
❖ Call Board ❖

Volume 42 Issue 5

January 2003

Super Saying

May the new year bring happiness and prosperity to you and your loved ones.

The two or three of you who read this column know that I'm building my C&O layout in segments. Instead of building all the benchwork, then all the track, and then all the scenery, I'm concentrating first on a 30 square foot section in one corner of the basement. It extends 8 feet along one wall, and 11 feet along the other. This part will represent the Neil Track, which in the 1950s was a branch track with many industrial spurs serving railroad customers in the Neil Avenue area of Columbus.

A C&O industrial directory reproduced by the C&O Historical Society shows the names and locations of companies that the railroad served in 1950, and it will be fun to name the structures on the model after some of the companies that were actually in Columbus then. For example, the Columbus Coffin Company was along the C&O back then, and earlier maps show it along the Neil Track. Must include that one, just because of the name.

On the layout, the Neil Track has ten spurs, with spots for eighteen freight cars of vari-

ous types. The track is now laid and wired, and trains are operating into the area from a two-track staging yard built on temporary benchwork nearby. Most of the track is Micro Engineering Flex track, but the turnouts are hand laid with code 70 rail. These have number 5 frogs, and were not commercially available in code 70 rail. Constructing those was a learning experience. It wasn't particularly difficult, but was time-consuming. The next phases of construction will require structures, scenery and details, which I'm not very comfortable with. It will be another learning experience.

While the scenery and structure work is ongoing, the Neil Track can be used for operation. It's fun, and it will help determine whether the track and turnout construction methods were sound. It will also provide the opportunity to evaluate car routing methods for use on the layout as a whole. I've operated on layouts, which use car cards, and layouts that use printed lists or forms for car routing. Both methods work well. Which one you use is pretty much a matter of taste and familiarity, it seems to me. Right now, I'm exploring

available computer programs for generating printed wheel lists and switch lists. To use any of these programs you must enter data that describes your rolling stock, trains, on-line customers, and shipments. I'm hoping that there is a program out there that provides realistic-looking car movements without a lot of fine tuning. If you're using one and like it, please let me know.

Wayne Roderick, of Pocatello, Idaho, has written a car routing program, called Freight Manager, for his Teton Short Lines. It's available for downloading for evaluation. If you decide to use it, the only payment he asks for is a piece of rolling stock lettered for your railroad. Since it's a DOS program, it will run it on that old computer you've been using as a doorstop. When I first set up the Freight Manager files for the Neil Track, the way freights it generated were only 3 to 5 cars long, whereas 8 to 12 cars would be more appropriate. Adding more rolling stock to the rolling stock file fixed that, but now the yard is clogged with empty cars and loaded cars awaiting delivery to customers (sigh). There are other parameters to ad-

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just, though, and Wayne has been using the program since 1984, so it must be pretty effective, once set up properly. If you're interested, it's available from Wayne's web site: <http://www.ida.net/users/tetonsl/railroad/frtmgr.htm>
See you Sunday, January 19th.

January Program
"Enginehouses, Turntables and Engine Servicing... Then and Now"
Modeling hints and technical details for building a realistic Engine Facility -- by Bob Fink

Help Wanted

Division 3 needs a Membership Chairman. The chairman works with the BOG on ways and means to help the membership. He would be responsible for arranging for membership tables at local train shows and helping members deal with the National on membership problems. Contact John Smith for more information.

Contests

January Favorite Train

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	Cabooses
March	Non-Revenue	June	No Contest
April	Off-Line Structures	July	Scene

December Results Freight Cars			
Models		Photos	
1	Richard Davoust	1	Richard Davoust
2	Bill Spinks	2	J. Hedge Richard Davoust
3	Bill Spinks LeRoy Clouser	3	Brian Petroziello LeRoy Clouser

Canadian TOPO maps

<http://toporama.cits.rncan.gc.ga/>

Date	Location	Contest	Program
19 January	Green County Historical Society, Xenia, OH	Favorite Train	Engine terminals by Bob Fink
23 February Date Change!	Trotwood Church of the Brethren	No Contest	Members Auction
16 March		Non Revenue	Kit Bashing Structures by Ron Dietrich
12 April Saturday Date Change!		Off-Line Structures	Grain Elevators and Feed Mills by Larry Zeller
18 May		Cabooses	
15 June		No Contest	Tour of the Dupps Railroad in Germantown (Tentative)
20 July		Scene	

Why do they call it nickel silver rail anyway? You can't possibly get that much silver for a nickel.

Should reruns of the TV show "Tracks Ahead" be called "Tracks Behind?"

If the person who steers a gondola is a gondolier, shouldn't the person who operates an engine be an engineer?

If cabooses are painted caboose red and reefers are painted reefer orange, does that mean that flatcars should be painted flat black?

Will Life-Like ever update the name of their Proto 2000 kits?

If a locomotive has troubles with a grade, does it have to take the class over?

Why is it called L-girder framing when the girders are shaped more like a 7?

If GP diesel units are called "geeps," why aren't SD units called "seeds?"

Does moving train cars with your fingers qualify as digital control?

If alpha cyanoacrylate glue sticks so well, how come you're able to get it out of the container in the first place?

Why did Amtrak have to spend so much money developing the Acela high speed train? Couldn't they have just installed a full-sized version of the rubber band drive used by the Athearn Hustler locomotive?

What is the plural of "caboose?"

Are operators of a train on the New Orleans Public Belt Railroad called a train krewe?

Why are some flat cars depressed? Do they have a low opinion of themselves?

Since so many models are available as undecorated, why do I have so much trouble finding prototype photos of that railroad?

Division Plans and Directions Collection

The Division would like to develop a repository of kit directions and plans. These would be made available to anyone who acquires a kit without directions. Dick Kehl is the contact point for donations. This would be a good time to organize your archives and help others.

This program is moving right along. Items are available for check out at Division meetings. The lending rules are the same as for the Division Videos.

The Darke County Model Railroad has operating sessions on the 2nd Sunday of the month at 1:30pm. They need operators. The club is located at 405 1/2 s Broadway in Downtown Greenville, Ohio.

January Meeting: 19 January 2003 2PM



Green County Historical Society
Church and King
Xenia Ohio

Model Railroad For Sale

HO Scale model railroad layout that started as the 4' x 8' "HO Railroad That Grows" using snap track. It has grown to an 8' x 14' railroad empire using handlaid track for the expansion. Layout is wired for two power packs. All turnouts are remotely operated with twin coil switch machines. Price is negotiable. For more information, contact Dale Waddell at (937) 426-3526.



Carthage Knightstown & Shirley
 Photo by J.Hedge

The *Call Board* is the official publication of Division 3, Mid Central Region, National Model Railroad Association. It is published monthly except in August. All comments and opinions are welcome. Those views expressed in the *Call Board* do not necessarily reflect the policies or opinions of the NMRA, the Mid Central Region or Division 3.



Next Meeting	
When:	2PM 19 January 2003
Where:	Green County Historical Society Xenia, OH
Program:	"Enginehouses, Turntables and Engine Servicing... Then and Now" By Bob Fink
Contest:	Favorite Train
Visitors and Guests Always Welcome	

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