

Call Board

Volume 47 Issue 7

March 2008

This Month's Program ...

Our combined meeting with Division 7

A Review of the Nickel Plate RR

We'll have nationally known author and editor Tony Koester present a review of his newest layout. If you've followed Tony's work and seen this model railroad covered in the magazines you know why it is becoming one of the nation's most famous. Don't miss this meeting.

But that's only half the story! Afterward we'll travel over to the famous V&O for a...

Last Look at the V&O

One last chance to see a remarkable layout



Then we'll also visit Wes Reece's fine layout nearby. What a day of model railroad information and touring! Don't miss this one as it won't come along again.

Sunday March 16th 2 PM HOLIDAY INN SOUTH

at 175 & 725 (Dayton Mall exit, Map inside)

SUPER'S NOTES

Let's get rolling...

Another reason I like Open Spline and FOAM-BOARD Roadbed ...

At the January meeting we showed a number of ways to build roadbed. My favorite has become Foamboard and I just found another reason I like it. I decided to add a crossover between the double mainlines. It was so easy to cut in the new track that I thought I'd show you in a few pictures. Photo 1 is a mockup of how my spline and Foamboard

works. The 1 1/2" foamboard was contoured with a "hotwire" rig. Then 1/4" cork roadbed is added and flex track with homemade turnouts on wood turnout plates. It's easy to remove the cork and old track if you use latex "Liquid Nails" glue to hold it down. As soon as the old track was out I glued down some 1/4" thick wood plates cut to fit the switches and the tie outline. Edges were beveled for ballasting.

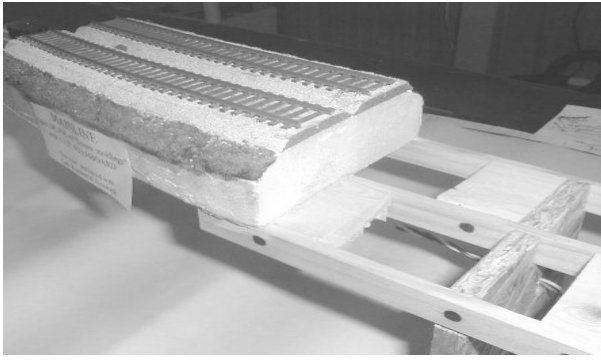


Photo 1 Basic FOAMBOARD & Spline Roadbed

Ties were then laid out on white glue and ballast was added while the glue is "wet".



Photo 2 Wood turnout plates added



Photo 3 Wood ties & Ballast added

Homemade turnouts went in next. Add switch machines, some debugging and it's done. Did I also say this roadbed method is FAST, CHEAP and STABLE? It sure is and it works. Glad I tried it.

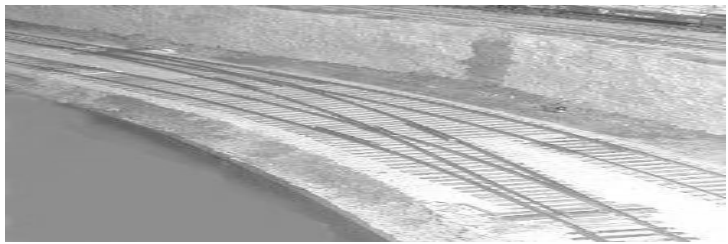


Photo 4 The final arrangement

Don't miss the upcoming programs!

You have to go to a national convention to get the programs we are about to have. Tony Koester and the V&O visit this month and Dean Freytag with his steel mills next. Thanks to Mike Mereness for setting up this month's meeting as a combined meeting with our friends from Division 7. It had to be coordinated quickly since the V&O is shutting down but Mike pulled it off. He has a whole week of local layout tours planned for visiting correspondents this month and we will fill you in with pictures and details next month.

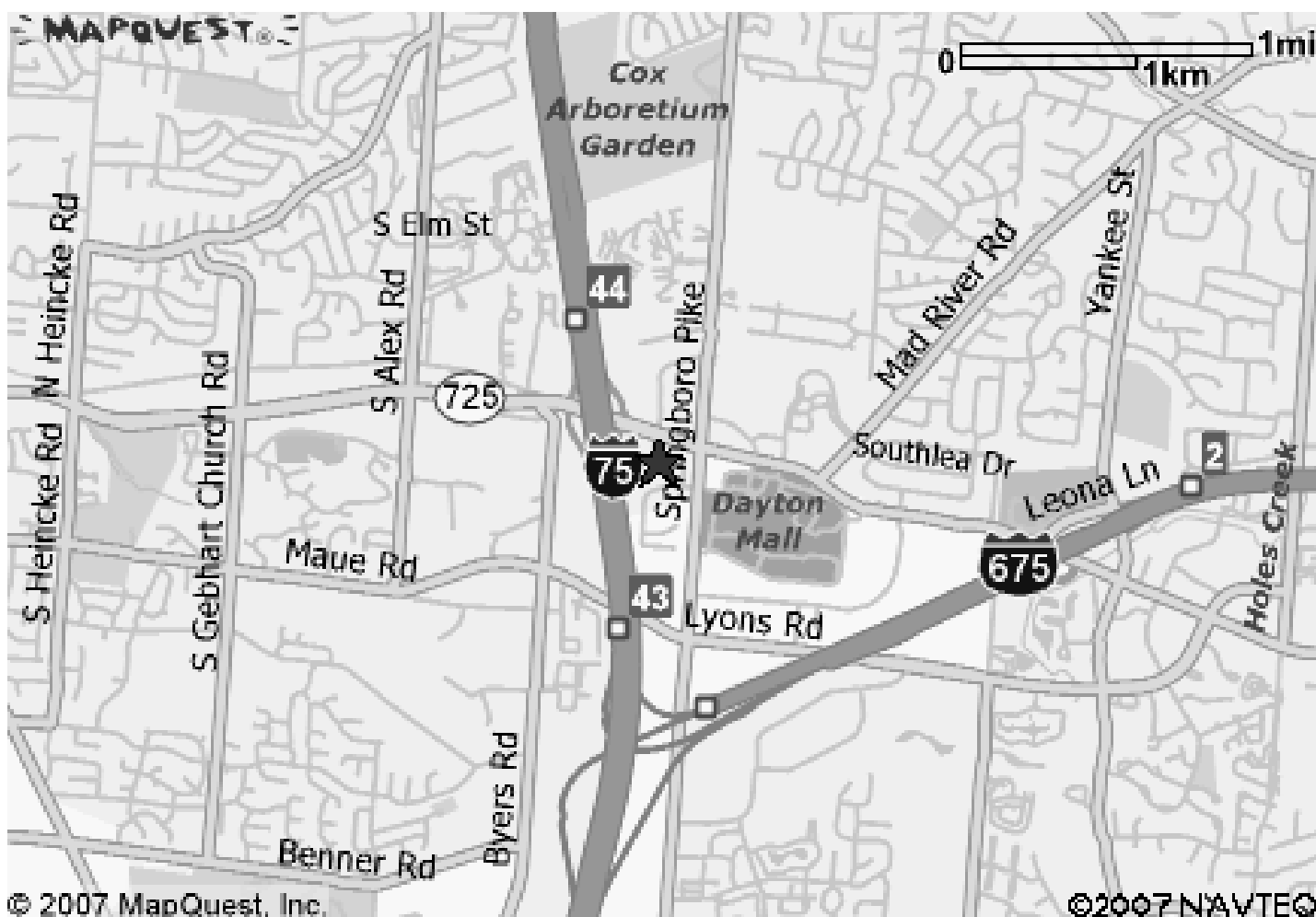
Last Call on V&O cars

We have an ad running for our V&O cars on the Division 3 webpage (www.modelraildayton.com) and the orders from all over the country have been coming in. We have about 25 cars left of the original 130 we started with so if you want one you better let me know. Now that the V&O is going to become a "fallen flag" they are definitely going to be collector's items. Our ad for the Car Cards will be going on the webpage soon so it may be the same deal. If you want to give them a try let us know before it's too late. There are other people selling similar cards but you'll never find a better price than we offer. Even if you are just thinking about operations, the cards and especially the waybills, offer you a chance to plan and organize an operating scheme for the future.

See YOU at the next Meeting.

Bob Fink MMR

You are invited to attend the next meeting of Division 3. It will be held at the Holiday Inn - Dayton Mall, 31 Prestige Dr, Miamisburg, Ohio at 2 pm, 16 March 2008. Visitors and guests are always welcome.



On the Road Again

by J. Hedge

I have been writing a travelogue for several years. I thought that I would skip 2007 since it was such a slow year, but since there is too much white space in this issue you get to read my ramblings.

Last year started fairly well with my annual New Years trip to Alliance, Ohio. I get to watch the trains from my sisters front porch or living room while there. Unfortunately the trip coincided with a family wedding so I did not get to spend as much time railfanning. The next opportunity was not until April when I got the chance to ex-

plore the area around Mansfield, Ohio. At one time Mansfield was a fairly important railroad center with service by the Erie, B&O and Pennsylvania railroads. There is still some evidence of the several junctions in the city but rail service is by Norfolk Southern and the Ashland Railway. From Mansfield we went north to Greenwich to check out the CSX diamonds. The Wheeling and Lake Erie has trackage rights through there and we saw one of their trains. We then went over to Willard to see if there was any of the CSX yard visible.

We did not have a lot of time so we headed back south. We

followed the Ashland Railway down through Plymouth and Shelby. There was not much to see since there is not a lot of traffic and it was Saturday.

Usually the family summer trip includes some railfanning but last years trip was to Canada and except for some GO trains in Toronto there was not much to see. We went to Collingwood on Georgian Bay. At one time Collingwood was an important port with a shipyard and grain elevator. The local museum is in a replica train station with a few outside braced wood

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boxcars being used as offices for the local arts council. The museum deals mostly with the shipyard. The railroad right-of-way to the west has been converted into a hiking trail all the way to Owen Sound. The Collingwood area is undergoing a boom as it is on the edge of the Niagara Escarpment and has several ski resorts.

The rest of the summer was spent at home without any railfanning. I finally got motivated to go back into the basement and work on the layout. I managed to move enough material around so that I could get to the layout without putting my life in jeopardy from avalanches. I started building a steel mill several years ago and finally reached the point of building the high-line to serve the blast furnace. It is about half done now and hopefully will be finished by fall. I got diverted from that project when I purchased the Needless Yard modules from the Dalmatian Switching District.

I needed to finish tearing down the original layout to make room for the modules. Destruction moved right along in October and November until it got stopped by Thanksgiving. After Thanksgiving I got tied up with work travel. The final clean up is now waiting on my recovery from a total knee replacement at the end of January.

We did take the Dalmatian Switching District out for a final

showing at the November Division 3 show. Once we get a chance and location we will start building modules for a new "DOG".

Thanksgiving found us at my brother's in Maryland. We went up to Strasburg, PA for a day. Our sister and her family had never been there so we used that as an excuse to go there. I did not ride the train but did visit the gift shops. They have an impressive operation and it is always a pleasure to visit.

In January 2008 I had to make a business trip to Washington, DC. I would normally drive since I dislike airports but I managed to convince my approving official that it was cost effective to go by train from Cincinnati. The meeting was scheduled for a Thursday so the Cardinal schedule of Wednesday and Friday fit perfectly.

It is always fun to go to Cincinnati Union Terminal and even more so to go there to catch a train. The train was already about 2 hours late and there were quite a few people waiting. As the only sleeping car passenger I was sent down to the platform early and spent about 15 minutes waiting in a stiff wind. There was an intermodal train that went through while I was waiting so it was not a total waste.

I had a viewliner roomette. The accommodations were fine for one but I think it would be tight for two. Arrival in DC was after 9pm so I walked directly to the subway.

The Metro was fast and convenient to my hotel and the location of my meeting.

The meeting on Thursday ended early so I spent the afternoon riding the Metro into DC and walking across the mall. The walk from the Smithsonian station to the Federal Triangle station is about 6 blocks. I then rode to the end of the Blue line at Franconia-Springfield. This line is above ground from Washington National Airport to the end of the line. It goes past the Metro shops and is an interesting trip.

Friday morning I took the Metro back to Union Station. I walked around a little before going to the Acela Lounge to wait for the train. This is one of the perks for first class passengers. It was a very nice place to wait for the west-bound Cardinal. The train left on time and was no more than 10 minutes late in Cincinnati.

I hope to do a little more railfanning this year. The family vacation is in Florida in August but the schedule does not have a lot of spare time for side trips. Hopefully I will be able to spend more time in the basement and get enough layout finished to have an open house



16 March	Holiday Inn - Dayton Mall	Joint Meeting with Division 7 Allen McClelland Garage Sale	Contest: Freight cars
20 April	Chapel 3	Dean Freytag - Steel Mills	Contest: Passenger Cars
18 May	Chapel 3		Contest: Diesel Locomotives

As printed in the Spring 2007 Thousand Lakes Region "Fusee"

Add some signs that tell the future

By Ron Einarson
President, NMRA-Canada

Have an area on your layout that is sitting bare? Is it waiting for a structure or industry you have yet to build or yet to purchase then build? Is the area always in question by visitors?

Why not do what one of our members did on the Winnipeg Model Railroad Club's Gateway Western layout: put up a sign announcing the arrival of the new industry to the site.

Larry Leavens had volunteered to build a Walther's Oil Depot for the layout and got tired of hearing people saying, "What's going over there?" or "Do you have plans for the area?" or "That would be a great place for _____!" After hearing enough of this Larry made the sign in the photo and planted it at the site one evening. The sign not only quieted the questions about the use of the area but brought very positive feedback about what a great idea it is to advertise upcoming projects, what a great looking sign, and what a clever idea to model what the prototype does.

So if you plan to add something to your layout that is still on the workbench or still awaiting funding, why not add a sign to advertise what is coming? It might even inspire you to build faster or save harder in order to take the sign down and put the new structure or industry in place. Don't forget to have a groundbreaking ceremony and a ribbon cutting ceremony as things progress.

To make the sign you could use styrene plastic or wood. The sign can be made on a computer and printed to paper or you could use dry transfer lettering. The actual size of the sign will be determined by the lettering and any logos put on, but 0.20" styrene or wood should do for the backing. For the legs I suggest 6"x6" pieces to match the prototype. You could use 4"x4" posts but they might be undersized and, as in real life, easy to push over and break, like what happens in the construction business.



Well that's all there is to sprucing up your layout while you prepare to fill a blank area on it. Thanks to Larry for the clever idea.