

Call Board

Volume 53 Issue 11

July 2014

This Month's Program ...

Trailer Trains (TTX)

For July the program will feature **the History of the Trailer Train** by Curt LaRue. TTX was originally founded in 1955 by the Pennsylvania Railroad (predecessor to Conrail), the Norfolk and Western Railway (predecessor to Norfolk Southern), and Rail-Trailer Corporation.

Pullman Standard Photo – Jim Kinkaid Collection

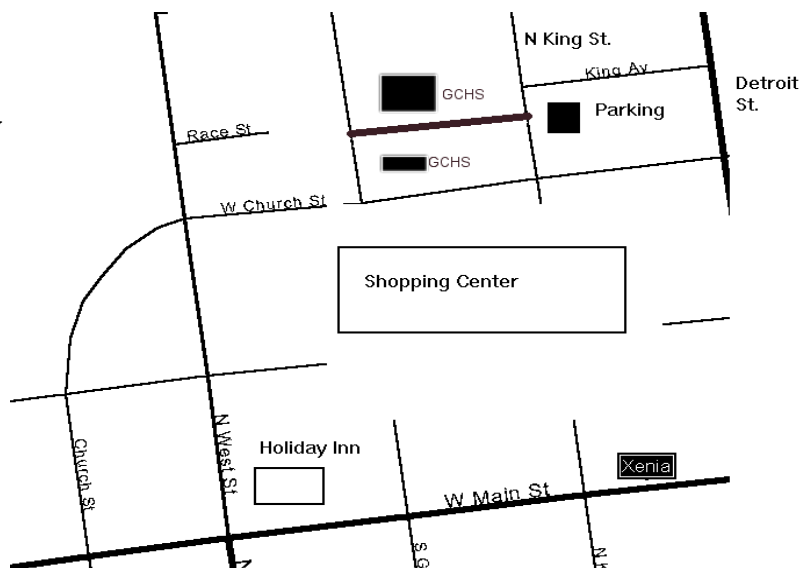


6,000 Pennsylvania Railroad employees entered possible names in a drawing for the new company, and the name "Trailer Train" won. Trailer Train's original goals were to standardize TOFC railcar practices, foster the growth of transportation, provide its members with the best available equipment at the lowest cost, and keep its members abreast of new developments. In 1991, the company changed its company name from Trailer Train to TTX.

The meeting will be at 2pm on Sunday, July 27, 2014 at the Greene County Historical Society in Xenia

Note date change to avoid conflict with National Convention in Cleveland.

Division 3, MCR, NMRA meets the third Sunday of each month except August. Meetings are open to all members of the NMRA and any one interested in railroads or railroad modeling.



Division 3 Website: www.modelraildayton.com

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SUPERINTENDENT'S COMMENTS FOR JULY 2014

Many Thanks to our Members

Last month we met on Father's Day. Congratulations to our fathers, grandfathers, and even great grandfathers in the division. Members were treated to a great presentation of Don Santel's excellent photography by his son, John Santel. You just can't beat photos of old steam engines in familiar Dayton areas – you could see it in our members' eyes. Thank you, John, for sharing these tremendous memories. Also, thanks to John Reck for performing the annual audit of our division checking account. John's work proved that our account continues to be managed in an outstanding fashion. And finally, I would like to extend a personal thanks to Chris Howe for being our point of contact (in my absence) for our booth activity at the Carillion Park Railfest and the many volunteers and their spouses who made the Railfest a success for us. The Railfest is the first outward activity in the preparation for our November Train Show, and we are now well on our way.

Significant Date Changes and the NMRA Convention:

We remind everyone that the NMRA National Convention is in Cleveland this year, from July 13-19. This is right in our own backyard, and the planners have made it easy to attend by offering a one-day registration and a three-day registration, in addition to the registration for the entire week. Keep in mind that the National Train Show, associated with the convention, is Friday thru Sunday and an opportunity to meet with many of the model manufacturers. Go to the NMRA website for more information. In an effort not to conflict in any way with the convention, **the BOG has decided to move our July Division 3 General Meeting to Sunday, July 27, still at the Greene County Historical Society building.** This change will give everyone an opportunity to attend at least some part of the convention – note that there are over 230 scheduled clinics!

Also, note that the July BOG meeting has been rescheduled to Thursday, July 9, due to the 4th of July holiday weekend. It will still be at the home of Rick Lach.

Annual Division 3 Bus Trip:

One of the highlights of our program year and the pinnacle of our summer activity is our annual bus trip. Mike Mereness again highlighted our 2014 Bus Trip, to be taken on Saturday, August 16, to visit layouts and activities in Lexington, Ky. We are currently signing up attendees. Cost is \$25 per attendee, and that costs includes a deli box lunch. Please contact Wil Davis for your reservation and to pay your \$25. The July General Meeting will be your final opportunity to reserve your seat on the bus for the trip.

Division 3 Excellence and Achievement:

Congratulations to Brent Johnson for his excellent article published in the July Model Railroader Magazine on "6 Steps to a Better Covered Hopper." At the June meeting we mentioned Brent's article, but we also asked any division member who has also published or has had a layout featured in any of the publications to stand – about a fourth of the attendees stood up and were also recognized for their achievement. Congratulation to all.

Charge to all division members:

Please plan to attend the July general meeting at the Greene County Historical Society on July 27 at 2 PM. The program will feature **the Start of Trailer Trains by Kurt LaRue.** Finally, remember, we are still looking for volunteers for our Training Director and Dalmatian Switching District Manager positions. We certainly appreciate Peter Guise's volunteering to be our division photographer at our last meeting. Of course, if any division member has an idea or suggestion to make any facet of our program better, we encourage you to bring them to the attention of any BOG member for consideration. Thanks to everyone for your continued support as we continue to make the transition to the new Board of Governors—we hope to continue to make this our best year ever! And don't forget the national convention in July.

Rick Lach
Superintendent, Division 3, MCR, NMRA

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 ...

July - Non-Revenue Cars

August - No Contest

September - Make it cheap (1-3-5 Dollar)

October - Caboose

November - Weathering

December - Structure

January - Open Loads

February - No Contest

March - Freight Cars

April - Passenger Cars

May - Diesel Locomotives

June - Steam Locomotives

	Results for June 2014
LEVEL 1	Steam Locomotive
First Place	KIT
Second Place	John Santel
Third Place	John Santel
	Jim Foster
LEVEL 2	KITBASHED
First Place	Wil Davis
Second Place	Jim Foster
LEVEL 3	SCRATCHBUILT
First Place	Bill Fearheller
Second Place	Larry Miller
PHOTO	
First Place	Nate Adams
	Jim Rollwage
Second Place	Wil Davis
Third Place	Paul Jenkins

From Model Retailer magazine

Model Power closes

After more than 50 years in business, hobby product manufacturer Model Power has closed.

The third-generation, family owned company stopped taking new retail customers on April 21 said Chief Financial Officer Jonathan Tager. An announcement was posted on its website on April 22.

The company is exploring licensing options for its product lines and the possibility of selling off any of its tooling that might be readily available, Tager said.

“We thank everybody for all of their support over the years, and we apologize for any inconveniences,” Tager said

From Train Show, Inc

Train Show Inc. acquires assets of Great Train Expo shows

Train Show Inc., the corporate parent of Greenberg’s Train and Toy Show, Great Midwest Train Show, and World’s Greatest Hobby on Tour, announced that it has acquired the assets of Great Train Expo. Train Show Inc will be sponsoring shows in many of the venues formerly used by Great Train Expo.

“This is a natural expansion of our business,” said Randy Bachmann, President of Train Show Inc. “This purchase allows us to sponsor shows from coast to coast.”

More information and a new show schedule will be posted online at www.trainshow.com.

Update on Dayton & Western 602

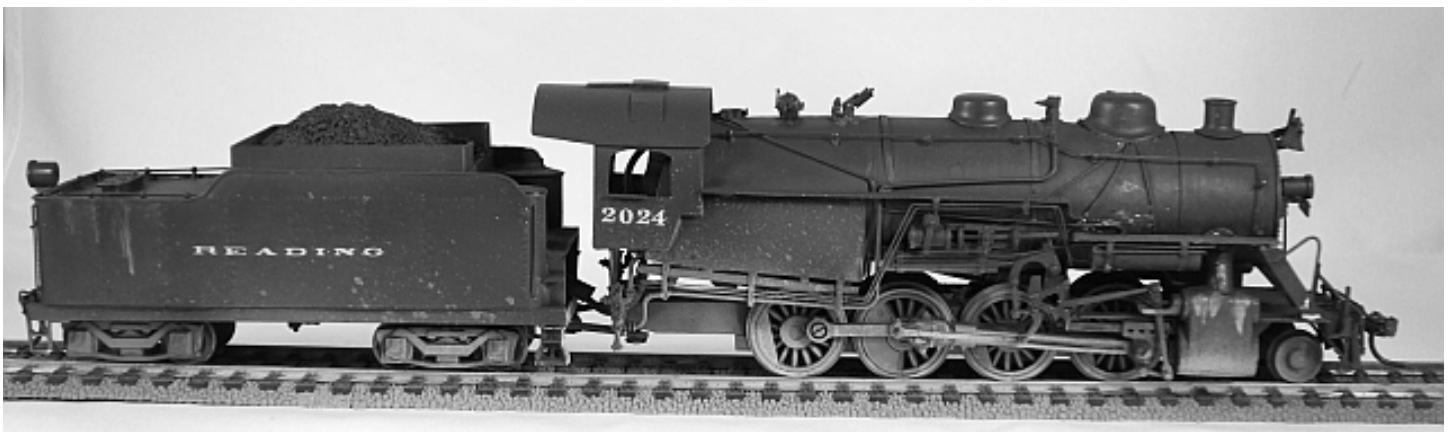
As many of you know, Dayton & Western interurban car 602 was rescued from certain scrapping in 2005 due to the efforts of a group of division members and some funding from Division 3. The 602 was purchased, moved and stored at an RTA facility while funds were raised for its restoration. After the initial effort to save the car from the scrappers, interest waned and in 2010 I received a call to the effect that the RTA needed the space where the 602 was stored and we needed to move it pronto.

The BOG discussed our options and the best one was to donate it to an organization that had the resources to do the restoration as the small amount that had been raised would not be enough to accomplish any restoration. Coincidentally, I happened to hear from another source that Dayton History, Carillon Park, was interested in obtaining “the D&W car that Division 3 used to have.” I asked John Smith, who was part of the original group who rescued the 602, to contact Brady Kress, President of Dayton History. The ensuing contact resulted in Division 3 “selling” the D&W 602 to Dayton History for the sum of \$1.00. We considered it a win, win situation.

I have a friend who used to volunteer at Carillon Park and he mentioned that he knew some of the volunteers who were restoring 602 and was able to talk to them and get an update. Basically they were working on it during the winter months when they were unable to do outdoor projects at the park. It’s been a couple of years since my friend has worked at the park and I have been wondering how the work was coming.

As luck would have it I was visiting Carillon Park last month with a friend who was visiting from out of town. We stopped in Culp’s Cafeteria to have lunch and there was Brady Kress talking to someone at the next table. As he turned to leave I asked him if he had a moment and introduced myself. I told him I would like to know how the work was coming on the 602 as I would like to let the division know how “their” car was doing. He said they had been working on it and the roof had been repaired and much of the interior restoration work had been done. He said that the work should be done by next summer. That’s all I know for now, but I will follow up next year to see how it’s coming.

I think it would be nice if they would invite Division 3 to the debut of the car, but I don’t know if that will happen or not. Either way it’s nice to know that the restoration is progressing and sometime in the not too distant future we should be able to see the car restored to its former glory.



**First Place Model Contest June 2014 Level 3 (Scratchbuilt)
“Reading I 10sh 2-8-9” A Bill Fearheller Model**

Will Davis Photo

NMRA ECONOMICS – part 3 (Frank Koch, NMRA CFO, June 2014)

This month I'll discuss the Assets and Liabilities aspects of the NMRA financial world. Assets are those elements (think things that have a positive cash value) that contribute to our value. Liabilities are those commitments (think obligations) we have that decrease our value. The difference between the two is the net value of the corporation. Remember, we are trying to keep this simple.

ASSETS – We organize our assets into six categories: cash, receivables, capital assets, investments, inventory, and pre-paid expenses. Cash is the sum of the deposits in our various bank accounts and the cash in our investment account. Receivables are those sums owed to NMRA by others, i.e., invoices we made that are not paid by someone else. The biggest items in this area are the unpaid HDM pledges. Capital Assets are the depreciated book value (we depreciate capital assets above threshold values and life expectancy) for our equipment. There was a major change when we sold the HQ building as we converted a physical asset into a “cash” asset (it actually mostly went to investments). Investments are the current market value of the various investments – stocks, bonds, money market – that are held by the NMRA. I'll cover this in a future column. Inventory is the value of the various items remaining in our company store – books, gauges, apparel, etc. Pre-paid expenses are those deposits and bills we have paid that provide services in a future fiscal year.

For 2013, here is a summary of our Assets at the end of the year:

Cash	\$ 502,011
Receivables	\$ 28,166
Receivables (HQ Sale)	\$ 896,360
Capital Assets	\$ 16,752
Investments	\$ 834,634
Inventory	\$ 33,880
<u>Pre-paid Expense</u>	<u>\$ 64,463</u>
Total Assets	\$ 2,376,266

LIABILITIES – The other side of the ledger is more complex in some ways as the NMRA has a large number of commitments that fall into broad classifications according to common accounting principles. The major elements are unearned revenue, taxes payable, fund balances, and equity. Unearned revenue is anything that has been paid in advance and is to be used in a future year to cover an obligation. This includes part of the Life Fund, member payments for future memberships or conventions, and a portion of the current year payments for dues and subscriptions which are reserved for next fiscal year. Unearned funds are moved into current income in the year in which they are to be used. Taxes payable are those taxes due to governmental groups that have been set aside for later payment – think of it as a kind of escrow. Fund balances are the various committed set-asides where the money is reserved for a specific purpose, either by the donor or the BOD. I'll cover these in more detail in the future, but it includes the Diamond Club, the Howell Day Museum Fund, the Heart of America Fund, and several other commitments.

For 2013, NMRA liabilities were the following at the end of the year:

Accounts Payable	\$ 8,895
Accrued Vacation Liability	\$ 12,000
Unearned Revenue	\$ 798,717
Taxable Payable	\$ 175
Unrestricted designated Assets*	\$ 323,209
Unrestricted, non-designated Assets**	\$ 910,997
<u>Temporarily Restricted Assets***</u>	<u>\$ 322,273</u>
Total Liabilities and Equity	\$ 2,376,266

*=Life Service Obligation, Dean Freytag Memorial Fund

Division 3 Video Library Update

New Releases: the division has added two new DVDs to our library. They are “The California Western Railroad” by Pentrex and the Imperial Valley Sugar Beet Trains by Pentrex.

The historic California Western Railroad is a unique shortline headquartered in the Northern California coastal town of Ft. Bragg. The railroad heads forty miles inland, climbing over the rugged coastal mountain range before reaching the town of Willits. This historic line is probably best known for its Skunk Motorcars, which have been featured on several network television programs.

The Imperial Valley Sugar Beet Trains describes the last Southern Pacific Sugar Beet Trains and describes the entire sugar beet process from harvesting to the processing of sugar at the mill in Betteravia CA. All of the various types of rolling stock are described and illustrated in this video.

If you are interested in viewing one of these DVDs please reserve a copy from the division librarian at **librarian@modelraildayton.com**. Requests will be honored on a first-come, first serve basis.

Library Procedures Change: reminder - there has been a change in the library procedures. Please use the following to obtain your videos in the future. First, there is a new web page for the video library. The web page includes an index of all of the videos that we currently have in the library, broken down into categories to make it easier to find that specific topic or video that you desire to view.

Select the video/DVD that you want and then send your name and the title to the division librarian at **librarian@modelraildayton.com**. Your selection will be pulled and brought to the next general membership meeting.

Division members are reminded that video materials should only be retained for one month and returned at the next general membership meeting. This will allow other members the opportunity to obtain the selection for their viewing. Members that have kept materials out over two months will receive an e-mail reminder.

Ideas and Suggestions: The librarian is soliciting inputs for new materials that are desired by the membership. Please send the name of a specific material (DVD, book, movies, etc.) or information about a specific topic that you would like to see added to the library to the Division 3 Librarian at the address above.

Reviews of a video are solicited. After you have watched a video, just jot down your likes and dislikes about the video and send them in an e-mail to the Librarian or the Webmaster. Let others know how you liked the video.

Last, we need members with the capability to dub our VHS tapes to DVDs to help us update the capability. Notify the librarian if you can help in this area.

Open Operating Sessions

The Darke County Model Railroad Club is inviting anyone who is interested in operating their layout to join them. They meet on the second Sunday of the month, starting at 1:00 pm. There is plenty of parking and lots of fun. They are located at:

405 1/2 S. Broadway
Greenville, Ohio
(Second Floor)

(Continued from page 5)

** = Approximately 2.5 months operating expenses and BOD reserve fund

** *= Heart of America, Howell Day Museum, Diamond Club

At the end of every fiscal year, the NMRA hires an independent accounting firm to audit our finances and prepare a report for the BOD and to prepare our tax filings. The firm reviews all our records and spends about a week at HQ to examine the documentation and to ask questions of the staff. We passed the 2013 audit with no issues or weaknesses. The results will be posted on the new website after the audit is accepted by the BOD.

Next time, I'll review the various funds we use to keep track of specific commitments that will require cash at some point in the future...and we need to be sure to set it aside.