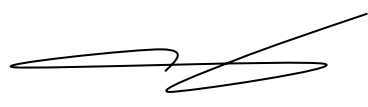


Division One of the
North Central Region of the
National Model Railroad Assoc.



Our mission is to promote education and fellowship through the sharing of information and the promotion of the world's greatest hobby. — **Model Railroading.**



Railroad Item of the Month

Your photo can be here if you just send us one.



Continuous welded rail threader/positioner. The rail is secured at the left as the loaded train (with threader) moves forward leaving the new rail behind. The new rail will be placed on the waiting tie plates and ties with another piece of equipment.

Liberty Hi road at CSX main - North Baltimore, Ohio, Sept 2009.

By: Ray Huber

Agenda For **October 17, 2014**

Division 1, NCR, NMRA
MEMBERSHIP MEETING
Friday, October 24, 2014

Call to Order, welcome and introduction of guests and visitors
Minutes from September 26 meeting posted online at Division 1 website

OLD BUSINESS

Meeting programs and activities
Layout of the month – Dex Decker
Update on Division 1 library

NEW BUSINESS

Update on organizing new NCR Division
Membership development update – John Roth, Jim Lang

ROUND TABLE DISCUSSION

Business from the floor
Adjourn Business Meeting

THE GREAT GIVE AWAY

Rip Track
Door Prizes

PROGRAM

How do you do that? Topic: Couplers and Uncouplers (What topic would you like next month?)

REFRESHMENT BREAK

MINI SERIES

SNT / Show & Tell – open topic, any model
TNT / Tools & Techniques
PNF / Pics & Flics – on flash drive for projecting onscreen

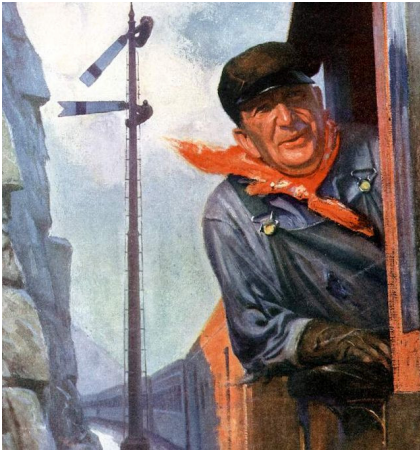
NEXT MEETING: FRIDAY, NOV 21, 2014



This is where it all started!

Some 60 years old and still running.

Your standard AF 4-4-2 Atlantic



VIEW FROM THE CAB

It was great to see the familiar faces as Division 1 met again September 26 to start a new meeting year, and it was made even more special by the new members that showed up. We had a long business meeting and that's behind us now, so this month we are going to dispense with business quickly and spend the evening like a bunch of model railroaders.

Wow! What a concept!

We will finally kick off our new "forum" activity called *How do you do that?* The topic will be Couplers and Uncouplers, so come prepared to show, tell, or ask questions regarding your knowledge and needs in this area. The idea here is to pool our experience in a subject each month with broad appeal across scales, eras, and railroads.

We will also have all three of our other activity formats in action: Show'n'Tell, Tools'n'Techniques, and Pics'n'Flics. So come prepared, YOU are the program. You have lots to shares in these areas and someone needs to know what you know, so don't be shy.

As promised, we are kicking off our Layout of the Month program again, starting with Dex Decker's layout. You'll find info and directions elsewhere here in the Train Order so please mark your calendar, grab a buddy, and enjoy the Fall foliage on the way. This will be the first opportunity most of us have had to view what Dex has been working on, so let's get up there and show him some love!

I look forward to seeing you October 24 at Collingwood Presbyterian. We'll start at 7:30 sharp as usual, but come early for the fellowship.

See ya on down the line,

Dave McMullian
Superintendent

From the Editor's Desk

Ray Huber



What a great start to a new season. The leafs are starting to turn and we had 29 model railroaders in attendance sharing their summer experiences, projects and a lot of just plain good conversation. Not only that, but there were some returnees - welcome back - and new faces in the crowd - THAT'S A GOOD THING!

For you new folks, don't let the business side of the organization paint the wrong picture. It's a necessity that keeps any organization on track (no pun) and more importantly, it's the sharing of information with all of our members that's critical. In government, it's called transparency and like it or not, we all have had some experience asking the question, "what's gong on behind closed doors?" The other side of this issue is, if there is something you can contribute to help or promote the cause (pro or con) then by all means speak up! It's your chance to become part of something.

Having said all of that, it's time to step forward and become part of Division One. Long standing members can only do so much before we start to run out of ideas and programs. As was stated by Dave, our Superintendent, we need you to bring new and fresh ideas to the floor. Giving credit to those who have contributed in the past, we thank you for your input. We've got 3 member contributions in this Train Order.



I'm sure all will agree, we have had some very interesting and stimulating presentations over the last couple of seasons. The potential is there and you can do it. No one is going to "knit pick" or make fun of you if you make a mistake or have a public speaking problem. We've all been there and done that as they say, so step up and ask for some **advise**. As you will see, there's plenty of **that** to go around.

From a Division member

<http://thecourier.typepad.com/alongtherightofway/>

By the way, this is a HOT link when viewing the Train Order as a PDF file on your computer. There is some interesting **stuff** you might enjoy looking at.

Bill Frisk

DIVISION ONE'S OPENING MEETING FOR THE SEASON 2014 - 2015



Superintendent Dave presiding over our first meeting of the season. We had 29 people in attendance.

Agent Phil with our budget report.

Moving on — Show and Tell is a long standing part of our meeting agenda.

This being our first meeting of the season we had the membership tell us about their summer projects and railroad adventures. I always find it interesting to hear where you go just to watch trains!



COME JOIN US, WE DO HAVE FUN!



Looks like **Steve Kellogg** has been doing some rail fanning. My only question is, how did he get that covered hopped car through the Bar Code scanner at the check out stand?

Canadian National
AC something something



Norfolk Southern
It's either an Inspection
or SafetyT rain.



Not a clue!
Ask Steve

44 Ton Locomotive

By: Mike Gilley, Division One, NCR



New York, Ontario and Western Railway 104 at the Southeastern Railway Museum, Duluth, Georgia.

Several months ago Model Railroad News did a revue of Bachmann's recently introduced 44 Ton locomotive which include some history of the prototype. This peaked my interest to research the internet for information on the development of small size locomotives primarily for yard switching, industrial switching and prime movers on some short lines like The Arcade and Attica Railroad in Arcade, NY.

In the early 20th Century electric traction motors had proven their suitability on the Interurban systems and some mainline railroads. Mating these to the developing diesel engines showed promise of efficiency and cost reductions for the railroads. These reductions resulted from diesels having a longer engine life before rebuild, increased service life between scheduled maintenance, reduced maintenance time and costs, ability to idle for long periods of time without having an attendant/fireman present and easily restarted like an automobile after shut down when compared to steam engines which required constant attention. The railroads quickly saw the cost reduction advantages of diesel switchers over steam. The unions saw it as a threat to job classifications and membership.

44 Tonner Cont.

The diesel electric development intensified with passage of The Kaufman Electrification Act of 1923. Enacted by the New York State Assembly it mandated electrification of all railroads in New York City by January 1, 1926. The Act made no exclusions, affecting mainline traffic and freight yards in all boroughs of New York City, including the isolated rail system of Staten Island. The Act hastened diesel development for American railroads because it was not engineering and economically feasible to install centenary wires in yards and every right of way to power all electric locomotives. The first operational diesel switchers were delivered to the Central Railroad of New Jersey (The Bronx) and the Baltimore and Ohio Railroad (Manhattan) in 1925. The market started to develop and several manufacturers produced diesel electric switchers of various sizes as a result of the Kaufman Act. While the early diesels were dirty they were a gigantic improvement in air pollution over steam engines.

The 44 ton locomotive was the direct result of one of the efficiencies the new diesel locomotives offered because of the Kaufman Act: eliminating the fireman. Another measure also taken to this end was the 1937 "90,000 Pound Rule". This stated that locomotives weighing 90,000 pounds (45 tons) or more required a fireman in addition to an engineer on common carrier railroads. Industrial and military railroads had no such stipulation. The 44-ton four axle locomotive was born to comply with the "90,000 Pound Rule". This rule defined a market large enough for builders to pursue on a volume basis.

Between 1940 and 1956 almost 400 units were built with approximately 275 produced by GE. These switchers all had front and rear engines driving the traction motors. The majority had Caterpillar engines while a few had engines from Hercules and Buda. On the inside of the center mounted cab were seating for the engineer and brakeman. This configuration allowed it to be easily operated in either direction.

Include[d] in the production figures is a military version with a lower cab for use in reduced clearance of some European tunnels. Some were also built for narrow gauge lines since these were exported.

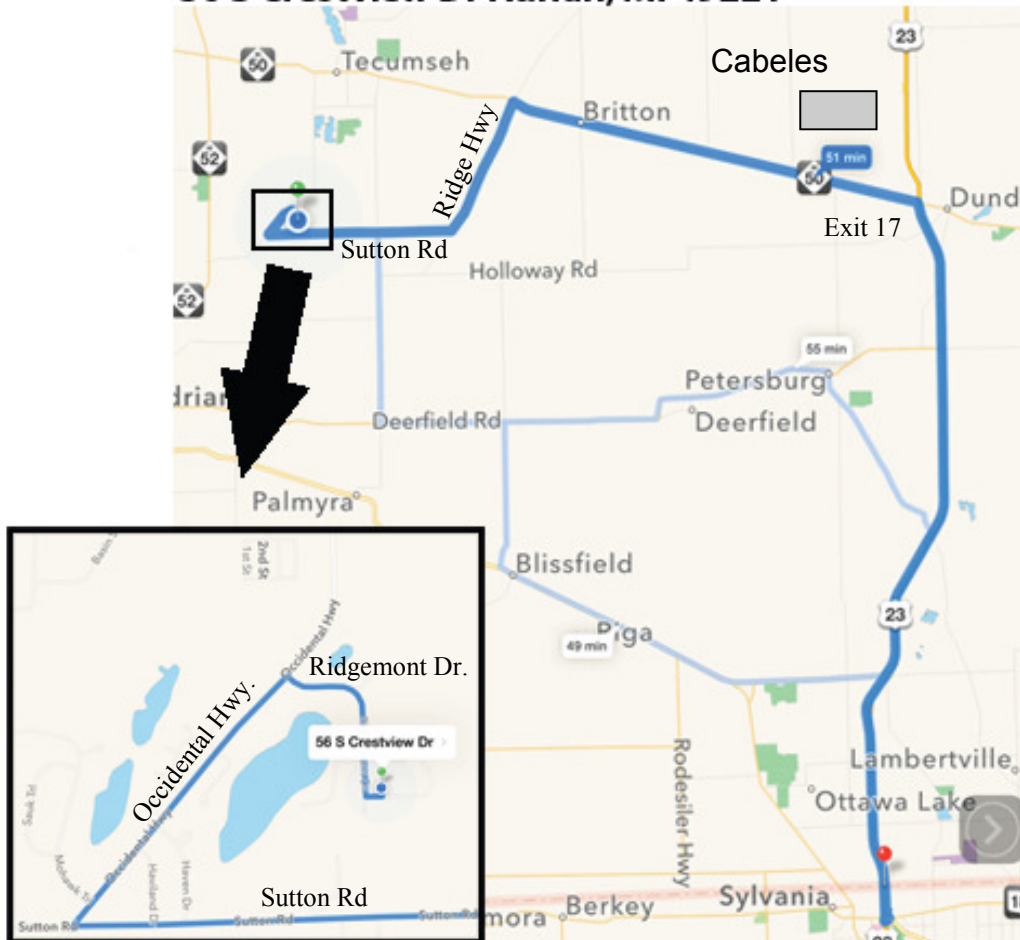
The 44 tonner enjoyed a long service life with some still in use today and several preserved in museums.

Nice job Mike! This is what we are looking for—Editor.

Dexter Decker's open house
Oct 26, 2014 from 1pm to 5pm.
See directions below.

Directions to Dex's RGS & D&RGW (HOn3)

Open House 10/26/14 1PM-5PM
56 S Crestview Dr Adrian, MI 49221



1. From Ohio border follow US-23 north 17 miles to exit 17 (Dundee).
2. Follow MI-50 west 10.1 miles toward Tecumseh.
3. Turn left onto Ridge Hwy, proceed southwest 3.4 miles.
4. Turn right onto Sutton Rd, proceed west 4.3 miles.
5. Turn right onto Occidental Hwy, proceed northeast 0.7 miles.
6. Turn right onto Ridgemont Dr, follow Ridgemont Dr 0.4 miles.
7. Turn left onto S Crestview Dr. 56 S Crestview Dr is second on left with motorhome left of garage as a landmark. Park in driveway or on my side of street. If you get lost call, home phone 517-815-1510.

