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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.



Reading T-1 heading up the Freedom Train - 1976



At Iron Ville Tower during the N&W strike - Summer of 1976. This was the one bright spot during the week that I spent in the Tower. Normally, the Tower was manned by N&W people but, the strike precluded that. Got to know what "on the bell" meant and how to use a "wave through flag." Now that's operating a railroad!

Ray Hill

VIEW FROM THE CAB

Happy New Year! It's hard to believe we are turning the corner at the midpoint of our meeting season. I think the 35+ members and guests who attended the Christmas Party at Swan Creek would agree that it was a big success featuring fine food, fellowship, and lots of laughs thanks to the Chinese Auction. In a few days (January 22), we'll be meeting back at Collingwood Presbyterian and we've got a lot of things going on. I've got a couple



of things for you to think about prior to the meeting. First, the North Central Region board of directors voted to have our Divisions establish names. This is done in other regions and it gives us a chance to identify with our locality, history, or whatever rather than just be a number. Start thinking about ideas now and we will discuss them on the 22nd. Second, we will distribute order forms at the meeting and you'll have an opportunity to get Division One wearables. There are polos, sweatshirts, and woven shirts in a variety of colors. We will collect the orders after the January meeting and deliver the garments at the February meeting.

On January 10, the new OPS SIG held their second meeting at John Gardner's house and 13 members showed up in spite of nasty weather. This group is off to a great start and will continue meeting monthly to discuss ops-related topics and brainstorm ideas for the host layout. The next meeting will be February 21 at my house. If you haven't been to a meeting yet, please come and join us, as there is something practical for just about everyone who runs trains. There will also be a mini-clinic at each of our next few Division meetings related to ops. In January Norm Cattell will teach us about the various train crew members, their responsibilities, and how we can apply this knowledge to our layouts.

View From the Cab Cont.

Our February 26 meeting will feature a hands-on clinic on soldering by Steve Glass, including tools, equipment, materials, and techniques. We'll have a preliminary discussion on the topic in January as well, so bring any questions you may have. We'll have our usual Show'n'Tell, Tools'n'Techniques, and Pics'n'Flics. Also come prepared to show or tell about what you got for Christmas that is railroad-related.

Before I close, I must pause to remember some important folks who left us in December. We lost Bruce Birkenkamp after a long illness, and just before the New Year, Don McConnaughy's wife Karen passed away. Most of you did not know my Dad, but he was my "worlds' greatest model railroader" and is responsible for hooking me on the hobby since I began to walk and talk. Dad passed away on December 14 after 90 great years. He left me a treasure of memories along with some great models, so some of his locos and rolling stock will be part of my ops on the MaineLines for as long as I'm still going.

I'm looking forward to seeing each and every one of you on January 22, so mark your calendar, get prepared, and be there!

See ya on down the line,

Dave McMullian
Superintendent

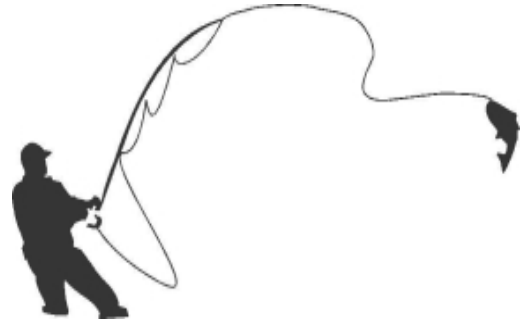
Yesterdays
Memories
are tomorrows
Treasures

From the Editor's Desk

Ray Huber

Well here we go again! The steam is up and the board is green as we head down the track into still another New Year. . This year will be an especially interesting year for me. It's the year I'm finally going to retire after some 50 plus years in the Civil Engineering field. After considering some issues at home and my own health, I decided it was time!

Will I quit cold turkey? No - what I hope to do is work part time for the new Wood County Engineer who is currently my Chief Deputy Engineer. He will be taking office January 2017. We will be finalizing plans as the year moves forward and if it does not work out, then I'm going fish'n or working on the layout or both!



If you and your family had the Christmas we had at our house, then I know you had a wonderful time with family and friends. Yours truly and the kids did all the cooking and the rest while Mom sat there and bossed us around. She is recovering nicely from her surgery as you can see.

Because of the Chinese Auction at our Holiday Party, I now have a new refer for my Cold Storage Facility on the Perrysburg side of the Maumee River. My thanks to the party that placed the car in the auction.



Ray Huber

65 years and still running!

What else can you say about American Flyer. As a kid, I spent hours going over and over the Flyer catalog. That was my dream book.

There's nothing to bring out the kid in you like an electric train at Christmas both then and now!



Christmas 2016

Russ Hilder

Time to take a moment to remember those that have gone before us. During the month of December 2015, we have seen three people with ties to Division One pass.

1. Dave McMullian - Father.
2. Don McDonough - Wife.
3. Bruce Berkenkamp - Division One Member.

If you get the chance, express your condolences to the family.

The Editor



Ray,

I was looking through one of my scrapbooks and remembered I had a couple of photos showing Wayne and Bucyrus on the T&OC Railroad. Be my guess and forward these photos to the gentlemen asking about the T&OC.

Photo 1: Southend of Wayne in 1927 showing the T&OC Depot.

Photo 2: Northend of Wayne (Pairie Depot) showing the T&OC Depot.

Photo 3: 1st engine built by the Ohio Central Railroad Company in their Bucyrus Shops on May 1st, 1882. J.B. Morgan Master Mechanic and G.G. Hadley General Manager

Larry Hickman

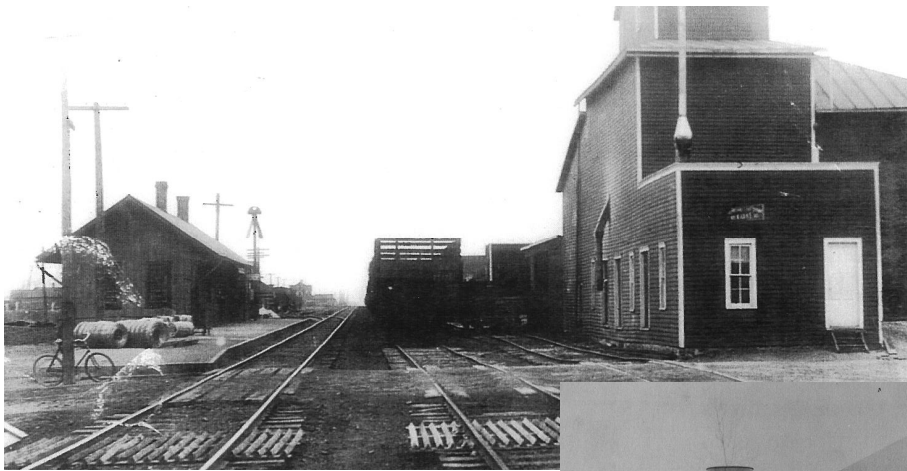


Photo #1

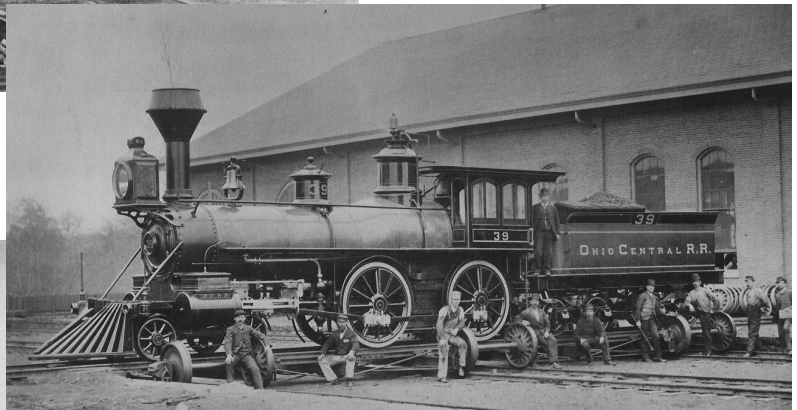


Photo #3



Photo #2

Ray,

One of the guys sent me a copy of the Eastern Division Main from Stanley to Berwick. This shows not only the track plan, but also the location of the signals and the different types. Thought you may be interested. I also found from my understanding it two crews from Columbus to Toledo on road trains, with most only getting as far as Bucyrus before the hours of service came into effect in later years. From Bucyrus to Stanley it took another crew. It is my understanding this is why most of the Eastern Division was finally eliminated, except for a couple of locations.

Stanley interlocker

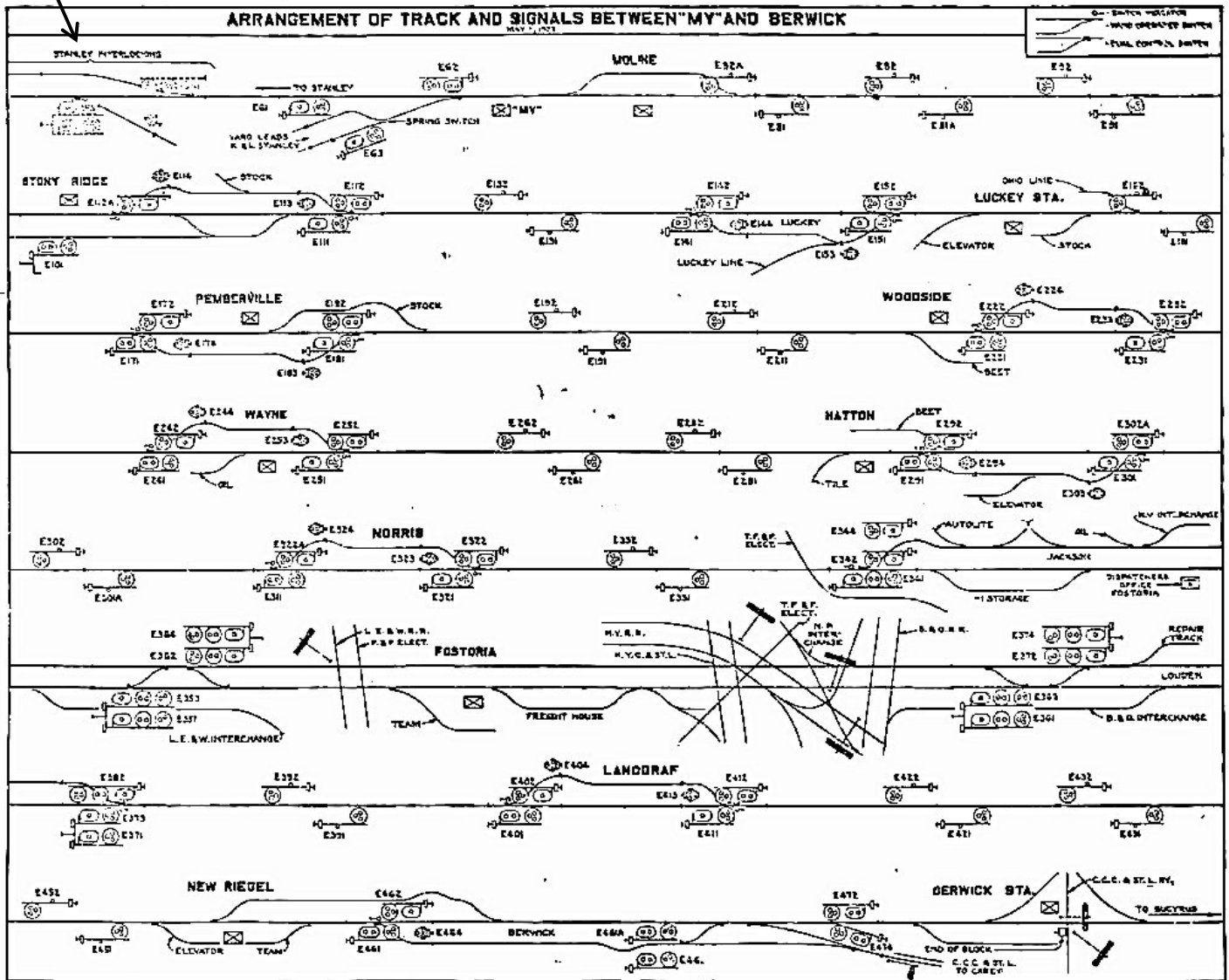


FIGURE 4

Once again, our thanks to Larry Hickman for his contribution to the Train Order. If you are or were a T&OC fan, this map should be a treasure.

Thanks Again Larry,

The Editor

Why 4 FEET 8.5 Inches is Very Important **(fascinating stuff!)**

An Article by: Steve Kellogg



Railroad Tracks

The U.S. 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 designed the U.S. 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 then? Because the people who built the tramways used the same jigs and tools that they had used for building wagons, which used that wheel spacing.



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 (including England) for their legions. Those roads have been used ever since.



And the ruts in the roads? Roman war chariots formed the initial ruts, which every-



one 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. Therefore, the United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. In other words, bureaucracies live forever.

So the next time you are handed a specification, procedure, or process, and wonder, 'What horse's [see picture] came up with this?', you may be exactly right - Imperial Roman



army chariots were made just wide enough to accommodate the rear ends of two war horses.

Now, the twist to the story: When you see a Space Shuttle sitting on

its launch pad, you will notice that 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 larger 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 and 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' behinds.



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 horse's [well, you know].

And you thought being a horse's



wasn't important!

Explains a whole lot of stuff, doesn't it?

Another great job by Steve Kellogg. Keep up the good work and research.

The Editor

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

LOCAL TRAIN SHOW
MARCH 13, 2016
10:00 AM —3:00PM
OWENS COMMUNITY COLLEGE
TOLEDO, OHIO

A good friend of mine sent me this link because he knew I enjoyed rail-roading. There some great video of old and new snow plowing on the high iron. There are many videos out there but, this is the first time I've seen this one. You may copy the link to your computer or click on it while reading the Train Order in Adobe Reader.

Either way, hope you enjoy it

<http://biggeekdad.com/2016/01/trains-plowing-through-snow/>

The Editor

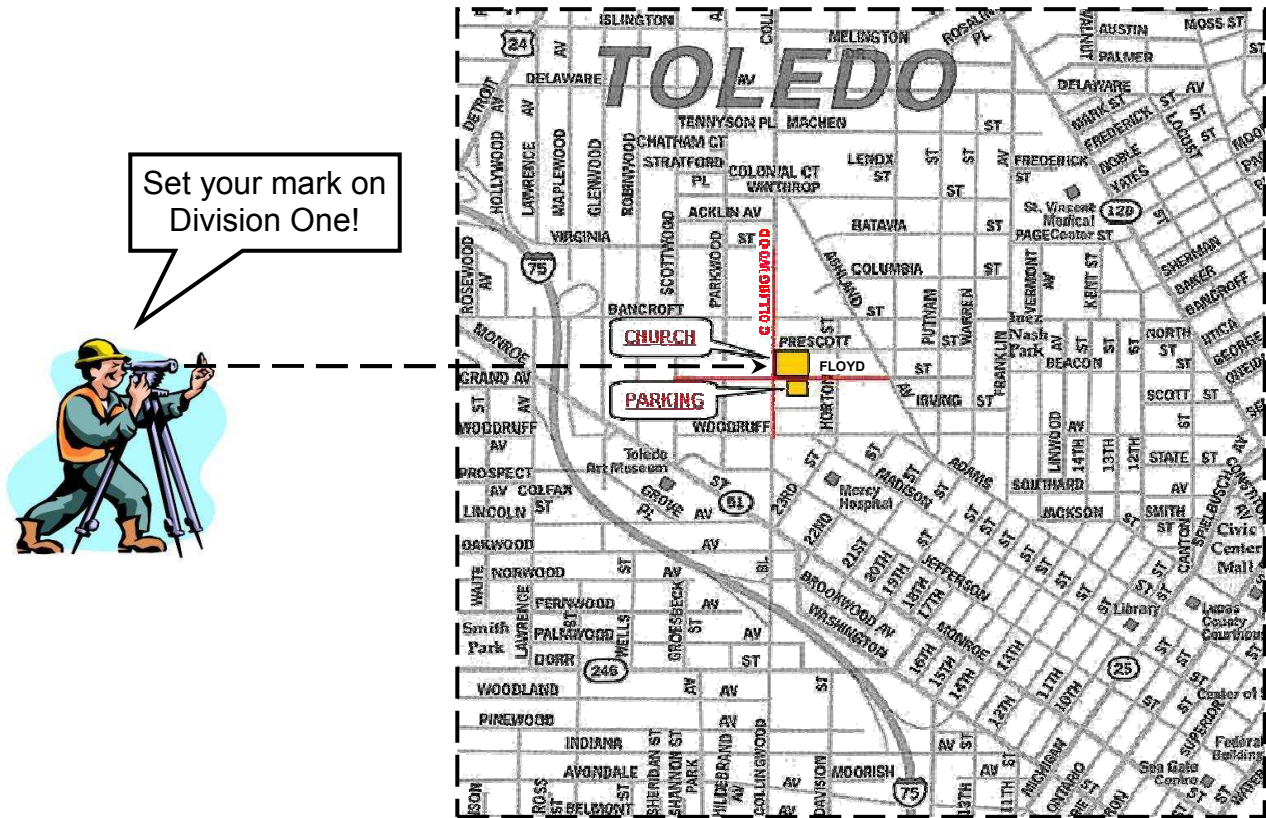
Pics & Flics

Toledo & Maumee Valley Railroad



Ray Hunter

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

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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.