

Call Board

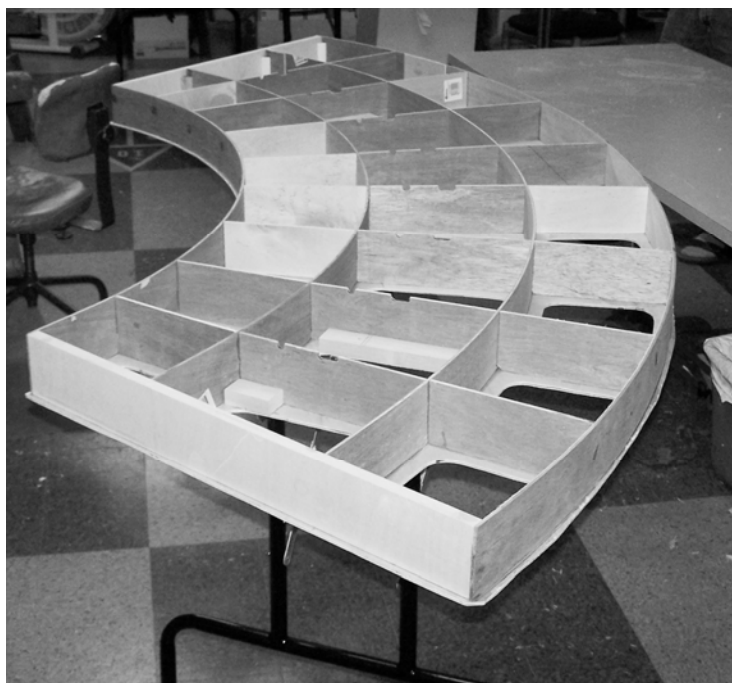
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This Month's Program ...

Building a Light Weight Module from Conception to Completion

A few years ago several of us brought the beginnings of some lightweight modules that we were constructing to a division meeting. This presentation is a follow up. Presenting the progress we have made and to show how you can develop a theme from an idea into a completed module. The process can be used to develop a section of a layout or it could be expanded to develop the concept for an entire layout.



National News

It's been a pretty light month as far as NMRA business is concerned.

- Hundreds of orders have come in for the **NMRA's 75th Anniversary Car**, which is featured in an ad in *NMRA Magazine*. The cars are 50-foot plug door HO scale boxcars by Accurail, and feature the new "wheel on rail" NMRA logo on one side, and the classic "wheel and coupler" on the other. We're producing a limited run of these cars, so if you or your members would like one, have them call Headquarters at 423-892-2846. The price is \$21 plus \$3 shipping.
- There are still several **75th Anniversary Painting prints** available for sale. The painting and its artist, Larry Fisher, will be featured in an upcoming story in *NMRA Magazine*. The prints measure 30"x20" and are signed and numbered. The price is \$150 plus shipping and handling. As with the Anniversary Cars, the Anniversary Painting can be ordered by calling Headquarters.
- The **Diamond Club project continues to make progress**. The massive server which will house the scanned files has been tested, delivered and installed at Headquarters. As reported last month, the scanning of Kalmbach Memorial Library materials has begun, and the beta website is under development. All in all, the project remains on schedule and the first of the materials should be available to NMRA members during the First Quarter of next year.
- **NMRA Membership remains constant**, with approximately 19,700 members as of the end of August, 2010. This is about 1100 more members than at the end of August, 2005.

Super's Notes for October 2010

August Bus Trip

In August, 30 or so of us took the annual trek to Columbus to view seven very different layouts. They consisted of a variety from the large to relatively small and even included a garden railway that was developed for operation. There was something to pique everyone's interest from a coal hauling railroad; to a logging layout set in the late 1940's; to a small layout whose trains took a back seat to the terrific structures and it's overall scenic elements. Mike Mereness did his usual fantastic job of pulling this trip together. I am already looking forward to what he can come up with for next year. If you haven't been on one of these tours you should make plans to participate in next year's trip.

2013 Regional Convention:

You may have read in this space or heard me bring it up at the last division meeting the fact that it is our turn to host a regional convention. It has been 8 years since the last one and the next opening is 2013, so that will be 11 years between conventions. We have hosted a number of conventions over the years so there is expertise to draw on, but we need some folks to step up and volunteer to lead the various committees. The first thing we have to do is develop a proposal to present at the spring regional so there is time to start working on a plan. The details can come later. Let's not be reticent and come up with a plan that will equal the tradition of previous Division 3 conventions.

Train Show Clinics Needed

Hello Folks,

I am the Clinics Chairperson for this year's Train Show under the leadership of Nick Folger, the Train Show Chairman. As y'all might remember, this year's Train Show is the week-end of 11/06/2010. It'll be here before you know it. I am looking for a few clinicians to display their favorite talent to those of us with less talent or present a favorite topic. Any ideas or volunteer will be respectfully considered. Also, if you know somebody with a talent and want to volunteer them, I promise that I won't tell them where I got their name. Any discussion or presentation should run 35-55 minutes optimally, with 45-50 minutes being the most desired. Please contact me after work on my cellular phone (607-727-9694) or anytime via email (raybaldwin@aol.com).

Thank You

Ray L. Baldwin

Open House Layouts Needed

Hello Model Railroaders,

I am the Layout Tour Chairperson for this year's Division 3, Mid-Central Region, NMRA Train Show under the leadership of Nick Folger, the Train Show Chairman. The 2010 Train Show is November 6-7, 2010, and it will be here before you know it. One of our traditions is to offer the public the opportunity to tour layouts of area model railroaders during the week after the train show, November 8-14, 2010.

I am looking for volunteers to feature their layout in the 2010 Layout Tours. Let me know if you are willing to participate and I will collect the information on dates, times, locations, directions, etc. for the brochure that will be available at the train show. Even if you are not able to participate this year please let me know so I don't keep trying to contact you. I can be reached evenings and weekends on my cell phone (937-602-0648) or anytime by email (tmrocza@woh.rr.com). We will need to finalize information for our 2010 Layout Tours Guide by the end of September – sooner is better.

Thanks for your consideration and hope to see you at the Train Show,

Tom Mrocza

Division 3 Website: www.modelraildayton.com

Contests

We have three categories each month. You can enter Scratchbuilt, KitBashed, or just plain Kit built. This allows anyone to enter anything they are proud of and at any skill level. Judging is by popular vote but if you wish to have your model judged by NMRA rules for the Achievement Program, we will make arrangements for you “on the spot”.

The coming contest schedule ...

- **October - Caboose**
- November - Weathering
- December - Structure

September 2010 - Make it Cheap				
	\$5	\$3	\$1	PHOTO
First	Jim Foster	Bob Fink	Terry McTaggart	Dave Decker
Second		Jim Foster		Gordon Carlson
Third				Gordon Carlson Dave Decker

DIVISION 3 MEMBERS VIDEO LIBRARY

One of the many benefits Division 3 members have is the Video Library. It contains over 200 titles on VHS tape and DVD. There are how-to programs, tours of great model railroads, and a wide range of prototype videos. A list of titles is available on the Division’s web site.

The library is available to members at our regular meetings. All we ask is that you limit the number of videos to that which you can watch in the next month and return them promptly so other members have the opportunity to enjoy them as well.

Jim Montgomery
Asst. Super & Video Librarian

Scanning of the KML photos begins

By Gerry Leone, MMR
 NMRA Communications Director

If you're a subscriber to *NMRA Magazine* (formerly *Scale Rails*) you've seen the "Timeframes" series of photographs printed on the magazine's last page. Those are all shots taken from the Kalmbach Memorial Library (KML) archives. The fact is, our NMRA Library has over 100,000 images, negatives, slides, plans and drawings, and only a handful have ever been seen by NMRA members because it would have entailed making a personal trip to Headquarters in Chattanooga, Tennessee, to flip through the files.

Soon that will all change, thanks to the NMRA's Diamond Club. The Diamond Club is a fundraiser specifically designed to support adding enhanced content to our website at www.nmra.org. The first item on the list of is scanning those 100,000 images and making them available for download.

The good news is that scanning of the photographs has begun! In August of 2010, Historical Archives Services (HAS), the firm the NMRA Board of Directors hired to do the scans and design the photo website, began receiving and cataloging shipments of photographs from KML. HAS estimates that the first batch of photographs will be available for viewing online sometime in the first quarter of 2011, after a short period of beta testing late this year.

Putting the entire library online will be a costly, time consuming task, since each photo's listing will also contain highly detailed, searchable metadata, which is being added by the railroad experts at HAS. This detailed metadata will make it easier and faster for users to find exactly the photograph they're looking for. Current plans are to make the low-resolution thumbnails of the photographs available to everyone via the

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Railroading experts at HAS begin the daunting task of scanning the Kalmbach Library's massive collection of photographs, drawings, slides, and plans. The first photos should be available online in early 2011.

Each of the 100,000 photos in the Kalmbach Library must be digitized, and important metadata added to each scan to aid in fast, efficient user searches. It's a time consuming process that will be an invaluable resource to members.

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website around the clock. Users will be able to download high-resolution files, and NMRA members will receive a substantial discount. Proceeds from the scans will help fund the remainder of the project and future Diamond Club web projects.

As promising as this sounds, it's important to remember that the Diamond Club still hasn't reached its projected goal of \$75,000. If you haven't contributed to this worthy cause, please send your donation now to The Diamond Club, NMRA, 4121 Cromwell Road, Chattanooga, TN 376421, or do it online at www.nmra.org/diamondclub.

**Diary of an Amateur Loco Doctor
(Practicing without a License):
"The Basket Case"
Part 1**

By Phil Gliebe

It all began when Bob Fink, our former illustrious Superintendent of the Mid-Central Region, Division 3 (Dayton, Ohio Area) of NMRA, gave me a box full of parts, which were the remains of a Bachmann On30 Porter locomotive. This "basket case" was part of a donation of a collection, the donor who shall remain anonymous. Bob said, "Here, see if you can get this back together and running again, I don't have time to do it." Thus began my journey as an amateur loco doctor, and my first case was, well, a "basket one."

January 20, 2009:

I opened the box of parts. I laid them out on a table. I studied them for a while, noticing that there were a lot of wires, gears, wheels, many castings that I didn't have any idea what they were for, and, most frighteningly, no instructions. Too many parts! I decided that I didn't know what I was doing, and put all the parts back in the box and put the box back up on the shelf in my workshop.



January 22, 2009:

Guilt crept into my subconscious mind. How could I face Bob and the NMRA Division 3 members, and announce failure, and admit that I couldn't even put together a simple 4-wheel locomotive? So I took down the box of parts, laid them out on a table again. Then I remembered: "Hey, I have a Bachmann Porter, all I have to do is look at it, and put the parts of this one back together so it looks like the one I already have!" So I dug out my Bachmann Porter, and looked at it. Eureka, a parts diagram was in my Porter box! I studied the parts diagram, looked at the parts I had laid out, and then noticed that I had more parts than the diagram showed (not good), and that some of the parts didn't look like the parts in the diagram (also not good). I decided to take a refreshment break, put the parts back in the box, put the box

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back on the shelf, and headed for the refrigerator to partake of a nice cold, whole-grain beverage.

January 23, 2009 (Afternoon):

Guilt again crept into my subconscious mind. “Okay, let’s break this basket case down into its elemental building blocks,” I said to myself, using my past engineering expertise and thinking. I sorted out all the parts that I thought were part of the drive mechanism and chassis – wheels, gears, wires, frame halves (yes, the frame was in halves, and all the parts inside it were “outside” it). I studied the parts diagram and the parts I had, noting that the wires from the current pickup strips were broken off, and began trying to assemble these parts to see if they went together correctly. After several trial fits, I figured out how it all went together (but not recognizing a fatal flaw in my figuring – more later). I then realized I had to solder the wires back where they belonged, which had me nervous, as my skill in soldering is about as good as my skill in plumbing repair (another horror story for another time!). But I took my time, was careful, and got the wires soldered to the pickup strips without significant damage to either the parts or to me – Yay! It was time to break for a cold, whole-grain beverage.

To Be Continued

