

# Call Board

Volume 52 Issue 7

March 2013

## This Month's Program ...

### March Program

You are probably familiar with sequels as they are quite common for hit movies. For March we will have our own sequel. Ed Swain will follow up his hit presentation on constructing backdrop structures with the next and last installment. If you missed the first presentation you have another chance to see how Ed creatively constructs backdrops for his railroad that add an extra dimension to a scene in just a couple of inches that looks like much more.



### White Elephants Wanted

The non-rail committee for the May 2013 Mid Central Region Convention is seeking small gifts to give as bingo prizes. Send or bring them to the Division 3 meetings in March, or April. Talk to Phyllis Smith for more information

**Division 3 Website: [www.modelraildayton.com](http://www.modelraildayton.com)**

**2013 MCR Convention Website: [www.mcr2013convention.com](http://www.mcr2013convention.com)**

## Super's Notes for March 2013

### Meeting Notes

I was unable to attend the auction, as I was in Louisville. At least I was at a train show! In my absence Jim provided the following summary:

The February meeting was our annual auction. It is always interesting to see what is in demand and what is not. A number of bargains were had in the form of multiple cars or engines in a single box. In the words of our auctioneer, "Great for kit bashing or to practice painting". A Bachmann DCC train set changed hands after some lively bids. Three NYC passenger cars also did well. You never know what you are going to find at the auction. I think all the buyers and sellers were happy with their deals.

Many thanks to Bob Fink who once again served as a most knowledgeable auctioneer, Rick Lach who acted as banker, Nat Adams, Peter Guise, and Mark Stiver who ran the tables, and to everyone who participated.

It sounds like I missed a good one. If I start soon maybe I can dig up some stuff for next year's auction.

### Changes at National

There have been some major changes in officers at the national level. There are a variety of reasons, but President Getz assures us that he was not cleaning house. Several long time national trustees' terms have expired. If anyone is interested in holding an office at national let them know. Details of the changes are in the latest **InfoNet News for February, 2013** which J. usually publishes in the Call Board.

### MCR 2013 Convention

It is now less than three months before the big convention. Peter says registrations are coming in at a good pace since the King Pin came out. We also learned last week that Jim Hediger, Model Railroader senior editor, will be attending. It's great that we will have a couple of nationally known figures in attendance. If you haven't sent in your registration yet it's not too late. Although if you haven't sent it in by the time you read this you will have missed the deadline for the early registration. Hope to see you there!

When you register, or if you have already registered, don't forget to volunteer a couple of hours to help out in the contest room, company store or other activity. Let Ray know when you are available. If we all pitch in a couple of hours everyone else will have more time to enjoy the activities. Howard Smith, MCR contest chair, is looking for a few folks to help with the judging on Saturday morning. You don't need to have any experience as Howard will have a training session on Saturday morning before the judging. This is a great way to learn what it takes to build prize winning models. You will also get credit towards your volunteer AP certificate.

### Bring a Friend to the MCR Convention

If you want to attend the May Convention but are afraid that you won't know anybody, now would be a good time to get a newcomer a Railpass membership and bring them to the convention. The form is included on the next page to make it easier. It is also included as an option on the convention registration forms at [www.mcr2013convention.com](http://www.mcr2013convention.com). A Railpass membership also makes a great birthday present to a closet or armchair model railroader.

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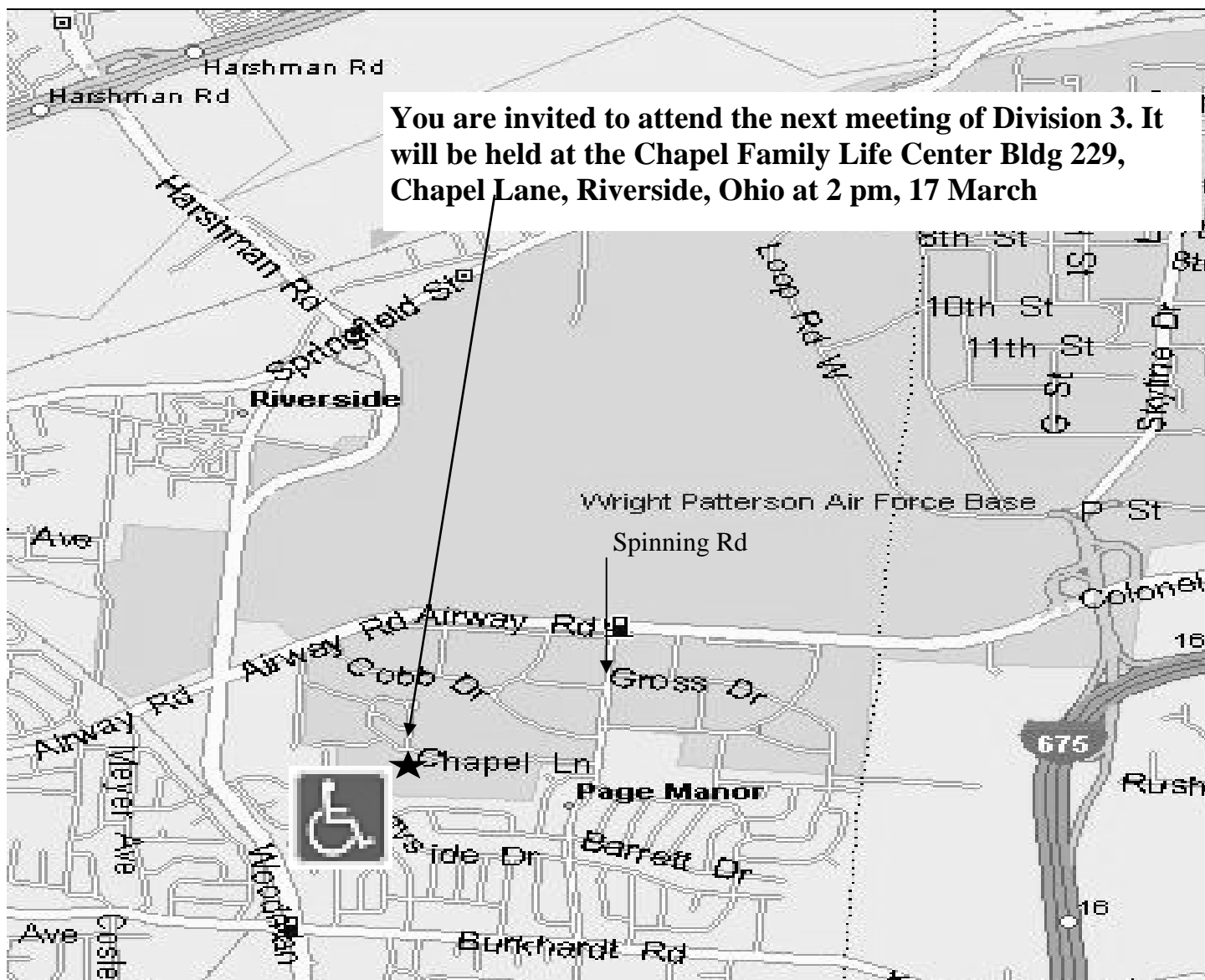
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## Contests

We have three categories each month. You can enter Scratch Built, Kit Bashed, 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 ...

- March - Freight Cars**
- April - Passenger Cars
- May - Diesel Locomotives
- June - Steam Locomotives
- July - Non-Revenue Cars
- August - No Contest
- September - Make it cheap (1-3-5 Dollar)
- October - Caboose

## **National News**

**NMRA Organizational Changes** – The following NMRA organizational changes have been announced:

1. Eastern District Director John Roberts is unable to continue serving on the BOD due to health reasons. Joe Gelmini has been designated as John's replacement to serve out the remaining years of John's term as Eastern District Director. We all wish John well. The family requests that you not contact John at this time.
2. Gerry Leone has resigned as Communications Director for personal reasons including some unfortunate personal snipes from other officials and the organization's slow pace of modernization.
3. At Large Worldwide Director, Tony Koester is retiring from the BOD due to term limits. Tony has served as a Director for the past six years. This position will be filled via the upcoming elections.
4. Atlantic District Director, Nobby Clarke is retiring from the BOD due to term limits. Nobby has served as Director for the past six years. This position will be filled via the upcoming elections.
5. As a result of a disciplinary action the BOD declared the At Large North America Director position vacant. As a result, Miles Hale is no longer the ALNAD. A replacement will be named according to NMRA policy and procedures. Reference the NMRA web page for additional information.
6. Bill Kaufman, Vice President for Special Projects has resigned for personal reasons.
7. Tom Draper has been appointed Director of Support Services to fill any vacancies until a replacement can be found starting initially with the publication of the InfoNet News.
8. Rick Coble was confirmed by the BOD as Assistant National Secretary supporting National Secretary John Stevens.
9. Most of the functions of the Member Services and Map Departments have been folded into the Marketing Department. Those functions that were not moved to the Marketing Department were assigned to other existing departments.

President Charlie Getz hastens to add there is no village coup in all of these changes but rather a combination of events that has led to a dynamic turnover. The NMRA is in good shape!

### **2016 National Convention Bid**

An excellent presentation was made by the host committee for the 2016 National Convention in Indianapolis, IN ("Highball to Indianapolis") to the BOD which strongly approved the bid. The convention will be held July 3-10, 2016 in downtown Indianapolis at the Westin hotel and the Indiana Convention Center. The National Train Show will also be in the Indiana Convention Center which is located directly across from the hotel.

Many model railroads have a history. I am not talking about the real “I started construction in ...” type of history or the prototype railroads history but the V&O fiction type of history that describes what the reason is for the railroad. Some of these histories can be quite whimsical and tongue-in-cheek. They make a good handout for operating sessions and open houses. As an example here is one history of the Dalmatian Switching District.

### History of the Dalmatian Switching District

Shortly after the War Between the States, The Big Boy Conglomerate Railroad (BBC) applied for a charter to build a branch line north from their east/west line in the state of Confusion. The line was planned to follow the Calico valley north to the believium mines near the towns of Infinity and Beyond. The best route started at Calico Junction and passed through the textile producing town of Argyle.

Argyle already had a mule operated rail system to move materiel through the Argyle Mill complex. The BBC negotiated with the owner of the Argyle Mill to build on his right of way and to keep the operations in the town of Argyle under his control. Several other industries then locate in Argyle to take advantage of the new railroad connection.

Originally the BBC planned to bypass the city of Dalmatian since it had no significant industries to generate revenue for the railroad. Following construction of the BBC passenger depot in the worst section of the south end of Dalmatian, the city fathers, lead by David Stanley Decker, successfully petitioned the state legislature to require the BBC to provide freight service to Dalmatian. The BBC built a yard outside the city on land that was considered useless due to its proximity to Boiling Lake. The yard was named Needless by the railroad to show their low opinion of the capability of the city to ever generate enough freight business to make it necessary. The Dalmatian officials were able to attract several profitable businesses to their city and constructed their own switching railroad to serve them from the Needless Yard connection to the BBC.

The believium mines were very profitable for the BBC until after World War II when they were closed. In 1950 the BBC petitioned the state of Confusion to stop service to Infinity and Beyond and to abandon the track from Dalmatian north. In 1952 the BBC offered the Calico Branch for sale claiming that the cities of Dalmatian and Argyle were more trouble than they were worth. The two cities managed to purchase the branch and formed the Dalmatian and Calico Junction Railroad (D&CJ) to operate the main line. Each city continued to service their industries independent of the D&CJ. It is now 1957 and the cities of Argyle and Dalmatian are still strong manufacturing centers and are keeping the D&CJ busy.

At the time of the formation of the D&CJ, passenger service was discontinued on the branch. The owner of the Argyle Mill was not happy that his employees did not have easy access to Dalmatian and the rest of the country. He purchased a Doodlebug and started passenger service for the Calico valley.

The unique paint schemes of the locomotives reflect the heritage of the owners and their desire to be considered unique and independent operations.