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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.



Toledo Terminal Railroad

Inspection Bus

Circa 1975 - 6

Never got to ride in her and shortly after this picture was taken, she disappeared. Picture was taken in Walbridge Yard

In remembrance: Philip A. Shuster,
Chief Engineer,
Toledo Terminal Railroad.
Jan 1934 — March 2015

ATTENTION

Division One is planning a spring field trip that looks like it will be a worthwhile experience. We are looking at a round robin layout tour of some selected layouts of our friends up north. It will be an all day affair with time out for lunch. Our superintendent Dave is making all of the arrangements.



We will meet at 8:00 am on Saturday the 6th of June, just behind the Rally's restaurant in the parking lot of the Wal-Mart store at the corner of Central Ave and Holland-Sylvania.

Dave has it all lined up and from what we heard at the last Division meeting, it will be a great day. Please let Dave know as soon as possible so we have a head count. We hope to car pool or you may drive on your own. Map will be provided. Dave's email address is on the last page of the Train Order.

Division 1, NCR, NMRA
MEMBERSHIP MEETING
Friday, April 24, 2015

Agenda For **April 24, 2015**

7:00 pm - Call to Order (**new starting time**)

Welcome and introduction of guests and visitors

Minutes from March 27 meeting posted online at Division 1 website

OLD BUSINESS

Comments on new starting time

Layout of the month: Dave McMullian

Update on Division 1 library

Final details on Division 1 annual outing – June 6

NEW BUSINESS

Business from the floor

Adjourn Business Meeting

RIP Track

Door Prizes

Refreshment Break

Roundtable Discussion: How to YOU do that?

This month's topic: ***Paint and Airbrushing***

SNT / Show & Tell – open topic, any model

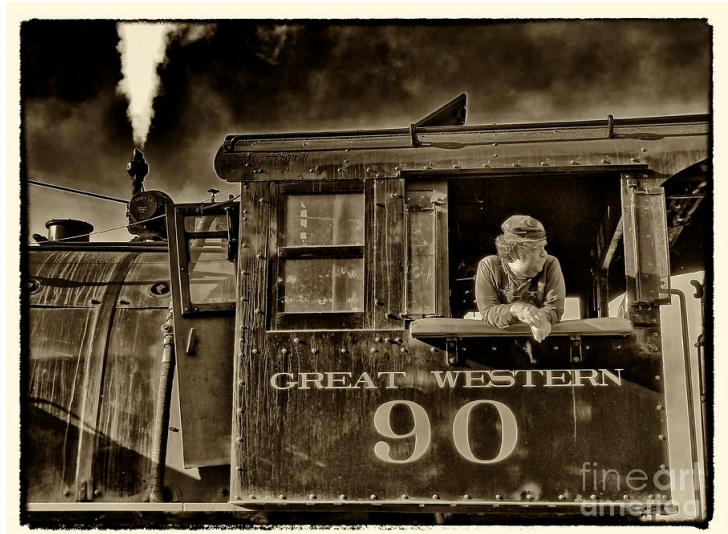
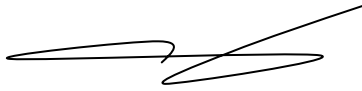
TNT / Tools & Techniques

PNF / Pics & Flies – on flash drive for projecting onscreen

NEXT MEETING: Super Layout Tour, Detroit, Saturday, June 6th



VIEW FROM THE CAB



It's hard to believe we are coming up on the 8th and final meeting of the 2014-2015 business year! Every September when we start up again, I resolve to use the winter months to get a whole bunch of jobs completed on my layout. Then when April rolls around, I wonder why I didn't get more done! Soon the grass, landscaping, house projects, lake house weekends, and cruise-ins will swamp my schedule. Nonetheless, I am resolved to keep plugging away on the layout bit by bit. If I ever get it "finished", I will be world-famous because of my age. This month you are invited to visit the Maine Lines on Saturday, April 25, from noon 'til 4 PM. That's the Saturday after the upcoming Division 1 meeting. The address is 279 S. River Rd. in Waterville. Some of you have never been out to my place so I hope you will come and find something new and helpful. For those who have been there, I've got some new track down so the operating range is extended somewhat. I'd like to continue laying track and wiring before going too far into scenery so I can get some operating experience. It's a lot easier to make changes and adjustments when you don't have all the scenic work completed. Nonetheless, I can't resist working on a couple of scenes at a time in areas that I'm pretty sure are "settled" track-wise. For me one of the most enjoyable aspects of our hobby is the diversity of activities it involves. Carpentry, wiring, electronics, sound, structures, scenic materials, and infinite detail possibilities means you don't have to do any one thing too long. Change it up, try new things, learn as you go. Is this a great hobby or what!

At the Division meeting on April 24, we will discuss final arrangements and the agenda for our Super Layout Tour in Detroit on Saturday, June 6. You don't want to miss this, trust me! I was able to line up five of my "dream" layouts so we are in for a special day. We will see two layouts in the morning and three in the afternoon, sandwiched around lunch (pun intended) at a nostalgic place you won't forget. If for any reason you can't make the meeting but want to go on the tour, contact me or have a buddy get the info for you. Of course, family members and guests are welcome as always at our special event. Even those who are not model railroaders are going to enjoy this day!

And don't forget that the April 24 meeting starts at **7 PM** instead of 7:30. This change was overwhelmingly decided by the members at the March meeting, and I think it's a wise move. It will give us more time to enjoy our activities and get out a bit earlier. We can't get into the building until 6:30, so this means we will have to hustle to set up by 7. If you can be there at 6:30 to lend a hand, it will help a bunch! I really enjoyed the models, ideas, and discussions at the March meeting. This month will be more of the same, and you are the star of the show! The roundtable topic this month will be Paint and Airbrushing. Bring things to show or tell and your questions. Let's cover the model table. It's our last occasion until fall to gather around and share our modeling expertise, so let's have a big night. YOU can make it happen!

See ya on down the line,

Dave McMullian, Superintendent

From the Editor's Desk



Ray Huber




Twilight in The Berkshires

The new *New England States* —



now complete from Diesel to Observation Lounge!

It's an all-private-room  Dreamliner . . . with rubber-foam mattresses and circulating ice water in every room . . . an enclosed lavatory 

for every double room or suite! There's a new stainless steel diner, perfect setting  for the royal meals and hospitality of the New England States.

And there's a luxurious observation car for refreshments and relaxation . . .

Eastbound or Westbound you sleep  on the smooth Water Level Route and see the picturesque Berkshires by day . . . on your way between the

Heart  of Chicago and the Hub  of New England.

The Water Level Route
—You Can Sleep

NEW **NEW YORK CENTRAL**
BOSTON & ALBANY ROUTE



Found this in an old National Geographic Magazine—July 1949
What else is there to say!

Ray Huber



A TRIBUTE

Phil Shuster was a special friend of mine. He hired me on the Toledo Terminal Railroad during the late Spring of 1976 and we spent 8 great years together working and laughing on the Railroad. What a great experience to be able to work at something you enjoy, couple it with your educational background and get paid at the same time.

I've written many articles for the Train Order over the past few years and included many pictures of some of the sights I've seen during those 8 years. It all happened because of Phil.

I had just started a teaching job at Owens Technical College and needed a fill-in job during the summer break. I knew Phil because of the model railroad clubs we both belonged to. He the TMRE group and me the Rovers.

One day I asked him if he had an opening on the road because I was interested in a part time summer job. I was hoping for a "track gang" position at the least. Phil hired me and told me he had some engineering type work that needed to be done and wondered if I could help. Yes I said, so rather than going out on track, I went into the office on day one and there I stayed for 8 years.

What an experience - it will stay with me for the rest of my days!



Phil Shuster

HOW TO KEEP A TEENAGER OFF THE STREETS!

A real life story as told by Mike Bruss - Toledo Model Railroad Engineers

WORKING ON THE RAILROAD

I had the chance to do something that most model railroaders would love to do just once in their lifetime, to operate a diesel locomotive. It was 1975 - I was fifteen years old and I had a medical problem that required I stay up all night so I could sleep for the test that was first thing in the morning. I met Ray Steusloff through a friend of mine who had him as a paper customer. We got to talking about how I love trains and that I would like to ride in the cab someday. A week had gone by when Ray called and wanted to know if I would like to go to work with him at Stanley Yard. After getting permission from my parents, Ray said he would pick me up at 10:30 p.m. and to make sure I had on hard sole shoes and an old coat. Let me tell you, 10:30 could not come fast enough for me! I was ready to go at 9:00. Ray picked me up and we were off to work. We arrived at Stanley Yard K for our orders for the night. We were to couple blocks of cars together that had been pushed over the hump early in the evening. As we walked out to our engine, I could not believe how quiet it was for a railroad yard; even our engine was not making much noise. Ray had me climb up first, to make sure I would not fall off, and then we walked up to the cab. Our engine on this night was an old SD9 with the long hood forward which I could see it was going to make it hard to see anything other than right in front of my window. For the next three hours I watched Ray operate our SD9 from one track to the next putting blocks of cars together, than he asked if I would like to give it a try. So I jumped in the seat and he watched me for a while to see if I could handle it. After about a half-hour he said its all yours and he sat down in other seat to watch. I ran the engine for the rest of the shift and boy was I tired after that. I had the chance to go to work with Ray three more times that year. Then in 1976 he bid the hump job and once again he asked me to come along. I had worked four times that year with him, the last time being the most memorable. Our units this time were a SD38 with a GP9B helper unit. We had just tied on to a block of cars and we were told to hold in the clear because a freight was coming in the yard on the track next to us. While we waited for the train to clear, Ray asked if I wanted to push these cars over the hump. I climbed in the seat and he gave some instructions on what to do; what notch to run the engine in when the all clear was given. Ray said ok, check your signal, if it is green lets go. I looked out the window, the signal was green, I put the engine in run 3 and we started to move. All of a sudden lights started to flash calling for sand. I gave some sand and the lights went out. I thought everything was all right, but then the lights came on again and this time I could feel the engine bucking like a horse. Then a call came over the radio to stop. So I shut it down and our brakeman said he thought we came off the tracks. Ray said to me we better switch seats because they would send a truck down to pick us up. After we got in the truck, we drove down along side our train that's when we saw the problem. The train that we had to wait for did not clear the switch and I had derailed a boxcar, a gondola and a caboose - what a mess! Needless to say, that was the last time I worked on the railroad with Ray. Two days later Ray called to say that the mess was cleaned up by the time he went to work the next day. So, to this day, I will always remember my time working on the railroad.



EARLY CONRAIL 6917 – SD9



EARLY CONRAIL 6952 SD38 + GP9B

Photos By: Mike Bruss
Member NMRA

LAYOUT ~~ARTICLE~~ OF THE MONTH

Toledo Railroads and Facilities in the 1930's through the 1950's

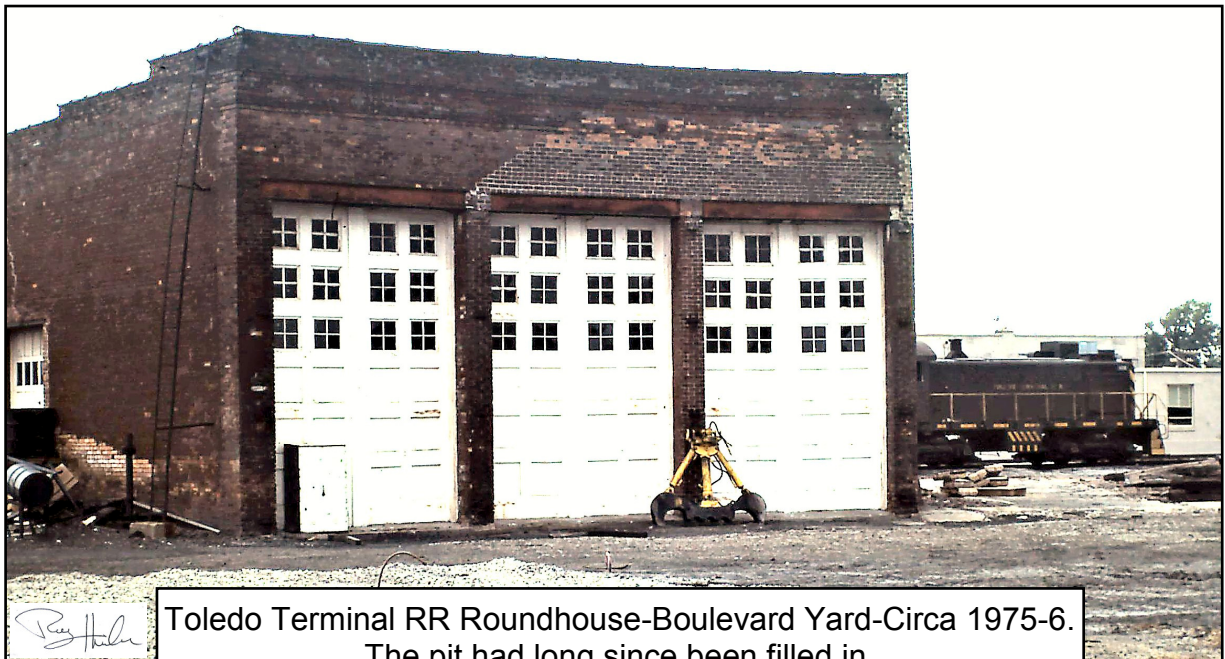
By John Roth and Mike Gilley

Toledo has always been a major rail center and in the 1930's the area was served by 14 railroads; Ann Arbor, Baltimore & Ohio, Chesapeake & Ohio, Detroit Toledo & Ironton, Detroit & Toledo Shoreline, Michigan Central, New York Central, New York, Chicago & St. Louis/Nickel Plate, Pennsylvania, Pere Marquette, Toledo Angola & Western, Toledo Terminal Railroad, Wheeling & Lake Erie and Wabash.

All the above railroads were still around in the 1950's U. S. G. S. survey update except Pere Marquette which was merged into the C&O and the Michigan Central merged into the NYC in the late 1940's.

With this many railroads and almost all goods moved on land there were considerable railroad yards and support facilities in the area. The following table lists yards and facilities and what is known to have happened to them.

This information was derived from the United States Geological Surveys in the early to mid 1930's and 1950's update. Additional information is from Toledo Streets Harbor and Bridges archive of maps as well as maps from The Wood County Engineer's office, Sanborn Insurance maps along with inspection of the sites.



Ray Hillier
Toledo Terminal RR Roundhouse-Boulevard Yard-Circa 1975-6.
The pit had long since been filled in.

Railroad	Yard Name or Location	Roundhouse	Comments
Ann Arbor	Manhattan Yard	Yes 85 Ft Turntable	Located on New York Ave South of Manhattan Blvd. Some of the yard is still in use.
Ann Arbor	Ottawa Yard	No	North of Manhattan Blvd.
Ann Arbor	Cherry St.	No	Freight House, Yard and Passenger Station.
Baltimore & Ohio	Harris Yard	Yes 115 Ft Turntable	Coal docks & grain elevator on the river
Baltimore & Ohio	Middlegrounds	No	Freight House. All Middlegrounds trackage removed.
Chesapeake & Ohio	Walbridge Yard	Yes 115 Ft Turntable	Now a CSX Yard
Chesapeake & Ohio	Presque Isle	No	Coal Docks replacing Hocking Valley Front St. coal docks. Now owned by the Toledo Lucas County Port Authority. Only one coal loader remains on site and in use.
Chesapeake & Ohio	Front St.	No	Hocking Valley coal docks phased out in 1930's with the opening of Presque Isle docks.
Detroit & Toledo Shoreline	Lang Yard	Yes 100 Ft Turntable	Turntable is still in use.
Detroit & Toledo Shoreline	New York Ave.	No	Freight house and yard located in area of New York & Ontario Sts. Freight house still on site.
Detroit, Toledo & Iron-ton	Temperance Yard	Single Stall Engine House	Located North of Laskey West of Bennett Rd. Currently used as a rail car repair facility. Tracks connect to the former Toledo Terminal Railroad now Norfolk Southern.
Michigan Central	North Yard (Sometimes referred to as the "Old North Yard")	Yes	Located Northeast of Manhattan & Stickney. Formally merged into the NYC system in the early 1950's. Yard abandoned now and tracks removed.
Michigan Central	North Yard (Sometimes referred to as the "New North Yard")	No	Located in a Northeasterly direction starting at Matzinger Rd. Formally merged into the NYC system in the early 1950's. Yard now abandoned and tracks removed. Currently most of the old yard is a landfill.
New York Central	West Toledo Yard	No	Located North of Sylvania Ave East of Bennett Rd. Yard now abandoned and tracks removed. The site is now the Jeep plant.
New York Central	Air Line Junction Yard	Yes (Two) 90 Ft turntables	Major service and repair facility.

New York Central	Campbell St. Yard	No	North side of Airline Yard and higher elevation than the Airline Yard which is bounded by Campbell and Hoag Sts. adjacent to NYC's Campbell St repair shops
New York Central	Whitmore Yard	Yes	Abandoned with only track through to Stanley Yard.
New York Central	Stanley Yard	No	Now a CSX Yard
New York Central	Oakdale Yard	No	Abandoned with only track through to Stanley Yard.
New York Central	Coal Docks East side of Maumee River	No	Located West/Southwest of the Cherry St. bridge. Now the site of "The Docks" restaurants. The loading/unloading operations were moved to a site adjacent to C&Os Presque Isle facility prior to the U. S. G. S. 1952 map update/revision. Now owned by the Toledo Lucas County Port Authority.
New York Central	Union Terminal/ Middlegrounds rail car shops	Yes	Roundhouse removed in the late 1940's and prior to 1952 United States Geological Survey update. All Middlegrounds trackage removed.
New York Central	Middlegrounds	No	Freight house. All Middlegrounds trackage removed.
New York, Chicago & St. Louis/Nickel Plate	Cloverleaf Yard	Yes 70 Ft. Turntable	Abandoned with all tracks removed
Pennsylvania	Olive St	No	Located on Summit St East of Cherry St. Passenger and freight station have been demolished.
Pennsylvania	Outer Yard	Yes	Abandoned and now a landfill.
Pennsylvania	Water St Freight House	No	Demolished and all tracks removed.
Pere Marquette	Ottawa Yard	Yes 100 Ft. Turntable	Erie Michigan paralleling Telegraph Rd. between Stearns and Erie Rds. Yard now abandoned.
Pere Marquette	Parallels Ann Arbor's Ottawa Yard	No	North of Manhattan Blvd
Toledo, Anglo & Western	Silica	No	Did not have a yard of their own.
Toledo Terminal Railroad	Boulevard Yard	Yes 90 Ft Turntable	Round house replace by a "Pull Trough" diesels service facility
Toledo Terminal Railroad	Hill Avenue Yard	No	West of Westwood Ave between Hill and Nebraska.
Toledo Terminal Railroad	Laskey & Jackman Rds	No	Removed prior to 1952 United States Geological Survey update.
Wheeling & Lake Erie	Ironville Yard	Yes	Major repair shops located inside the yards Wye. The roundhouse was located outside of the Wye on the Northeast side of the through tracks. The back wall and oit are still on site.

Wheeling & Lake Erie	Homestead Yard	No	Now Norfolk Southern yard and district offices.
Wheeling & Lake Erie	Paine and Woodford Sts.	No	Probably used to store grain cars destined for National Biscuit
Wabash	Middlegrounds	No	Freight house. All Middlegrounds trackage removed.
Wabash	Sumner	Yes 75 Ft Turntable	Some of the yard tracks are still in use for grain car storage.
Wabash	Gould Yard	No	Between Glanzman & Byrne Rd.

Many thanks to Mike Gilley and John Roth for their work and diligence to create this informative document. We need to be looking at things now, because all too soon they are gone. For example, the pictures (shown below) of the NYC facility up in Mackinaw City are long gone. I remember the station as a kid, but it is gone!

Even the tracks are gone that once served the NYC & PRR. Years back, this was the way to get to Mackinac Island via Mackinaw City and spend a week at the Grand Hotel.

Gentlemen in straw hats and ladies in full flowing skirts with a parasol over one shoulder sitting on the veranda of the Grand having afternoon tea or a cold glass of lemonade. Ah - those were the days!



NYC Roundhouse and Table
Mackinaw City, MI
Oct 1966

Ray Hill



LET'S MAKE SOME CONTINUOUS WELDED RAIL USING THE THERMITE WELDING PROCESS

Here's a sequence of pictures of that process that I had the pleasure of witnessing some time back in the late 70's when I worked for the Toledo Terminal Railroad.



STOCK PILE OF RELAY RAIL



LOOKS PRETTY GOOD



SETTING THE MOLD



SEALING THE MOLD



THERMITE POWDER IN THE CRUCIBLE PLUS A HOT IGNITER AND -



THAR SHE BLOWS

SPECIAL CONTINUED



JUST ABOUT DONE



WHITE HOT MOLTEN STEEL



DONE AND COOLING DOWN



READY TO GRIND



END RESULT

Toledo Terminal RR
East of Lime City RD.
Circa 1982

Steve Hilde

EXOTHERMIC WELDING

A little on the Techie side

Thermite Welding is technically Exothermic Welding in that it joins metals together using molten metals to form a permanent bond.

The process uses an exothermic reaction of a Thermite Composition to heat the metal using no external heat or current other than an igniter to start the reaction. The reaction creates its own heat via an Aluminothermic reaction between Aluminum Powder and typically, Iron Oxide. The process was developed in 1895 and patented by John H. Deppeler in 1928. The Delaware Hudson Railroad was the first railroad to weld rails together in 1935.

The reaction of Aluminum and Iron Oxide forms Aluminum Oxide (slag) and free Iron. The Iron by itself is not as strong as the steel rails, so Carbon is added to the compound to form molten steel. This in turn bonds the steel rail ends together with steel forming a continuous ribbon of steel rail. The process as shown in the pervious pictures is as follows.

1. Clean the rail ends, align the rails leaving about a 1" gap between the rail ends, then attach and seal the mold.
2. A proper amount of Thermite compound is added to a crucible that's attached to the mold. The compound is then ignited to start the reaction.
3. Once ignited, the process is self supporting allowing the molten metal to flow into the mold and fill the gap between the rail ends.
4. This continues until the entire compound is burned out and the molten metal is cooled down.
5. The cooled and solidified metal is ground off to form a smooth joint and the rail is now ready for use.

The above process is also used to bond copper wire between rail ends in jointed rail territory. This insures conductivity of electrical current through the rails. The two mains differences are, electrical bonding is a much smaller reaction and Copper Oxide is used rather than Iron Oxide.

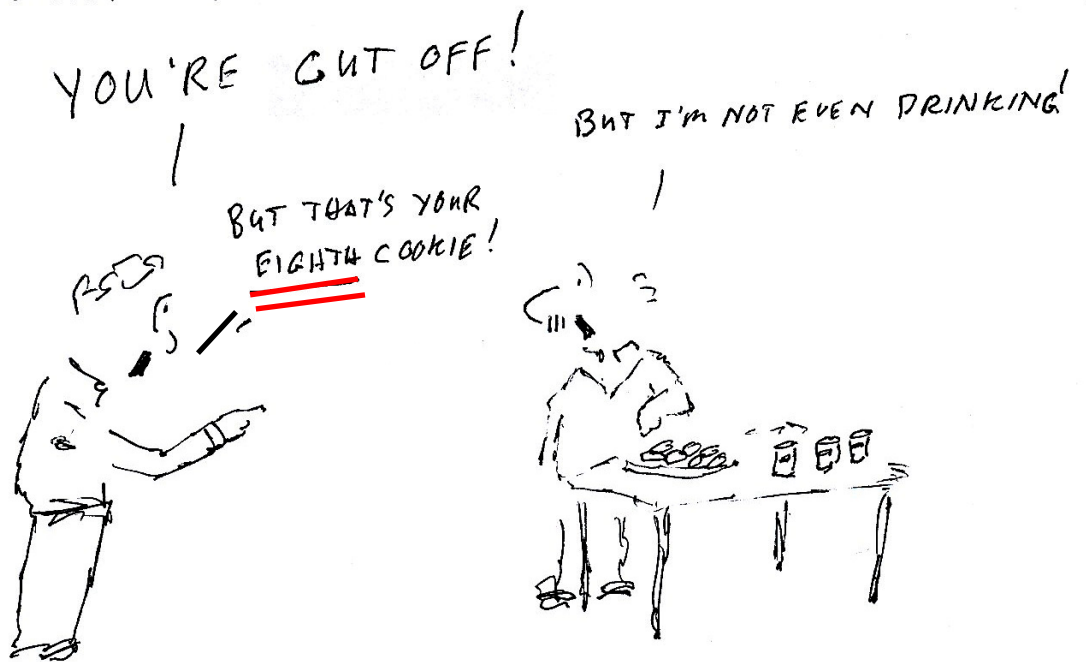


To learn more, go to Goggle and type in - [Thermite Welding](#) - you will find a wealth of information and photos/videos on the topic.

A handwritten signature in black ink, which appears to read "Ray Hulse".

HAZARDS OF CIVILIZATION

"AFTER-OPERATING FESTIVITIES"



Doug Hickman
Apr 2015

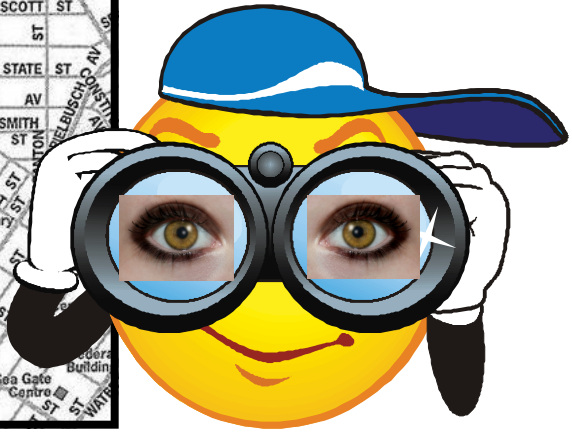
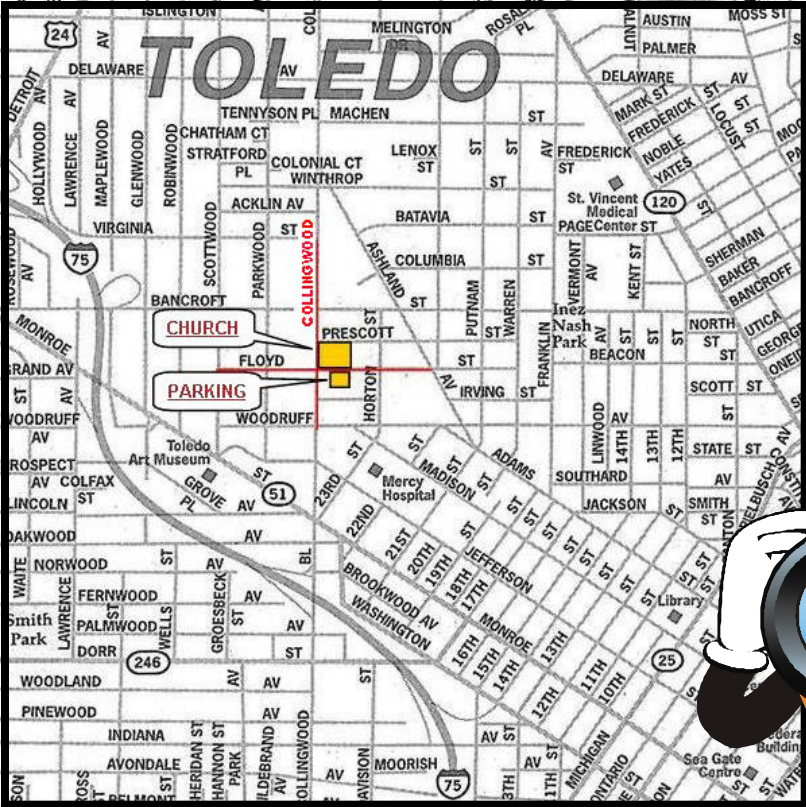


QTTX 130712

Here's a little something that passed through Bowling Green this past winter. Destination, a new substation north of town. Weight, 248 Tons of transformer.

Type in QTTX 130712 in the Google search box and you'll find this car along with all the train stuff you'll ever need!

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

- Superintendent -Dave McMullian.....davemcmullian@earthlink.net
- Assistant Superintendent -Jim Lang.....jiang@buckeye-express.com
- Chief Clerk -John Roth.....jroth@bex.net
- Agent -Phil Kauffmanpensy6401@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.