
❖ Call Board ❖

Volume 42 Issue 7

March 2003

Super Saying

The MCR Board of Directors held a meeting in Reynoldsburg February 2nd. The minutes will be distributed to all divisions soon; meanwhile, here are some highlights. The MCR treasury had \$14,073.73 at the beginning of 2002, and had \$21,577.96 at the end of the year. Most of the income was from sales of the mobile home kits. The board passed an amendment to the MCR's By-Laws, clarifying the responsibilities of the Kingpin editor. All the MCR's divisions were represented at the meeting. Most, including Division 3, submitted written reports, copies of which are available for you to review on request. Our report included comments on the success of last fall's train show and the success of the Scout Merit Badge program. Mike Brestel reported that the Howell Day museum is now self-supporting, and efforts are under way to make the Kalmbach Memorial Library self-supporting, also.

You may recall that Division 3 raffled prizes at our last Fall Train Show, as a way to collect attendees' names and addresses, and to obtain information about how they learned about the show. The members at our Janu-

ary meeting approved a plan to purchase and build the N-scale layout sold by Woodland Scenics, to be raffled at our train show this fall. The layout kit, Scenic Ridge, was delivered February 18th, along with the set of thirteen DPM building kits that is designed for the layout, and the kit of Atlas sectional track. I couldn't resist opening everything up and looking at it. The kit instructions look very complete. It's bigger than I thought, three feet by six feet, but that's still small enough to be readily transportable in a van or SUV. Ray Persing has suggested that to construct the layout we hold a series of work sessions that are also clinics. Good idea, Ray. Dick Strous of the Greene County Historical Society says that we may be able to have some space in the museum to build the layout. He'll get back to us on that.

In January I wrote that I was trying out Freight Manager, Wayne Roderick's computer program for freight car routing. At that time I was still working on getting it to assign a reasonable number of freight cars per way freight. It's working fine, now, and I've sent Wayne payment for it. All he asks for is a freight car

lettered for your home road. In case you missed J's correction last month, the correct URL for downloading the program is <http://www.ida.net/users/tetons/railroad/frtmgr.htm> (Note: the character 'l' after tetons is a lower case L, not the numeral one).

Speaking of computer programs, during the last two months I've spent some time learning and using a CAD program for designing model railroads. It's very capable. Once you have drawn your room and proposed layout, you can view it in three dimensions, as if you are actually in the layout room! You can move your viewpoint around at will, as if you are moving around the room. Seeing the layout in three dimensions convinced me that I would not particularly like the backdrop and valence configurations that I was planning to build. I've now redrawn the layout with changes to those parts, and am much happier with how it looks. Fortunately, the changed configuration will be less expensive to build than what I had been planning. The cost savings will more than pay for the program. Learning a new

(Continued on page 2)

(Continued from page 1)

CAD program of any kind is not easy, but this has been well worth the time and effort. In case you're interested in this sort of software, three programs of this type (including the one I'm using) were reviewed in the January 2000 issue of Model Railroader Magazine.

There is an MCR Election ballot in this quarter's Kingpin. Brian Petroziello is running for Treasurer. Be sure to vote. The deadline is March 31st.

See you Sunday, March 16th.

Dalmatian Switching District News

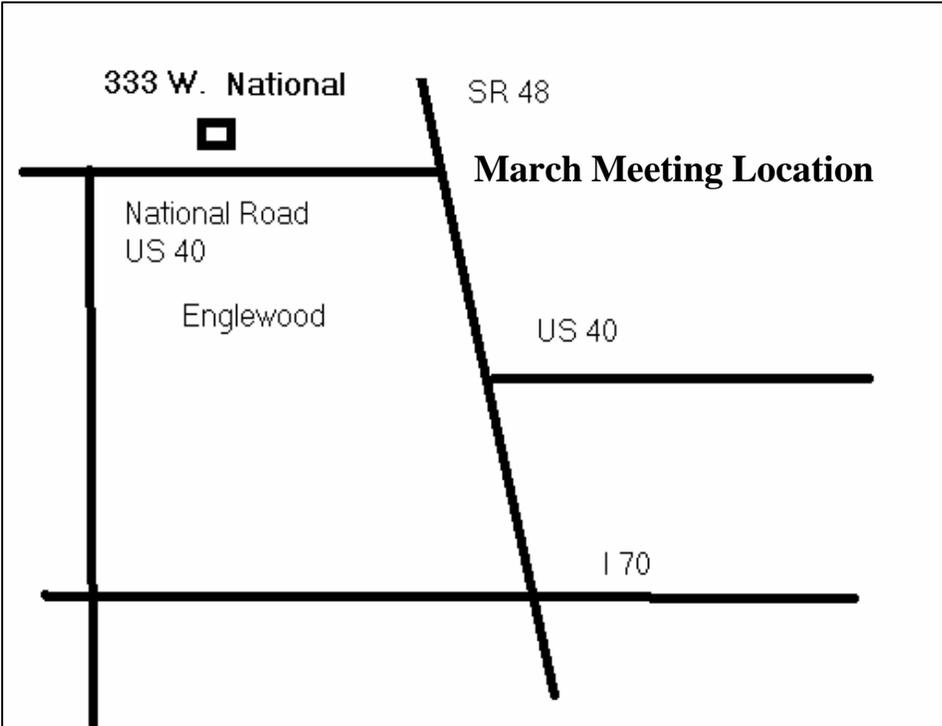
The Dalmatian Switching District is back on its legs again. The layout is set up in John Larson's basement and is looking for workers. There is a lot of scenic work to be done, and as soon as the Vice President of Operations recovers from his knee replacement surgery, we should be able to start operating sessions. We are planning to take the layout on the road in the fall. Contact Dave Decker for more information.

Contests

March Non-Revenue

You are allowed up to 3 entries per contest. You do not have to be a member of the NMRA to participate in the popular vote contest.

April	Off-Line Structures	June	No Contest
May	Cabooses	July	Scene



Date	Location	Contest	Program
16 March	Englewood Government Center 333 W National Rd.	Non Revenue	Grain Elevators and Feed Mills by Larry Zeller
12 April Saturday Date Change!		Off-Line Structures	Kit Bashing Structures by Ron Dietrich
18 May	Wright Library	Cabooses	
15 June		No Contest	Tour of the Dupps Railroad in Germantown (Tentative)
20 July		Scene	

Articles Needed

The past several issues of the *Call Board* have been rather thin. We need material. We would like to print progress reports on layouts under construction. We would like to print descriptions of operating sessions. We would like to print construction articles. We would like to print anything but blank pages. If you have an idea but are not an author contact the Editor and we will work something out.

Overdue trip reports

by J. Hedge

It seems that the last six months have been very hectic. I usually try to get my trip reports written for the month after they occur. Unfortunately I seem to have missed writing about my summer trip in July and the October and November trips.

The July vacation this year was to a resort near Ottawa Illinois. This is about 2 hours west of Chicago. We went to the Museum of Science and Industry in Chicago one day. We found out that the model railroad exhibit was being rebuilt and would not be open until November. The new layout has been featured in several magazines and looks like it will be a good excuse for another trip to Chicago.

There was still enough other stuff to see and do to make the trip worthwhile. The last time we were there, about 14 years ago, there was a Texas locomotive and the Zephyr located outside. The Texas has been moved to the Illinois Railway Museum and the Zephyr has been moved into the

underground parking lot. I think that the move of the Zephyr was a good idea since it is now well protected from the weather. The only problem was that the lighting was a little dark.

The next outing was to the Illinois railroad museum in Union, Illinois. This was about another 2 hour drive north. The day was extremely hot. There were not very many people at the museum so we had a lot of space for ourselves. Since it was a weekday the only equipment running was an interurban car and a trolley around the grounds. Rode the interurban since it was just getting ready to leave when we got there. Nice ride. This museum is very well known and has a lot of interesting equipment. We walked through all of the buildings and looked at all of the equipment that is under restoration. Probably would have stayed longer, but there is so much stuff and it was very hot. They did have water misters at several locations so that you could get some relief, but the 11 and 13 year old didn't handle the sun and lack of breeze very well. They were building a new refreshment building that looks like it will be a great spot to take a break. (It was the only place that was air conditioned.) It took almost 2 hours of continuous walking to see almost everything.

On the way back from Union I managed to convince the family that Rochelle was not too far out of the way. Stopped at the railroad park. Had a little trouble finding it. Arrived just as last few cars of a train passed. Stayed there about 1/2 hour. Too hot to stay any longer. Did not see any more trains. The scanner was busy and

it sounded as if there was track work and other problems keeping the trains out of town. It looks like Rochelle would be worth a return visit if I didn't have to contend with a car full of cranky non railfans. That pretty much finished up the summer railfanning.

The Columbus Day holiday in October found Brian Petrosiello and me heading out on a ramble. We started east to see what was going on in Springfield. I showed him the semaphore type signals where the DTI crossed the NYC line. They are in pretty bad shape, but still there. From there we decided to head down to Washington Courthouse since Brian had never been there.

We stopped at the station in South Charleston and went over to the Landmark Elevator. We stopped at the office and were given permission to look at the two switchers that they had there. We were able to get some good pictures. Unfortunately they were parked side by side so we could not get complete coverage.

We headed on down SR 41 past the I&O unit at South Solon. We decided it was too far from the road and the elevator looked too busy to stop. We stopped in Jeffersonville to get a picture of the mural painted on a building. I also showed Brian what looked like a steam era water tower that had been used as part of a grain drying and storage plant.

In Washington Courthouse we found the park with the C&O steam locomotive and got several pictures. It will be a challenge to see if I can learn to use my photo editing software to remove the chain link fence. The park is just

across the creek from the CSX Midland line and would be a good location for afternoon pictures. Unfortunately I understand that the two trains a day on this line do not appear at convenient times.

We thought that we were going to get lucky when we heard a train and could see a headlight to the south. But the train stopped before it got to a good photo location and reversed direction. We waited around for a while but it did not look like the train was going to come back, so we loaded up and tried to follow the tracks to see where the train might have been working.

We found the train at a grain elevator on the south side of town. We had stopped at a road crossing and were getting pictures of the power, when it started moving towards us. Unfortunately we were not able to get ahead of it to get to the good photo locations.

After lunch we decided to head up toward Columbus and see if we could find the high trestle near Orient. We found it, but it seems to be located on a state prison and it did not seem to be a good idea to try to get too close.

We continued to Columbus where we found Parsons yard and where the lines cross near the Scioto River. We headed west and went north on Wilson road to see what was on the east side of Buckeye Yard. We saw a train that we had followed from near Parsons yard and followed it toward Hilliard.

We ended up on Roberts Road at the north end of Buckeye Yard. We stopped near the bridge and spent about 1/2 hour there getting some pretty good pictures. We finally left when a local po-

liceman stopped and told us that we were making some of the train crews nervous and the we really should move.

Veterans Day in November found us headed south to Kentucky. I had found some maps and descriptions of train watching spots on the NS and CSX and we decided to check them out. On one of our other rambles we had been to Ludlow so we decided to go further south.

First stop was Erlanger. There were a couple of locations listed and we checked them both. The Erlanger station looks like it would be a good spot in the summer. It has a picnic shelter and a museum in the station. Unfortunately its view of the tracks is somewhat obstructed. The other spots on the NS were parking lots or at the end of streets that all looked like public property. We only saw 2 trains, but that was OK.

We came back up I75 to I275 east and headed around to where the CSX line to Louisville crosses. We took the wrong exit and had to do some creative map reading to find our way from one holler to the one we wanted.

The CSX line seems to be climbing pretty steeply through that area. We found a high trestle that looked interesting, but there did not seem to be any trains around. We followed the tracks north and just before we got back to I275 we heard a train headed south. We turned around and raced back toward the trestle and managed to get there just before the train. We almost got the truck stuck but we got a couple of good pictures.

We headed north toward

Covington but did not see any trains. When we got into Covington there was a train blocking several crossings. We could not tell which direction it was headed so we started south to see if we could find the motive power.

We found the tail end after several blocks and a crewman walking back. We headed off to find the front end figuring we had plenty of time. We found the motive power just south of the Covington tunnel. We got pictures of the motive power when it started moving. About halfway back in the train there was a loud hiss of an air leak and we figured that that was what had stopped it. We were surprised when the last covered hopper had the crewman that we had seen walking the train standing on the platform holding the air reservoir and brake valve.

We headed on back to Cincinnati and I75. We got off at Ezzard Charles and went across Gest Street. We went up the west side of the creek and crossed back over at Hopple Street. We headed on up past P&G and tried to find anything interesting in Norwood. That pretty much finished up the day.

The next train watching that I got to do was while visiting my sister for the M L King weekend. She lives about 50 yards from the NS Cleveland line in Alliance, Ohio. She thinks its real funny to see me jump up and look out the window every time a train passes, which is quite often.



The *Call Board* is the official publication of Division 3, Mid Central Region, National Model Railroad Association. It is published monthly except in August. All comments and opinions are welcome. Those views expressed in the *Call Board* do not necessarily reflect the policies or opinions of the NMRA, the Mid Central Region or Division 3.



Next Meeting	
When:	2 PM 16 March 2003
Where:	Englewood Government Center 333 W National Rd Englewood, Ohio
Program:	Grain Elevators and Feed Mills by Larry Zeller
Contest:	Non Revenue
Visitors and Guests Always Welcome	

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