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Vol. #16
MAR 2015

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.



Came across this vintage loco during the summer of 64 or 65 while traveling with friends near Cadillac, Mich. Rides were offered , so we took advantage of the chance. Shown here is the Cadillac & Lake City No 2 spot being reversed on a wye. I have no idea where we were except that we were looking at old Baldwin 2-8-0. Wish I could tell you more, but I can't. However and here's the challenge, is there anybody out there that could write a short story about this loco and what's happened to it since then? We'll publish the story in the Train Order.

Ray Hailer 1

Agenda For **March 23. 2015 & Then Some.**

Division 1, NCR, NMRA
MEMBERSHIP MEETING
Friday, March 27, 2015

Call to Order, welcome and introduction of guests and visitors
Minutes from February 27 meeting posted online at Division 1 website
OLD BUSINESS

Layout of the month: Steve Kellogg
Update on Division 1 library

NEW BUSINESS

Plan Spring outing/field trip for Division 1
Business from the floor

Adjourn Business Meeting

RIP Track
Door Prizes
Refreshment Break

Roundtable Discussion: How to YOU do that?
This month's topic: ***Making Custom Decals***

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

NEXT MEETING: FRIDAY, April 24

COMING NEXT MONTH

John Roth & Mike Gilley have been working on a historical article about roundhouses that once populated our area. The story will appear in the April issue of the Train Order.

Along with that, there will also be a story about a teenage kid that liked trains better than cars— a nice job by Mike Bruss a long time member..

Finally and if there is room, The Editor will have a story about continuous welded rail that he witnessed many “moons ago.”

TOLEDO & MAUMEE VALLEY	2710	Black 0,0,0
TOLEDO & MAUMEE VALLEY	2710	
TOLEDO & MAUMEE VALLEY	4508	Red 255,0,0
TOLEDO & MAUMEE VALLEY	4508	
TOLEDO & MAUMEE VALLEY	4508	Yellow 245,226,34
TOLEDO & MAUMEE VALLEY	4508	
TOLEDO & MAUMEE VALLEY	4508	Yellow 245,226,34
TOLEDO & MAUMEE VALLEY	4508	
TOLEDO & MAUMEE VALLEY	4508	Yellow 245,226,34
TOLEDO & MAUMEE VALLEY	4508	

Making your own decals is easy—it's just getting them onto the model, squared up and set right that can cause headaches!

Learn more
Friday night

VIEW FROM THE CAB



View From the Cab
March 2015

Here we are in the middle of March and Spring will have “sprung” by the time Division 1 meets again on March 27. We’ve run into a little scheduling conflict with our clinic presenter for March so that program is being pushed back to April. That means that the March meeting can be entirely a “modeler’s night” featuring all our sharing activities: Show-n-Tell, Pics-n-Flicks, Tools-n-Techniques, plus our roundtable discussion “How do YOU do that?”. The topic will be *Making Custom Decals* so if you have experience or questions in that area, bring them both! The last couple of meetings, we’ve had excellent clinics, but we’ve run a little short on time for our modeling activities, so I hope you will bring plenty of things to contribute and we’ll commit the full evening to making that happen! Just remember that you are the program and if every one of you brings just one or two things to show and tell about, we are going to have one serious modeling fest!

One other thing we have to do at this month’s meeting is decide on where to go for our annual Spring outing. We talked about several options at the February meeting and at this point, I think the best prospect is to visit the Junction Valley Railroad near Frankenmuth, MI. Here is their website that you can preview before we meet: <http://www.jvrrailroad.com/junction-valley-railroad/> In addition to the railroad, they have an extensive hobby shop that appears to be well stocked with many fine brands. It’s about a two-hour drive up there and we could have a picnic on the grounds. Please take a look at your schedule for early June so we can discuss dates. If you have ideas for other sites or activities between here and there, bring them to the meeting. By the way, I’m still working on the possibility of taking an all-star layout tour in the Detroit area and will tell you more at the meeting.

In addition to viewing the tracks ahead, I must sadly gaze back down the line and report that we lost our friend and fellow member Roger Phillips on March 6. I did not realize that Roger had been fighting a long bout with cancer, and I admire his courage and determination to keep doing the things he loved. Roger was a quiet fellow whose smile never seemed to end, and he will be missed.

Friday, March 27, next meeting of Division One - Be there!!

See ya on down the line,

Dave McMullian
Superintendent



From the Editor's Desk

Ray Huber

Well, here we are in what I call the “swing month.” In other words, the weather can go either way. We’ve all seen snow in April and even May for that matter and then again, it has gotten warm and stayed that way. Let’s hope for the latter! After all, cherry blossoms are much prettier than piles of dirty snow.



We are also at that point I made reference to a couple of Train Orders ago. What was that you say? It had to do with a lot of Winter left and the time you had (then) to get busy on those - **will do** - projects. It was also stated that once Spring is here, we will all have every excuse in the book to work on everything from the garden to painting the house and more importantly, **The Honey Do List** - anything but the Railroad!

On a more sober note, we have lost another member of Division One. Roger drove in from Bowling Green on a regular basis until last year. He would always ask me with a smile, how are things going in the County and I would tell him—SWELL! Roger was a quite guy, but one of us—he will be missed.

OBITUARIES

Roger Phillips

Roger L. Phillips, age 75, passed away at Wood Haven Health Care on Friday, March 6, 2015 after a long battle with cancer.

He was born October 6, 1939 in Fostoria, Ohio to Arthur L. and Genevieve F. Phillips, both deceased.

He was a graduate of Bowling Green High School.

He retired in 2004 after 36 years working in the mail room at the Sentinel-Tribune.

He served six years in the United States Army Reserves and was a 30-plus year member of the American Legion Post Unit #45 serving as commander several terms, a member of 40 and 8 group and active member



Roger Phillips

of the Odd Fellows Centennial Lodge #626 serving as Noble Grand for several terms. He was a 65 year member of Trinity United Methodist Church.

Roger enjoyed his model railroading and his fellow railroading club group. He loved watching sports, especially the Red Wings and Tigers, feeding his backyard birds and doting on his beloved pets, Boots and Tigger. Roger loved his fellow man, all God’s creatures and his country. He was very patriotic. His kind and gentle nature and especially his smiling face will never be forgotten.

Roger is survived by his sisters and brothers-in-law, Sandra and Roy Korn, Westfield Center, Ohio; Charlene and Jim Hughes, Fayetteville, New York; nieces and nephews, Al and Laurie Korn, Jon Korn, Jennifer and Roland Dung, Barbara and John Napoli; great-nieces and nephews, Jacob, Olivia and Savannah

Korn, Alexander Dung, Anya, Keira and James Napoli. He also leaves behind many cousins, lifelong friends and his special noon lunch group.

A celebration of his life will be held on Tuesday, March 10, 2015 at 1 p.m. at Dunn Funeral Home, located in the Historical District of Bowling Green at 408 West Wooster St. Pastor Dana Ward will officiate.

Visitation will be held from 11 a.m. until the time of the service at 1 p.m. on Tuesday at the funeral home.

Interment will follow at Plain Township Cemetery, where full military honors will be rendered by the Wood County Honor Detail.

Memorial contributions may be given in Roger’s honor to Heartland Hospice or the Leukemia Lymphoma Society.

To share an online condolence with the family please visit www.dunnfuneralhome.com.

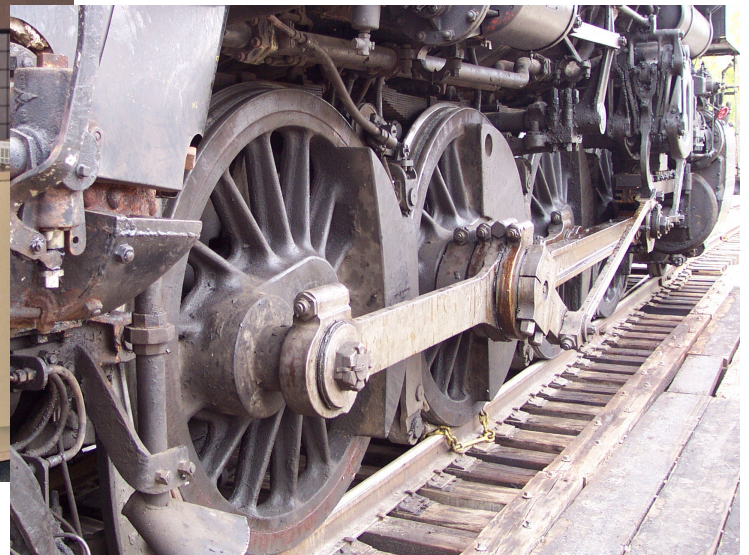
DEAN PYERS

THE RESTORATION OF PERE MARQUETTE #1225

In my mind it's hard to comprehend the thought process that went into the design and construction of a steam locomotive. What a marvel of man's genius and mastery of science and materials. Dean shared with us the reverse process of taking it all apart and then putting it back together with no parts left over. Thanks Dean and a nice job!



Feb 2015 meeting - Division One.



Lansing NCR Convention 2004

LAYOUT OF THE MONTH

Pictures of Steve Kellogg's layout

Thanks Steve,
The Editor



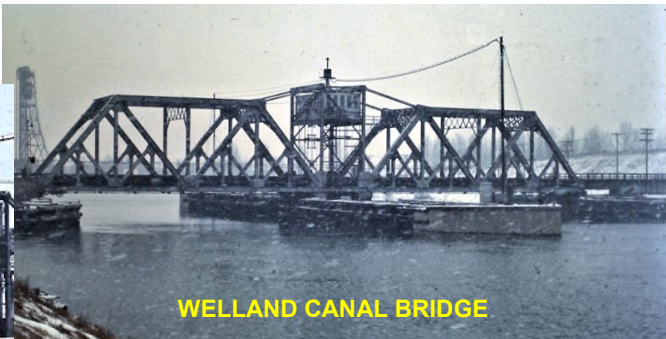
AN INTERESTING BIT OF ENGINEERING

BUILDING THE DETROIT RIVER MOTOR TUNNEL

I got the following nugget of history from a friend of mine and thought you might find it of interest. It has to do with the pictures inserted on this page. Take a minute to **follow the link** shown below. Keep in mind, this was the late 1920's when this activity was going on. You'll also find some neat video links of railroad action at the Detroit River Railroad Tunnel. Keep an eye open and you might even see a caboose or two.



The NYC used the Detroit River Railroad Tunnel a lot to get around the traffic on the Water Level Route. The big obstetrical was the Welland Canal bridge. The day I was there it was snowing and there was no water traffic, but there was train traffic. The story goes that an NYC train was crossing this bridge when it's auto TRAIN STOP system engaged as a lake boat was coming through. Normally, there was time to clear and open the bridge, but not this time. As I was told by the NYC bridge engineer I was with, the ship Captain grounded the ship in the canal bank to avoid hitting the bridge. Good thinking!!



Action on the Welland Canal bridge
Circa 1966

Ray Hilde



You can view this link from the PDF file
http://www.youtube.com/embed/9okcAR-zivk?feature=player_detailpage

A PORTABLE LAYOUT



OPERATION SHORT HAUL

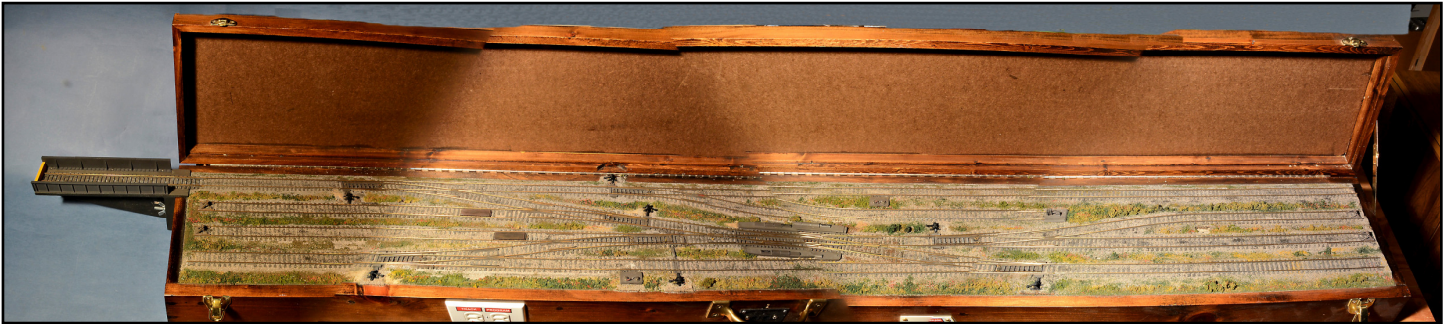
I'm the kind of person that does not like to through anything away. After all, you may need that short piece of 2x4 for some other project. Well, that's just what happened here. One day when trying to clean up the "train room", I found a lot of old "stuff" I just could not bring myself to pitch. In this case, there was no plan, just some extra Atlas Brass Track and lumber that I could not give away, so I built something with it. It's a little over 6'-4" feet long by 10 inches wide and is DCC compatible.

Does it operate, it sure does and if you like, you can have as many as 3 people operating this layout. As you might guess, it's a switching layout and it does make you work. Each session is a random pick up - set out operation. Therefore, no session will be the same. I hope to bring it along to some Division meeting as my Show & Tell as well as have an operating secession during the evening.

HERE'S SOME PICS DURING AN OPERATING SECESSION.



OPERATING THE LAYOUT

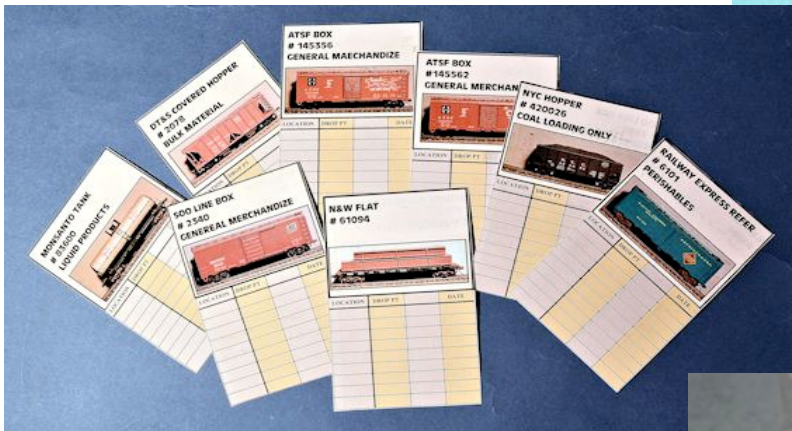


Running the railroad is a random pick up - set out process. Therefore, no session will be the same. If you like, you can have as many as 3 people operating this layout.

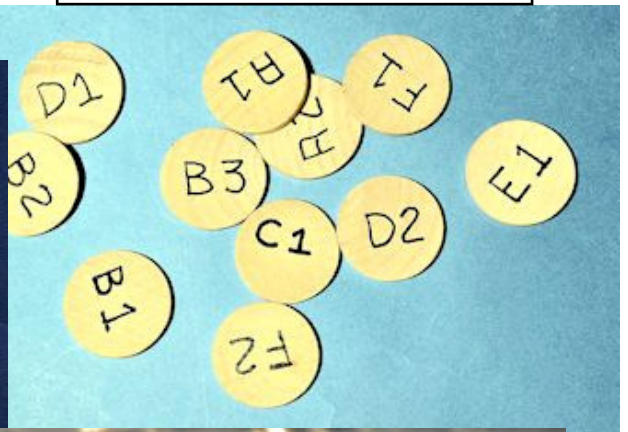
Shown below are some of the tools needed to make this an Operating Seccession. I haven't tried it yet, but I'll bet that the addition of another locomotive would really liven things up After all, it is DCC ready, so why not take advantage of the Technology. However, for the first run we will stay with one locomotive.

Tools to make it work and have fun!

DESTINATION DISKS



CAR CARDS



By: Ray Huber



NUMBER PILL

THE RULE BOOK

Operation Short Haul

Although this operating secession can be done with one person, adding a **Conductor**, an **Operator** and a **Switchman** will really be a challenge and add more fun!

Duties:

Conductor – Responsible for all paper work and instructions for the Operator.

Operator - Actually runs the train and is responsible for telling the switchman where the next move is and work to be done.

Switchman – Does all coupling/uncoupling and turnout movements.

1. Conductor – draw one number from the **Number Container** – this number equals the number of cars that will be placed on the layout for a given operating secession.

2. Conductor – select, at random, the same number of car cards from the **Car Card Container** as determined by step #1.

3. Conductor – physically place each car, at random, at any of the 11 locations shown on the detailed **Location Map**. Also place the locomotive/ caboose set at any random location on the **Main**.

4. Conductor – write the location of each car on the **Car Card** using the photo identification on the **Car Card** as a guide to it's location.

5. Conductor – select the same number of destination indicators (**DI's** - a disk with a location shown on it) from the Destination Indicator Container as you have cars.

6. Conductor – fill in the location & destination information on the **Car Card** using the space provided and return the **DI's** to the container.

7 Conductor – make sure all information is correct and then gives the **Car Cards** to the Operator.

8. Operator – you now have the number of cars to move as well as the location of each car and the destination of each car to be moved.

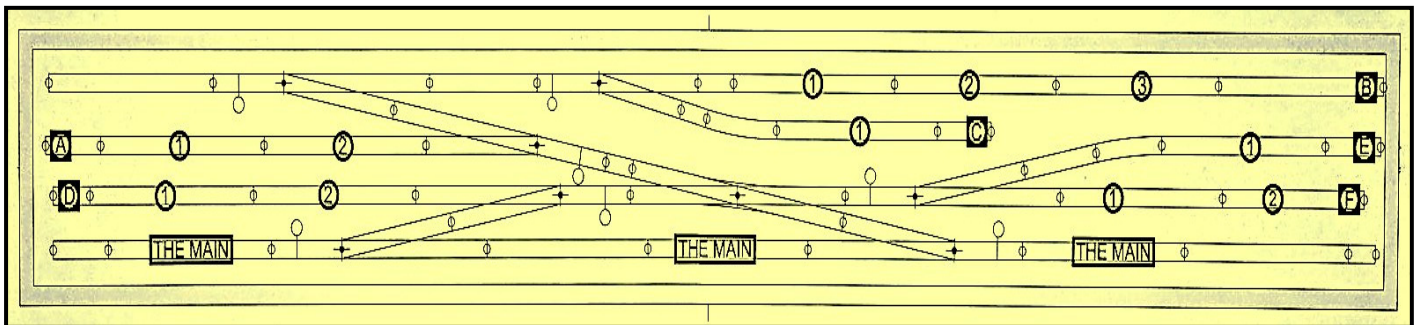
SHORT HAUL CONTINUED

9. Operator - the idea is to move a car from its location to its destination as shown on the **DI**.
10. Operator - you may start with any car and you may temporarily store any car on any empty track except the **Main**. However, you may use the **Main** for switching moves.
11. Switchman – it's your job to work with the Operator to make sure you know where you are going, all switches are lined for each move, and all coupling and uncoupling is accomplished.
12. Operator - when all cars have been spotted and you're satisfied that they are at their correct destination, notify the Conductor you're done.
13. Operator - Spot the loco/caboose set anywhere on the **Main**.
14. Conductor – certify (initial car card) that the cars are properly located and then remove the cars from the layout in preparation for the next operating secession. The loco/caboose set stays on the layout.
15. Start again at step #1.

SUGGESTIONS WELCOME

Shown below is a map of the Road. A letter inside a square is a track location. A number inside a circle is a spot at that location. There are 11 spots on the Railroad.

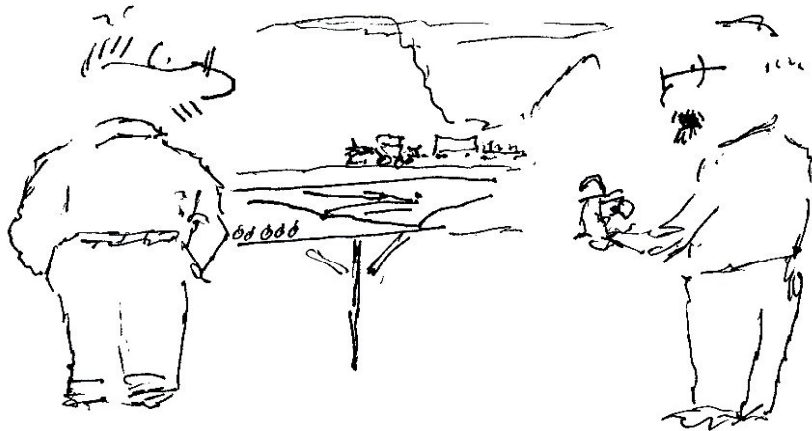
HAVE FUN



LOCATION MAP

HAZARDS OF CIVILIZATION
"NEW PEOPLE TO AN OPERATING GROUP"

Doug Hickman
Nov 2014



YOU KNOW, DOUG, IT'S ALRIGHT TO SAY YOU FORGOT WHICH BUTTON TO PUSH TO OPERATE A TURN-OUT. YOU DON'T HAVE TO SAY "THE IMAGINARY BRAKEMAN LOST HIS KEY TO THE PADLOCK ON THE GRUND-THROW LEVER" ALL OF THE TIME!

26

OHIO SURVEYING NEWS

SUMMER 2004

RAILROAD TRIVIA

RAILROADS

IMPRESS YOUR FRIENDS

If you live near a railroad track, get a tape measure and check this out. The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches & that's an exceedingly odd number. Why was that gauge used?

Because that's the way they built them in England, and English expatriates built the US railroads. Why did the English build them like that? Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used. Why did "they" use that gauge? Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing. Okay! Why did the wagons have that particular odd wheel spacing? Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts. So who built those old rutted roads?

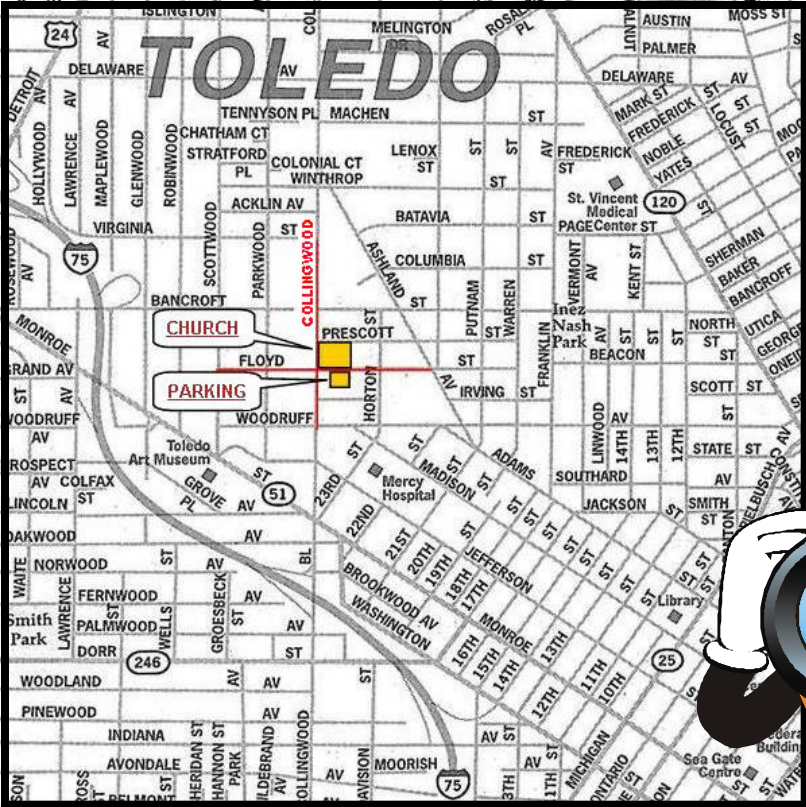
Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since. And the ruts in the roads? Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing. The United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. And may the bureaucracies live forever.

So, the next time you are handed a spec and told we have always done it that way, and wonder what horse's ass came up with that, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the rear ends of two war horses.

Now the twist of the story...

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The Engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site. The railroad line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' asses. So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horses' ass.

We meet at the Collingwood Presbyterian Church located at 2108 Collingwood Blvd. at Floyd St. near downtown Toledo, Ohio. See the location map shown below. The doors open at **7:00 PM** and the meeting starts at **7:30 PM**.



CURRENT OFFICERS 2014 - 2015

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- Assistant Superintendent -Jim Lang.....jlange@buckeye-express.com
- Chief Clerk -John Roth.....jroth@bex.net
- Agent -Phil Kauffmanpennsy6401@bex.net
- Trainmaster for Services -Steve Kelloggatsfmktrock@yahoo.com
- Director at Larger -Scott Davidson.....s.i.davidson@hotmail.com
- Train Order Editor -Ray Huber.....rahuber@bex.net
- Librarian -John Roth &jroth@bex.net
- Dex Decker.....dexdecker@gmail.com

Division One is a 100% NMRA membership organization. For insurance purposes, you are required to be a member of NMRA. Membership in NMRA grants you membership in the North Central Region and Division One.