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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.



Photo by: Bill Vollmar
Well Done Bill!

**DIVISION ONE CHRISTMAS DINNER - DECEMBER 18th
AT THE SWAN CREEK RETIREMENT CENTER.
(DINNER BY PREPAID RESERVATION ONLY!)**

SPECIAL ANNOUNCEMENT

Division One Christmas party – **December 18, start time** is 6:30pm, dinner served around 7pm. **Place: Swan Creek Retirement Village, 5916 Cresthaven Lane, Toledo.** Maps will be given out at the November Division meeting. After dinner, annual “Chinese Auction” will happen. It will begin about 8:30. Details at November meeting.

Dinner will be served at your table (**NOT BUFFET STYLE**). There are three choices for entre: Beef Burgundy, Chicken Marsala or Salmon Dijon. Your choice must be made at the November meeting, or if you are not there, not later than Dec. 10 by calling Chuck Williams at 567-225-3051. There will be a sign up list at the November meeting.

COST: \$15.00 PER PERSON. Pay Treasurer Phil Kaufman.

PARKING: Two locations, both adjacent to where we will meeting. There will be signs directing you to parking areas. At the foot of the hill leading down to Swan Creek Retirement community, there is a STOP sign. Straight ahead will take you to the end of a lot next to the entrance to the meeting area. Limited parking spaces. Turning right at the STOP sign and following the signs around to the rear of the apartment building. There is large parking area next to the garage and the entrance to the meeting area is right there. **ANY CASE, WHEN DRIVING DOWN THE HILL, WATCH OUT FOR DEER. THERE ARE LOTS OF THEM.**

Dress for the evening is normal Division One casual.

Should you by accident enter the building at the front entrance (circular drive with a canopy), ask for directions to Market Square. It will be down the hallway to the left. Just keep walking.



VIEW FROM THE CAB



We are just a few days away from the annual Division One Christmas Party, and this year's event is going to be extra special. We've got a beautiful location, a great dinner, full service, and our (in)famous Chinese Auction! I see that a number of wives will be joining us, mine included, and it's good that we can add this night to our family holiday agenda. At last count I saw that we are expecting 34 members and guests, so wrap that special auction gift, wear something festive, and let's party!

Earlier this month we held our first meeting of the new Operations Project and the turnout was great. There is a lot of interest in Ops within Division One, and I know others will be joining the group. There will be a monthly meeting (next one is January 10) hosted by different members where a particular ops-related topic will be taught and discussed, and we'll do some hands-on layout running as well. Beginning with the January 22nd regular Division meeting, we will include a brief mini-clinic relating to operations, with the initial focus on prototype practices that can be applied to modeling. We've also got some new activities planned for the January through April meetings, so check the calendar on the Division One website (<http://www.divisiononencr.com>), mark your planner, and be part of the fun.

Speaking of "being a part", please indulge me while I repeat something you've heard me say many times before, but it bears repeating: Division One is the sum of its parts. We are a member-driven organization that is only as good as what you and I each bring to the table. Our activities are focused on your contributions in terms of models, ideas, techniques, and questions. Yes, questions. Questions are a never-ending part of model railroading, and we all face them throughout our hobby journey. There are no dumb questions. Everyone encounters every question at some point in their experience. We are all at different places in time and effort, so your questions are important. We need to be asking modeling questions as a regular part of our meetings, which will lead to a number of good things. You'll get help from those who know, you'll encourage someone else with the same problem, and you'll open the door to a topic we can expand within our program activities. We are going to start focusing on this effort in January, so think about it before we get there and don't be afraid to ask!

Right now I hear a certain unfinished Boston & Maine steam loco calling my name from the depths of my basement, so I'm going to grab a liquid refreshment, put on my slippers, and retire to the workbench for the evening. I'm looking forward to seeing you at the party on the 18th, and I wish all of you a Merry Christmas and Happy New Year!

Dave McMullian
Superintendent

If you don't get the NCR Hot Box via mail or email, you can get it through the NCR web site. In your search box type the following web address, <http://www.ncr-nmra.org> and look for the Hot Box tab. You can read the Train Order on line using Adobe Reader by clicking on the link just listed.

From the Editor's Desk

Ray Huber



Not a whole lot to talk about this time (applause). However, it's time to think about the up coming Holiday Season and all it means to a lot of people. Family, friends, and a reflection of the year just past. We all have our stories, some sad and some glad. Having said all of that, I seriously hope you and yours have a wonderful Holiday Season and the prospects for the coming year are bright.

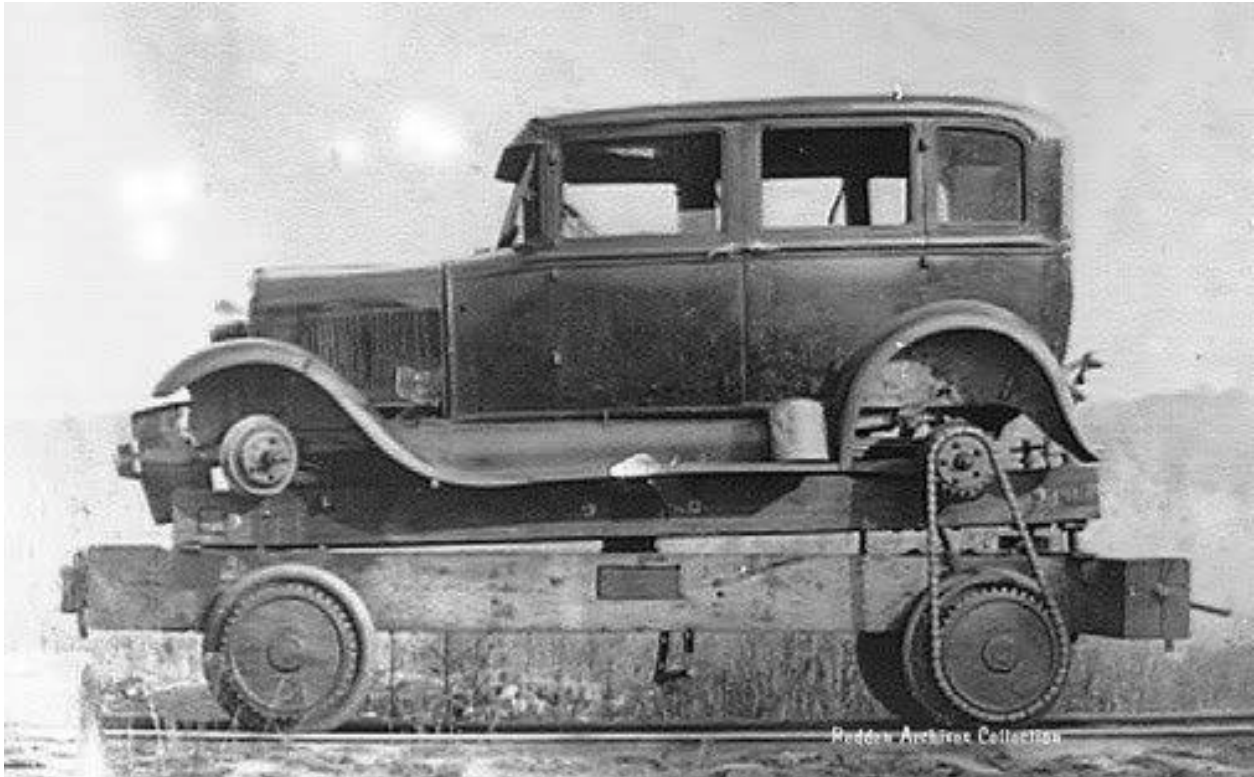
I would like to take this time to personally thank all of you that contributed to the Train Order. It sure makes my job easier when I've got STUFF in the bank. Any articles, stories, pictures or comments are welcome and they will be printed as space permits.

With all the talk about digital photography at some of our meetings, I would hope to see more of your work. Just shoot it (with that new Xmas camera) and send it and I'll get it ready for publishing. As Editor, I may crop or enhance it a little but, it will still be your picture and your credit.

Good Subject, the old electric train around the tree.



Ray Huber



When all else falls, use your imagination!

If you look closely, you can see what looks like a screw device at the end of this rig. I would guess it's to raise and lower the frame to engage or disengage the drive chain—clever these railroaders! What's that, a pivot or fulcrum in the middle of the frame? Guess they thought of everything.

It must have been quite a ride !

Once again, Thanks to Steve Kellogg

NOTE FROM THE EDITOR

Last month, there was a picture of what appeared to be a Railroad Station on the front cover of the Train Order and in fact it was. My error was in not mentioning it was the then new New York Central railroad station in Toledo, Ohio. It was built in 1950/51 and was the last station built by the Central. It still serves Amtrak today with two trains a day—one east and one west. The building was remodeled sometime in the 90-'s keeping the general theme of the original in mind. If you walk into the main lobby today, it looks almost as it did when it was built. Even the ticket counters are still there as well as the Art Deco trim.

How many of you have ever seen a double turntable. Until Steve Kellogg submitted the following pics, I never did either. It would appear that they were used both in this Country and in Europe. It's a clever idea and would be quite a challenge for anyone that would try to model one. **Anybody game?**





This is what happens when you don't pull into your receiving track far enough. It's called a side-swipe and ole #92 paid the price as well as others!

Toledo Terminal Railroad, north end of Boulevard Yard, circa 1981

HAZARDS OF CIVILIZATION
" GIFT GIVING "

DOUG - I'M NOT SURE THEY
CAN USE A USED
WHISTLE POST...



Tis the season of giving but, be careful what you give!
Thanks once again to Doug Hickman for his wit!

Here are three Train Shows that will be in our area.

ANN ARBOR MODEL RAILROAD CLUB
FEBRUARY 13 & 14, 2016
SAT 10AM—4PM
SUN 10AM—3PM
SALINE MIDDLE SCHOOL—SALINE, MI

FREMONT MODEL TRAIN SHOW & SWAP MEET
FEBRUARY 28, 2016
10:00 AM—3:00 PM
FREMONT COMMUNITY RECREATION COMPLEX
FRE,PMT, OHIO

BUCYRUS MODEL RAILROAD ASSOC.
TRAIN SHOW & SWAP MEET
APRIL 9, 2016
10:00 AM—4:00 PM
CRAWFORD COUNTY FAIRGROUNDS
BUCYRUS, OHIO



Ray Miller

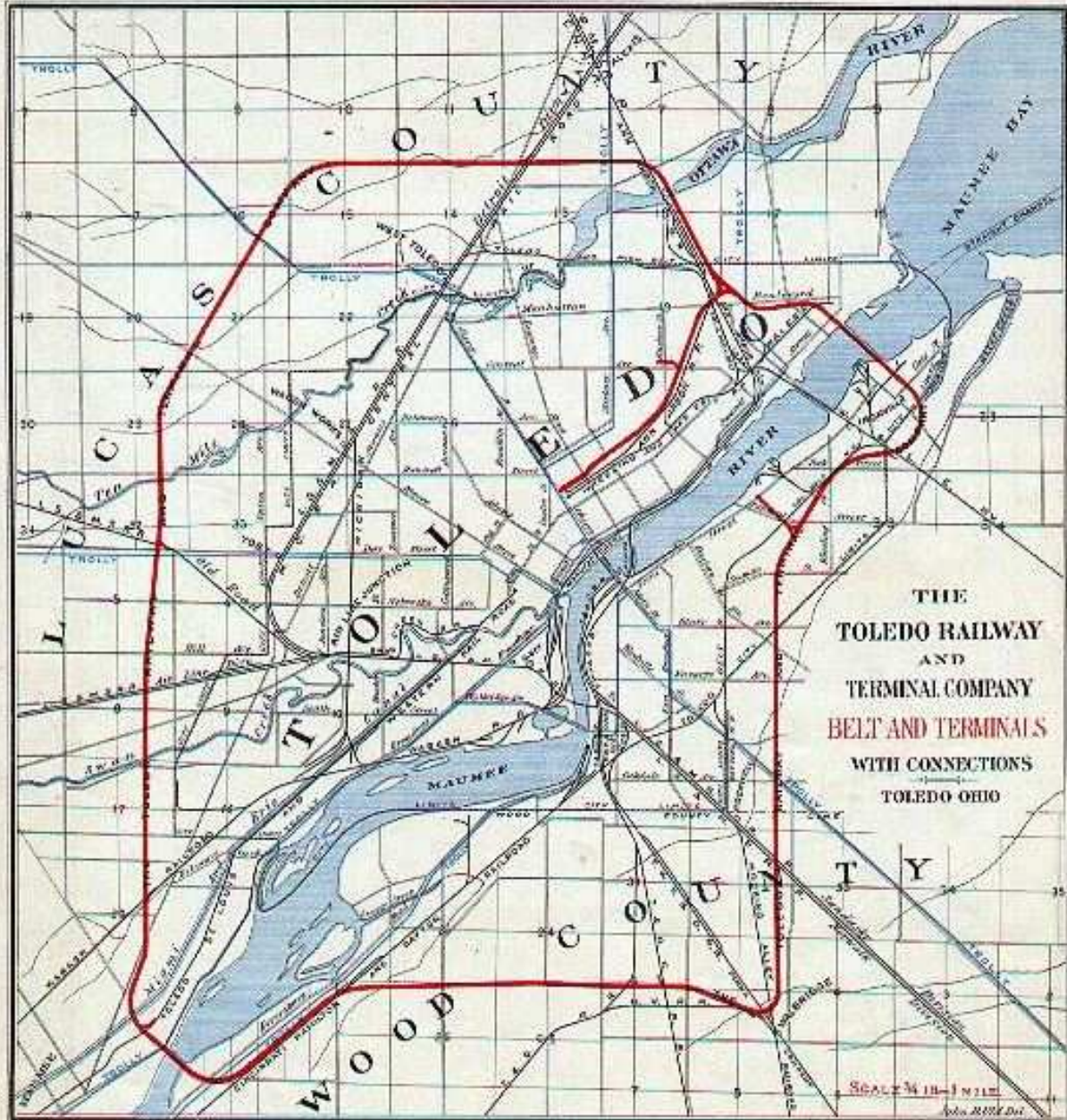
Toledo & Maumee Valley Railroad



**A Happy Holiday Day to one and all
while keeping in your thoughts, our
troops and those less fortunate!**



THE TOLEDO RAILWAY AND TERMINAL COMPANY,
(BELT LINE AND TERMINAL STATION.)



THE TOLEDO RAILWAY AND TERMINAL COMPANY (COMMERCIAL AND INDUSTRIAL DEPARTMENT) offers
Factory and Warehouse Sites and General Yard Locations, both inside and in the suburbs of Toledo. Let us correspond
about this.

LEM P. HARRIS, Commercial Agent,
Toledo, Ohio.

This is probably the best map to the Toledo Terminal RR I've ever seen. At one time (Circa 1978) I revised a similar map for Phil Shuster but, it was not in color as this one is. The Terminal had 31 miles of track with 28 miles being the "LOOP" the you can plainly see on this map. In the early days, much was double track main or the A & B main as they called it. I found this on the internet by typing Toledo Terminal Railroad in the GOOGLE search box. Lot's of other good stuff there also.

Ray,

I was reading the Train Order and saw this question about the T&OC. If I remember correctly the crew had to come from Columbus to protect their seniority. Just as we had to drive to Lincoln Park / Detroit to protect our Toledo seniority to fill vacancies during this time period. The local probably came from Stanley Yard down the eastern main and their engines were probably single units, either GP-7s or GP-9s on this local job. I would guess the job turned at Fostoria returning to Stanley. It is quite possible, they could have gone further south as we were still working under the sixteen hour law and later the fourteen hour law. I do know the CBT "Columbus Bucyrus Turn" came out of Crestline and worked the stone quarry about eight miles north of Bucyrus on the Eastern Main, where this portion of the road was in pretty decent shape. This line ran behind my father-in-laws property south of Wayne. On occasions road trains from Columbus to Toledo would traverse this line. I am guessing EMD U25B locomotives or locomotives similar in weight restrictions handled the road trains as the ties and rail on this portion of the road were nearly worn out.

During the early Conrail era it was suggested to have the southbound trains run the PRR Carrothers Branch to Crestline our away from home terminal from Stanley; while northbound trains would run the old T&OC Eastern Main from Bucyrus to Toledo as Stanley Yard was built to handle inbound trains from the south. This never materialize as a thru-truss bridge located over the Sandusky River at Bucyrus was too narrow and having height restrictions for the larger auto racks and hi-cube boxcars. Not only would the rail and ties have to be replaced, but also the bridge. This was scraped after a feasibility study. I know this to be correct as our trainmaster at Gibsonburg had privy to this information.

When Conrail was doing track work on the Western Division many of their trains operated over the Carrothers Branch during day-lite hours. This was between Columbus to Carrothers on the N&W/NS Railway. At Carrothers their trains came around the wye to Toledo.

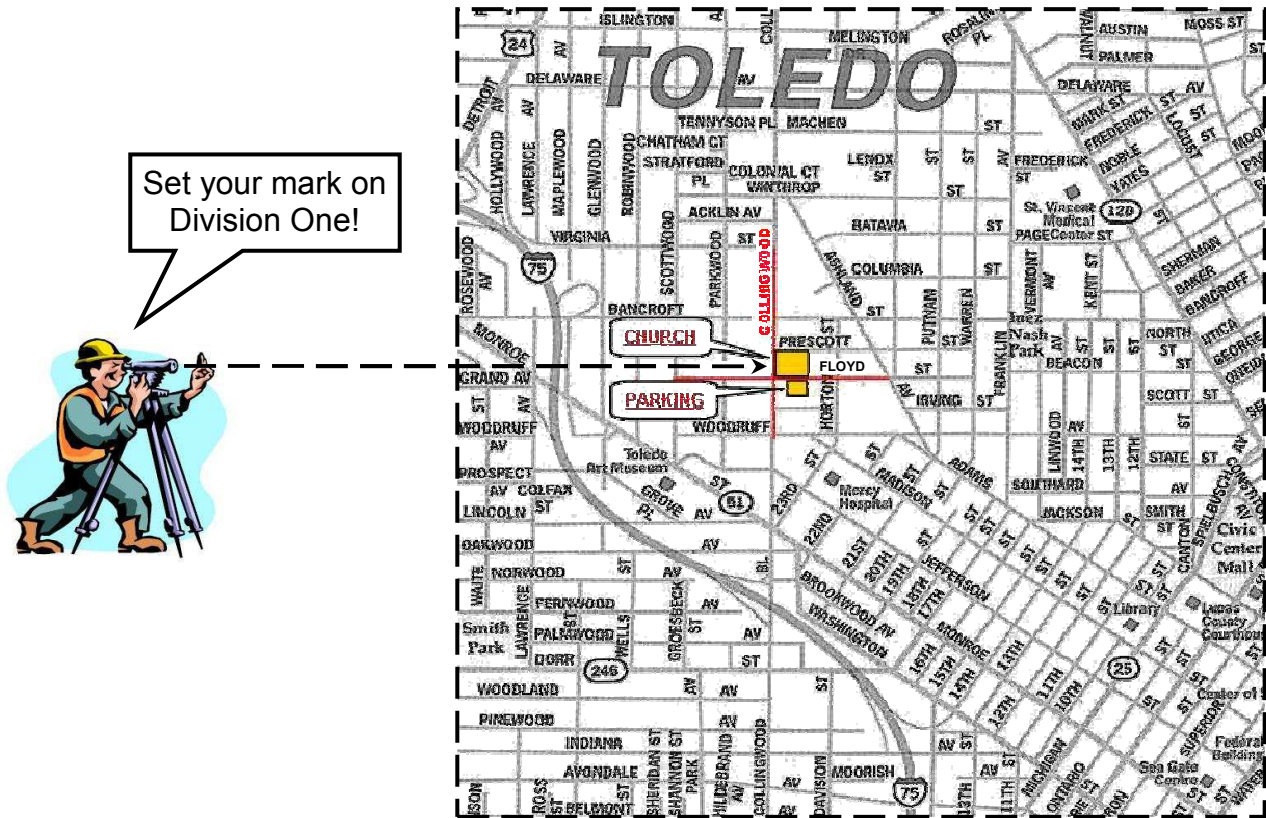
It was told to me this line was the first section of railroad to have TCS or Traffic Control System. Operated from Stanley Tower to Fostoria Tower. I do know the old T&OC Fostoria Tower was still standing a couple of years ago south of F Tower on the CSX, where the T&OC diverged from Fostoria to Toledo.

Larry Hickman .

If you recall, one of our members asked a question about the old T&OC (Toledo and Ohio Central) that ran south through Wood County to Fostoria, Ohio. Thanks to Larry Hickman, we have some insight as to the workings of that piece of history via his article he sent in covering what he remembers. If you go to the internet and type in Toledo & Ohio Central, you will get a raft of information. The old steamer photo came from that site. I've still got one other source I'm going to explore for a later issue of the Train Order. - The Editor



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**.



CURRENT OFFICERS 2014 - 2015

- Superintendent -Dave McMullian.....davemcmullian@earthlink.net
- Assistant Superintendent -Jim Lang.....jlang@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 -Ray Huber.....rahuber@bex.net
- Train Order Editor -Ray Huber.....rahuber@bex.net
- Librarian -John Roth.....jroth@bex.net
- Librarian -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.