
❖ Call Board ❖

Volume 43 Issue 5

January 2004

Super Saying

2003 was a good year for Division 3. In February we held our annual auction. In March and April we added some features to our monthly meetings. From April through September we built an N-scale layout. In October our own Brian Petroziello was elected Treasurer of the NMRA's Mid Central Region. In November we again hosted our annual Fall Train Show. We continued our very successful Scouting Railroad Merit Badge program.

The new meeting activities were the result of comments by Lone Eagle Payne and suggestions of Bruce Albright. Bruce also agreed to be the Division's Membership Chairman, and help implement the changes. To encourage members and guests to socialize more during the meeting breaks, we now serve cookies and coffee, and we increased the meeting break time to thirty minutes or so for most meetings. In addition, at each meeting we encourage everyone to describe recent progress on his or her layout. We want the meetings to give people an opportunity to talk with other modelers, and share ideas, in addition to the business, program, and informal contest. Beginning with the April meeting, we started the practice of visiting a member's layout after each meeting. We hope that these

monthly layout open houses will inspire additional modeling activity in the division, and encourage more communication among members between the meetings.

Early in the year, the membership voted to purchase and construct the Woodland Scenics N-Scale kit layout, the Scenic Ridge. Several members began assembling the layout structures in March, and in April we began constructing the layout. Dick Strous, of the Greene County Historical Society, arranged for us to have access to the Historical Society's facilities for this project. Dick and several other members of the Society also helped build the layout. Because of their generosity, we were able to leave the layout and tools at the site between work sessions. We are indebted to Dick and the Society, and are glad to have had this opportunity to build a relationship between Division 3 and the Society. We raffled the Scenic Ridge off at the Fall Train Show, and made enough on tickets to pay the expenses of the layout. We plan to build another one in 2004. George Ardwin, Jim Foster, Peter Guise and Richard Davoust will recommend a layout.

Larry Zeller, Ron Dietrich, and Leroy Clouser managed the Fall Train Show this

year. The layout section was a smashing success (thanks, Leroy). Don Kriegbaum managed the layout tours and Tour Guide publication. The show was deprived of many dealers because they were under contract to GATS, which had a simultaneous show in Cincinnati. That cost us a substantial sum in lost table sales, but in spite of that, we broke even financially, give or take a couple hundred dollars, it appears. Attendance was about the same as last year. Ray Persing managed a very successful publicity campaign, which included for the first time, six billboards around Dayton. Our relations with local clubs were much improved this year, partly due to more liberal hours for layout setup. Larry and Ron are not able to continue for the 2004 show; Ray Persing has volunteered, and has already sold half the tables we want to sell for the 2004 show. Ray, we can't thank you enough.

At the Fall Show we continued the Scouting Railroad Merit Badge program, managed by Kirk Perkins. The number of Scouts that have earned this merit badge in the program reached almost five hundred with this year's class, and the program is known across the land. Kirk has helped Scoutmasters in several

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Contest

January Passenger cars

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.

February	No Contest	May	Non Revenue
March	Steam Locomotives	June	No Contest
April	Thumbz or Whimsy	July	Scene (Any Size)

December Freight cars			
Models		Photos	
1	Bill Spinks	1	Ray Persing Mark Stiver
2	Ray Persing	2	Ray Persing Mark Stiver
3	Jim Foster	3	Richard Davoust

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other states institute similar programs. Thanks, Kirk.

In September, Steve Hood resigned as Webmaster, and Norm Courtney took over the site. Many thanks to both of them. Norm reports that the site received its 40,000th visitor in November.

At least six Division 3 members earned their Golden Spike certificates this year. The ones that I'm aware of are Richard Davoust, Peter Freeman, Floyd Little, Ray Persing, Brian Petroziello, and Tom Sorauf (Tom has not yet received his certificate).

Not all was good; we lost Bill Rhoads March 9th.

There wouldn't be a Division 3 without the talent and dedication of all of you. Special thanks to the Division's officers and volunteers, including Mark Stiver, John Reck, Ray Persing, Richard Davoust, J Hedge, Bruce Albright, Leroy Clouser, Ron Dietrich, Dick Strous, Larry Zeller, and many others.

May the new year bring happiness and prosperity to you and your loved ones. We have big plans for 2004. Plan to join us often, starting Sunday, January 18th.

John



Photo by Richard cassity

**You are invited to the January meeting on Sunday the 18th at 2pm at the
Greene County Historical Society
Church and King Streets, Xenia, Ohio
Visitors and Guests Always Welcome**



Date	Location	Contest	Program	Layout
18 January	GCHS Xenia, OH	Passenger Cars	Fixing Transformers by John Smith	Butch Orr
15 February		No Contest	Auction	
21 March		Steam Locomotives		
18 April		Thumbz or Whimsy	C&O in Cheviot by Mike Brestel	
23 May (4th Sunday)	Wright Library	Non Revenue		
20 June		No Contest		
18 July		Scene		

47 Years of Lust.....

by Bruce Albright
Plan B!

Only main line of the 1st layout was ever operational. It was amazingly 77 ft long on a 5x 9 layout yet the trains always appeared (ok, it helped to imagine scenery in place) to go somewhere then return. I would start trains nose to tail, the faster in front, and lean back in a chair and let them hypnotize me as they wound their way around the track's convolutions. I guess that says a lot about my operating interests.

Actually (my granddaughter's favorite word), I like switching. Santa included turnouts and uncoupler tracks with my Lionel set when I was six. Switching was regular activity from the start. Dad was always telling me to "get the flat car between the gondola and the box car." I credit his foresight with building my lasting interest in model railroading, unlike other kids who quickly tired of their oval and tried to see how far their engine would roll across the rug.

A 13 x 18 room in our basement became available when our kids moved out. The basement is level with the street and contains the garage, providing direct access to the layout without so much as a small step to conquer. Scaling up the plan from HO to S-gage size yields a 7.5 x 13.5 HO layout with curves from 27 to 36 inches. Armstrong's plan was designed to have one end against a wall, leaving 2.5 feet aisles on the sides and 4.5 feet at one end.

I developed some objectives for the track plan before I decided to upsize the original plan over a fresh new one:

1. A place to show off large loco-

- motives and have interesting switching opportunities
2. The ability to operate the pike on my own or with a friend or two
3. Worth showing off. I'm not much of a modeler so the layout must have some unique features that will spark the interest of, and maybe baffle, visitors
4. Enough scenery to provide the setting for the railroad and to be a good learning experience for us, but not so much as to be an overwhelming task. Elaine will be in charge.
5. Traction. I inherited an interest in it. Grandpa was a motorman on Dayton trolleys and Dad talks of riding along and pulling the cord to drop the coins when he was five.
6. Easy access to all track
7. Real purpose in its operation

Building an HO plan to S-gage size has benefits other than larger radius curves:

1. Track centers increase to over 3 inches. Reducing them back to 2+ inches permits an extra track or two in the yard and more space for scenery and spurs elsewhere.
2. Space to make the hidden end loops double track allowing them to function as staging areas.
3. Space to connect the loops with a helix.
4. The branch can have a passing track.
5. Keeping the sidings and yards at their original lengths increases the length of the main and branch.
6. More space for scenery

The scaled up plan can meet those

objectives:

1. The main with its large curves will be the venue for the big locos and the branch for the switching.
2. In my 1st version the never built flat branch was to be an interurban line. Now it will also be a freight carrier operating on a grade behind a small steeple cab loco (Is anybody looking to get rid of one?).
3. While the plan calls for a lot of hidden track most of it need not be under a mountain, but behind one. All but a couple feet of the track will be in easy reach from either the layout edge or the center of the hidden loops. *Thin Mountain Electric Railway* is the name of the branch line and arises from the mountain being a very thin, tall ridge to both fit and provide the needed visual separations.)
4. Special features will include catenary to power GG-1s pulling trains on the main and trolley wire everything on the branch, pneumatic switch machines, a steep grade on the main to justify snappers, a double helix, and eventually signaling.

Next month: "Diesels! We don't need no stinking diesels!"