are interested in learning new skills.

## 2014 Division Elections

Every two years Division 3 elects a group of three officers to guide the operations. I've been in on the nominations, on and off, for a long time and we have always been lucky enough to have a dedicated group of people keep the old division moving. This April we will need to elect a Superintendent, Assistant Super. and Chief Clerk (sec./treasurer). Again we want to extend an invitation to any member to join in the operations of the division.

Some have done it before and want to keep the ball rolling with their experience. We like to also tap new folks to give us their ideas and I've talked to some of you over the past weeks about helping by running for an office. I think it adds another dimension to the hobby to offer your ideas and leadership and though the pay and power are nil the fun of the fellowship is high. I look back with fond memories to the people who came from "plain old member" to grow into division officers.

I'll be around as nominating chairman in January and I can assure you the small amount of time spent on any of the jobs is not that burdensome.

We're famous around the NMRA for the volunteers and programs we come up with. Please help us continue it with your new ideas and energy. Call me, email me or let me know of ideas you have that we need and if you would like to help by leading our division.

Bob Fink MMR

## Editor Ramblings

J. Hedge

Happy New Year. I hope that the holidays were enjoyable. It is sort of strange to be writing about the holidays in past tense when it is only December 23rd. Such is life when you have deadlines. The past year was filled with lots of model railroading and a little prototype train chasing.

We started the year in January with the Model Railroad TRAINing day. We were concerned that the foot of snow on Thursday would hurt the attendance, but all it did was to make the Dalmatian crew shovel the church's sidewalks so that they could unload the trailer.

In April I visited the Altoona Railroaders Memorial Museum. The museum is located in the former PRR master mechanics building of the Altoona Shops. They have very nice displays of what life was like in and around Altoona when the PRR was the standard railroad of the world. They were just finishing the construction of their six stall roundhouse and I look forward to returning when they get it open.

May saw the Division hosting a very successful MCR convention. The first to feature actual operating sessions in the convention hotel.

The Dalmatian participated in the Carillon Park rail festival in June. We were fortunate to be located inside an air-conditioned building and able to setup the layout as a whole instead of splitting it down the sides of the Rubicon as in the past.

I spent several days in the Washington DC area in August. Rode the Metro several times and visited the transportation display at the Smithsonian.

In September the DOG trekked up to Fostoria for their rail festival. Other than losing a tire on the trip it was a very successful day. (The tire was only 20 years old and suffered from dry rot.) One day shows are a little hard on the crew but worth the effort if the public enjoys the show.

November saw the Division hosting another fabulous installment of the annual train show. Lots of people lots of vendors and lots of fun.

The year ended with a bang (that was some storm on Sunday) at the National Trail Middle School show. That is one event that draws more families than any other. I hope the students enjoy their trip to Washington DC.

I finished the year by attending an operating session at the Darke County Model Railroad Club in Greenville.

They have a very nice railroad but need several more operators to keep the dispatcher hopping.

The Dalmatian has several events scheduled for 2014 and we are looking for traveling crews.

# Contests

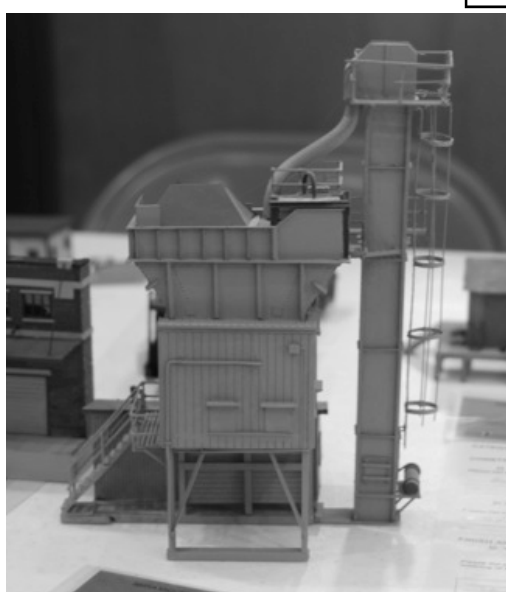
We have three categories each month. You can enter Scratch Built, Kit Bashed, or just plain Kit built. This allows anyone to enter anything they are proud of and at any skill level. Judging is by popular vote but if you wish to have your model judged by NMRA rules for the Achievement Program, we will make arrangements for you "on the spot".

## The coming contest schedule ...

### January - Open Loads

- February - No Contest
- March - Freight Cars
- April - Passenger Cars
- May - Diesel Locomotives
- June - Steam Locomotives
- July - Non-Revenue Cars
- August - No Contest
- September - Make it cheap (1-3-5 Dollar)
- October - Caboose
- November - Weathering
- December - Structure

CONTEST RESULT FOR DECEMBER2013	
STRUCTURE	
LEVEL 1	
FIRST PLACE	JIM ROLLWAGE JOHN SANTEL JIM FOSTER
SECOND PLACE	CHRIS HOWE
THIRD PLACE	RIC ZIMMERMAN
LEVEL 2	
FIRST PLACE	LARRY MILLER
SECOND PLACE	ANDY SLYH
THIRD PLACE	JIM FOSTER
LEVEL 3	
FIRST PLACE	TERRY MCTAGGERT
SECOND PLACE	WIL DAVIS
PHOTO	
FIRST PLACE	PAUL JENKINS
SECOND PLACE	PAUL JENKINS
THIRD PLACE	PAUL JENKINS



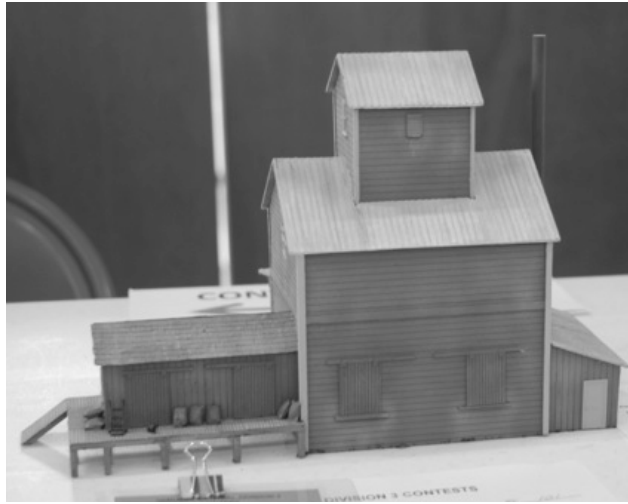
First Place Scratchbuilt  
Terry McTaggart



Second Place Scratchbuilt  
Wil Davis



First Place Kit  
Jim Foster



First Place Kit  
Jim Rolwage



First Place Kit  
John Santel



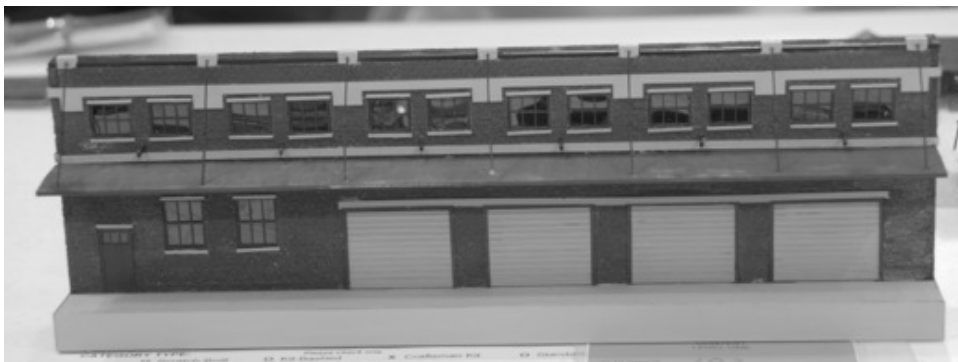
Second Place Kit  
Chris Howe



Second Place Kitbash  
Andy Slyh



First Place Kitbash  
Larry Miller



Third Place Kit  
Ric Zimmerman



Third Place Kitbash  
Jim Foster

**Message from Frank Koch, NMRA Chief Financial Officer:**

**NMRA ECONOMICS – PART 1 - A VERY BRIEF INTRODUCTION**

This provides a very broad perspective of NMRA economics. Subsequent articles will provide more detail on individual elements and explain how we fund the various parts of our organization. We have committed to place the annual audit results and budgets on the website once it is redesigned. The IT department is busy with other higher priority work and this project is a bit down the list.

The NMRA is a not a club but is a non-profit corporation, must conduct its business in strict accord with laws and regulations, and must have an annual outside professional audit (We pass with no major issues.). Like many corporations, we have multiple “business” units (four) and each plays a role in our overall financial strategy. Each of the four units serves a specific purpose and we manage them accordingly. The four units are Operations, NMRA Magazine, Non-Dues Programs, and Howell Day Museum (HDM). The first three are interdependent while HDM is treated as an independent financial unit, but still a part of the NMRA. The overall strategy is that the first three units balance each other every year. We do plan for a small surplus in each annual budget to cover unexpected opportunities or expenses during the year.

Within each unit, there are income and expense streams that are budgeted, tracked, and monitored. The challenge is to balance the first three against today’s mix of member services, while finding ways to increase net revenue so that improvements and/or new services and benefits can be provided. We can also choose to redistribute our resources to change the mix of member benefits. As an example, in 2013 the BOD chose to increase the budgets for IT and Marketing so that we could increase our reach and communication to members and non-members over the next few years. The website is being redesigned and responsibility for some content is moving to the Department Heads. The increased Marketing effort includes membership applications in all mail orders from several major suppliers, distribution of materials at railroad museums, and a trial of the Build A Memory initiative.

The total annual NMRA budget varies, but about \$2.3 million in 2013. This may seem like a lot but remember that it includes the annual convention, the National Train Show, and a major fund raising effort by HDM in 2013. Each area has its own budget which is reviewed by a Department Manager, the Finance Committee, and then approved by the Board of Directors on an annual basis. Each fiscal year starts with a zero budget and we build it based on the funds needed to deliver the agreed and planned programs. The chart below shows how the 2013 budget was distributed between the four units.

**NMRA 2013 BUDGET (\$ Thousands)**

	<u>Income</u>	<u>Expense</u>
Operations	668	720
Magazine	352	441
Non-Dues Activities	871	673
Howell Day Museum	<u>458</u>	<u>456</u>
Total	2,349	2,290

This has been a very brief introduction. Over the next year, I’ll expand on each of the four areas and provide an introduction to the various types of assets and liabilities that make up the NMRA. If you have any questions or thoughts, my contact information is in the Magazine and on the website.

Frank J. Koch, NMRA CFO