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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.**



Alright you wise guys, what manufacturer produced a model of this NYC freight house? Some liked to call it a building kit; I called it, a "box of sticks!." (look for answer on page 10)

*Ray Hulse*

# VIEW FROM THE CAB



Do you make regular visits to the Division One website? Do you know what's on the site? Do you know what's new there? Do you know who makes the site and its content "happen"? <http://www.divisiononencr.com> is the web address of the site and if you aren't plugging in there, you should. Paul Marsden is our webmaster and he is hard at work adding new content and improving the presentation. On the home page left-side menu, you always find a link to the Train Order, our monthly newsletter edited by Ray Huber. It's filled with news about what's coming next in the Division as well as all kinds of fun elements and useful articles. Just above the Train Order link you will find a quick reminder of the next meeting date and what's on the program. Now I want to tell you about a really cool new feature. At the top of the home page, click on Division Details and that will take you to a page full of variety. One of those features is an update on our library. We have a terrific collection of books, magazines, and DVDs that's growing fast. Librarians John Roth and Dex Decker have been hard at work organizing and cataloging the collection, and the first listing is now posted in Division Details. It's just a small part of what we have and the posting will grow as the librarians continue their work. You can check out any of these publications and disks at any Division meeting, and you should take some time to look the collection over during the refreshment break. There are lots of other features on the site to help new folks discover Division One, including meeting schedule info, a map, contact information and a member information form. I encourage you to bookmark the site, visit often, and offer any suggestions you can to make it better.

Friday, September 18, is coming up fast and that's our first meeting of the 2015-2016 activity year. **DON'T FORGET WE ARE NOW STARTING AT 7 PM!** Come at 6:30 if you can help with set-up. Bring things to share for Show-n-Tell, Pics-n-Flics, and Tools-n-Techniques. The roundtable discussion will be on Photography, so come prepared with questions and info relating to model, layout, and/or prototype photography. That's a very broad subject that can lead in many directions, so we'll see where it goes and perhaps continue the discussion at future meetings. As always in September, we will want to know what modeling or prototype activities you did this Summer, so be ready to share those too.

Finally, remember that we will have elections at this meeting. The slate of officers now stands as follows:

- Superintendent – Dave McMullian
- Asst. Supt. – Jim Lang
- Clerk – John Roth
- Agent – Phil Kauffman
- Member Services – Steve Kellogg
- Director – Ray Huber

I'm looking forward to seeing all of you again and seeing what you have to share.

See ya on down the line,  
Dave McMullian, Superintendent

# From the Editor's Desk

Ray Huber

Are you reaching the point of "BURN OUT? I sometimes feel that's where I'm going! What's happening to us? Getting older is one thing but, there is something else, is it APATHY? My Uncle Webster defines apathy as, "lack of interest." I can't say I'm not interested, I sometimes just get tired of looking at the same old thing and wondering if I will ever finish because it just keeps growing bigger and bigger. Ever experienced this feeling?



I know I do/did and the last time I did, I dismantled the whole railroad and started over. Well, that action very quickly stopped any feelings of apathy because, I now had something new to work on and my interest picked! What I found out was the size of the railroad and not the idea of model railroading that was causing me a problem. This time I told myself, self, build it smaller! Well, that was my goal and it worked well for awhile. Before long track began to fill every empty space on the layout. Once again I looked at what I had just created and asked myself, are you creating another monster? Now I'm faced with, is this too much?

OK how much is too much? That is a question you need to ask yourself. Are you building a railroad for your own entertainment or are you creating an empire that will need a half dozen people or more to operate. Again, personal preference!

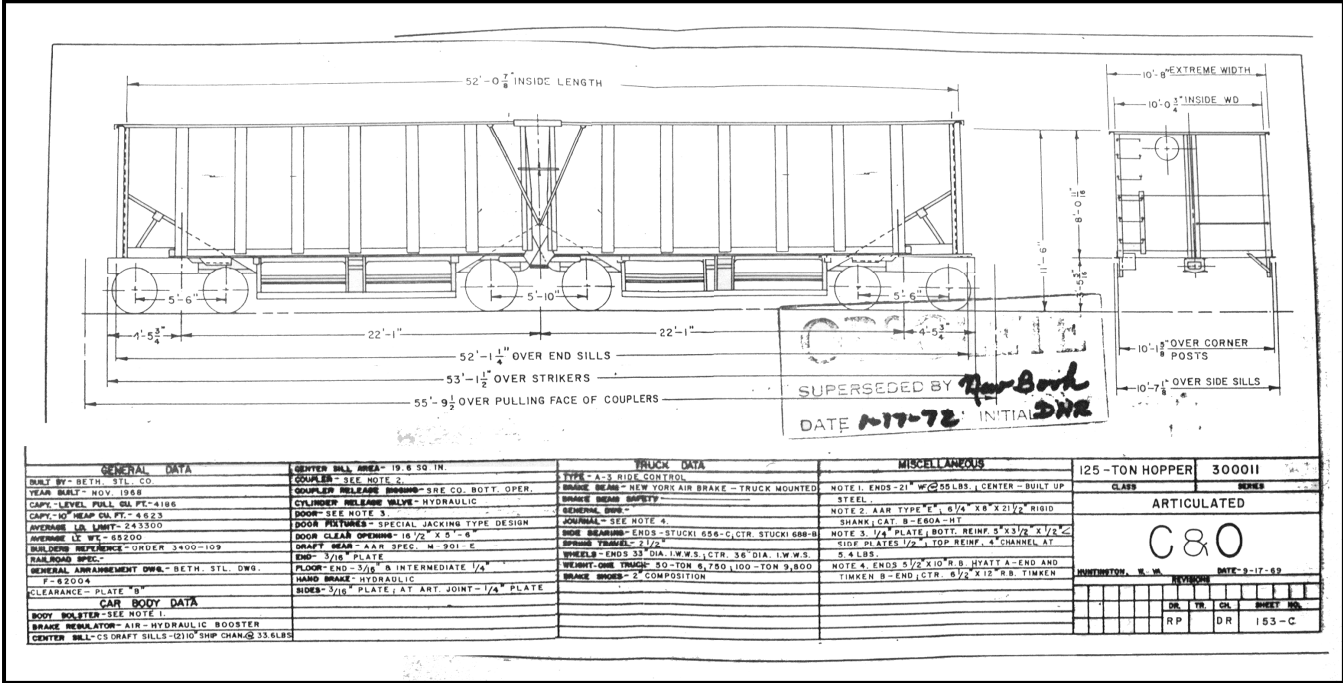
Once again I find myself close to the edge. Like many of you out there we have boxes of STUFF that will never feel the pulse of current or see a wheel turn on a piece of track. So what do I/we do, go to another train show and buy more. This has got to **STOP!**

My daughter made me stop and think one day when she said, "please Dad, get rid of this STUFF so I don't have to!" Her idea, make the land fill bigger! Is the train show, garage sales, EBay or others the only answer? Maybe we can help each other by forming an estate group or sponsor our own train show. A Division Train Show has been talked about before.

Another topic for the Round Table discussion?

A handwritten signature of Ray Huber in black ink.

# A Unique Railroad Item by: Steve Kellogg

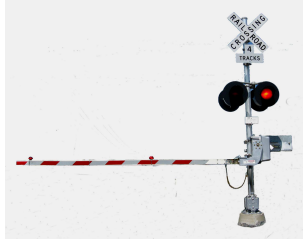


Once again my thanks to Steve Kellogg for another interesting article. It's article like this that make my job a lot easier and, a hole lot more interesting!

Not only do I get to put it altogether but, I learn something new every time.

This story about a C&O articulated hopper is something I never knew existed. Unless I read my hopper door assembly wrong, I would say this car was relegated to ballast spreading service.

Thanks Steve



# DO YOU REMEMBER THIS FROM LAST MAY?



If you've lived in the Toledo area for long, you should know by now. I can still see some of the downtown features in this photo that I've seen for the last 70 some years that I've been kicked around this old town. Nice to see some things don't change.

I see three main features. 1) the OCF world headquarters has not been built yet, 2) the Great Lake Terminal build is just over the tender, 3) the High Level bridge is there and 4) the skyline I remember as a kid (some of it!).

As for the locomotive itself, see the next page for a great follow up by Steve Glass, Division One member.





Hi Ray,

Well you threw that picture question right in my wheelhouse.

The locomotive in question is a Baltimore and Ohio Railroad class P-7d pacific used almost exclusively on the "Cincinnatian" passenger trains running between Cincinnati and Detroit. The Pacific was built in 1927 by the Baldwin Locomotive Works and would have been delivered in olive green paint, gold trim, numbered 5301 and named President Adams.

The "Cincinnatian" was created in 1947 as an all coach daylight train between Baltimore and Cincinnati with new/rebuilt streamline equipment including four P-7 Pacific's (5301, 5302, 5303, 5304) that received streamline shrouding designed by B&O's first female civil engineer, Olive Dennis. The engines were painted in a version of the blue, gray and black passenger train paint scheme and were known for having deep tone "steamboat" whistles.

On June 25, 1950 the "Cincinnatian" was changed to a Cincinnati to Detroit train with a stop in Toledo and would use the NYC tracks from Toledo to Detroit until 1964 when it switched to C&O track age.

At some point the NYC dieselized the route from Toledo to Detroit so the B&O had to switch head end power at Toledo to E units. The P-7s would be serviced in Rossford and would be readied to take over the southbound "Cincinnatian" at Central Union Station.

So to the photo in question; the tender has a full coal load and the crewman in the cab may be facing to the rear. I speculate that this engine is headed in reverse to Central Union Station for the arrival of the "Cincinnatian" from Detroit. It is on the NYC track that the switch for the connector from Rossford yard is on. Someone who can read [a] Walschaerts valve gear could confirm if I'm right.

All P-7 class engines were retired by 1958. In my opinion the photo was taken between whenever the NYC dieselized the route to Detroit and 1958.

Your humble B&O nut,

Steve Glass

**THANKS STEVE FOR THE GREAT REPLY AND HISTORY LESSON**

# SPECIAL NOTICE

THERE'S A NEW REGIONAL CONVENTION COMING  
BE SURE TO READ THE FOLLOWING ANNOUNCEMENT

## Convention Registration

The registration form is available in printed form or as a download from the convention website. Electronic registration is not available. To control costs, we intend to use e-mail as much as possible; please provide a valid address.

Mail your completed registration form along with a check or postal money order (no cash please) for all registration fees and convention merchandise to the convention mailing address shown below.

## Questions? Please contact us.

Bill Wernhoff [surveyor@centurylink.net](mailto:surveyor@centurylink.net)  
Chuck White [railcarman@frontier.com](mailto:railcarman@frontier.com)

## Convention mailing address:

Mark Wilson  
Fort Wayne Rails 2015  
11523 Green Holly Cove  
Fort Wayne, IN 46845

## NCR Division 3 website:

<http://www.div3.ncr-nmra.org>

## Convention website:

<http://www.fortwaynerails2015.ncr-nmra.org>

## Fort Wayne Rail Heritage

Fort Wayne has a railroad history dating from 1852, when the first locomotive was brought here by canal boat. It was used in the construction of the rail line eastward; the first train arrived on October 31, 1854. Continued construction connected the city to Chicago and other points west. Fort Wayne became the home of many railroad shops. The best known was the Pittsburgh, Fort Wayne, and Chicago Railway shops (later the Pennsylvania). At the turn of the century, there were a dozen rail lines with 200 trains. Today, there are two companies and good traffic (not 200 though). In fact, the elevated route of the Nickel Plate (now Norfolk Southern) is on the canal bed just north of the central business district.

Recognizing our rail heritage, our logo represents the prototype routes through the central part of Fort Wayne. Our title **Fort Wayne Rails 2015** invites you to tour our prototype properties (safely, of course) and build many clinic projects, friendships, and memories.

## Welcome to Fort Wayne and Allen County, Indiana

Fort Wayne Convention & Visitors Bureau  
(260) 424-3700, (800) 767-7752  
<http://www.visitfortwayne.com>  
Check out the Visitors Guide online.

Fort Wayne photos, information, and links  
<http://aroundfortwayne.com>

Fort Wayne Railfan website  
<http://www.fwarailfan.net>

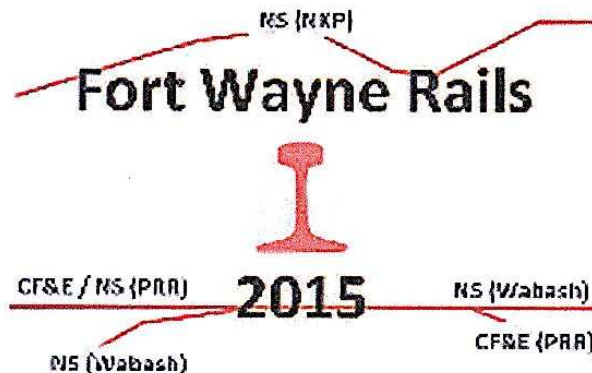


The  
National Model Railroad Association  
North Central Region  
Division 3  
welcomes you to the  
2015 Annual Convention  
to be held in Fort Wayne, Indiana,  
on October 29, 30, 31, &  
November 01, 2015.



Version: 20140115

Registration Form on the following page  
Print & Mail



**Fort Wayne Rails 2015 - REGISTRATION FORM**

Convention dates: October 29 – November 01, 2015

NMRA Region: \_\_\_\_\_ Membership #: \_\_\_\_\_ Expiration: \_\_\_\_\_

**General Information**

**Name Badge Information**

Name: \_\_\_\_\_

Primary Registrant: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_

Registered Family Member(s): \_\_\_\_\_

State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Telephone: \_\_\_\_\_ E-mail: \_\_\_\_\_

**Hotel Registration** – Register directly with Hotel Fort Wayne (855) 322-3224, (260)484-0411. Mention **NMRA Fort Wayne Rails 2015** to receive the \$85 rate (\$95 for 3 or 4 persons). Your registration at the hotel helps Division 3 meet our contract obligations. Thank you.

**Requesting Operating Session Information: Yes / No**

**Registration, Merchandise, and Activity Fees:**

- o Please circle the appropriate registration category and enter the fee amount.
- o Please enter your quantities and calculate your line totals.
- o Shirt is knit polo with pocket, with embroidered convention logo.
- o Register early. Prices are subject to change. If the minimum number of participants for a paid clinic or tour is not met, it will be cancelled with a refund.
- o *Registrations postmarked after August 31, 2015, will need to add a \$10 surcharge.*

Registration	
Single NMRA member	\$55
Single Non-NMRA	\$65
Family (at least one NMRA member)	\$75
Family (no NMRA member)	\$85
Surcharge – late Registration	\$10
1-day (NMRA in hotel only)	\$30
<b>Total - Registration</b>	

Shirts (preorder only)	Total
Attach separate shirt order form to this registration; and enter total fee here →	
<b>Total - Shirts</b>	

Activity	#	@ Fee	Total
Awards Brunch		\$15	
Conv. Car – Grain - Pre Order		\$28	
Conv. Car – Boxcar – Pre Ord		\$29	
Workshop - Weathering		\$ 5	
Workshop - Backdrops		\$ 5	
<b>Prototype Tours</b>			
Indiana Northeastern Shops		\$10	
Triple Crown		\$10	
NS Dispatching Center		\$10	
Bunge, Decatur		\$10	
SDI Rail Mill, Columbia City		\$10	
SDI, Butler		\$10	
3D Prntng, Allen Cty Pub Lib		\$10	
<b>Total – Activity</b>			

**FWRHS #765:** Price to be announced. Requesting Engineer at the Throttle information: Yes  
Expected number of participants: \_\_\_\_\_

**Total Amount enclosed with Registration: \$ \_\_\_\_\_**

Payment may be made by check (or money order) payable to: **NMRA NCR Division 3**

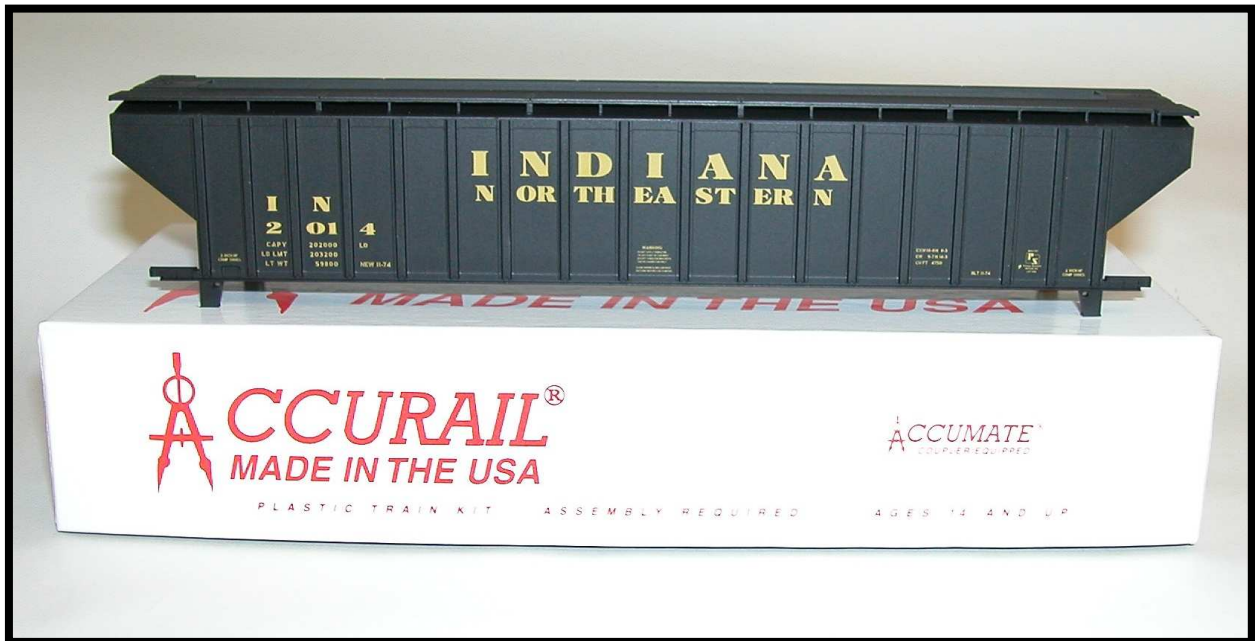
Mailing address: **NMRA NCR Div 3, Ft Wayne Rails 2015, 6201 Discount Dr. Fort Wayne, IN 46818**

Convention website: <http://fortwaynerails2015.ncr-nmra.org>

Comments on reverse side: Yes / No



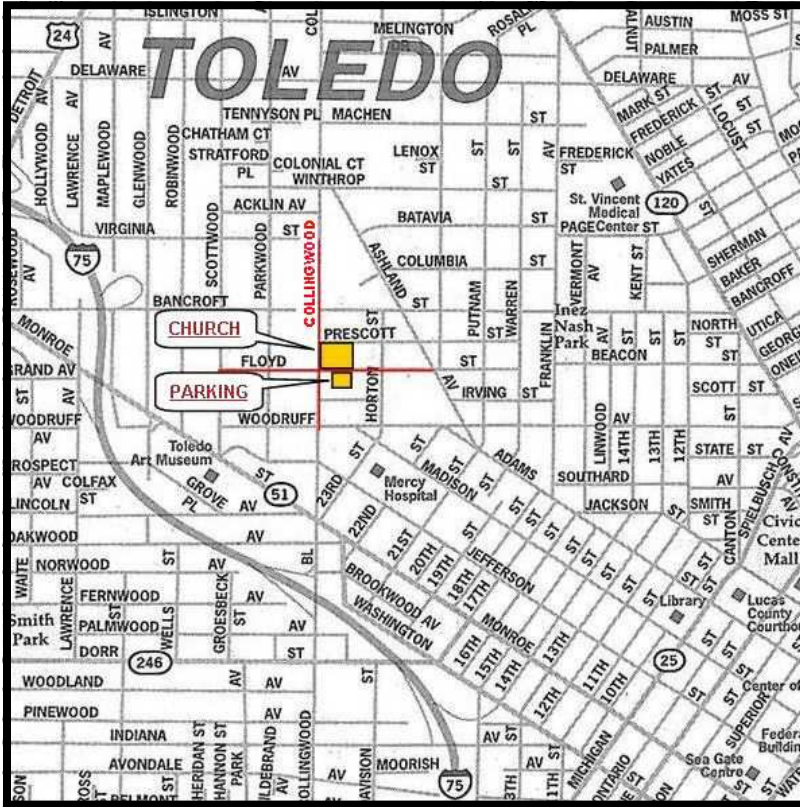
Some rolling stock you can get at the Fort Wayne Convention this coming October. See details in this issue of the Train Order.



**Get your convention car/s now and avoid the disappointment of - all gone!**

The prices are \$29 for the four color GR&I car, and \$28 for the two color INE car. These prices are valid until August 1st, unless you are pre-registering for the convention. For pre-registered convention attendees, these prices are good until the convention. After August 1st, the prices (and at the NCR's Convention Company Store) will be \$31 and \$30. If anyone wants the cars sent to them, Shipping & Handling is \$5 (for up to four cars). Send your check, payable to: Div 3 NCR NMRA, to Mark Wilson, c/o Solid Rock LLC, 6201 Discount Dr, Fort Wayne, IN 46818. Mark is our division's treasurer.

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 **6:30 PM** and the meeting starts at **7:00 PM**.



**ANSWER**

**FREIGHT STATION**

A small town HO freight station that's right for any railroading period. The NYC prototype was built in the days of wood burners and was still serving diesel freights nearly a century later. Kit features die-cut board and batten siding, cast metal doors and windows, plus full-size drawings and detailed assembly instructions. Overall height is 3 1/4". Base measures approximately 5" x 8 1/4".

Model No. 7622 \$6.95 at your dealer  
or add \$1.00 for direct shipment

**ALEXANDER SCALE MODELS**  
PO Box 7121, Grand Rapids, Mich. 49510

**CURRENT OFFICERS 2014 - 2015**

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Dex Decker.....[dexdecker@gmail.com](mailto: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.