

❖ Call Board ❖

Volume 43 Issue 6

February 2004

Super Saying

We'll hold the Division 3 annual auction February 15th at the Green County Historical Society, 74 West Church Street, in Xenia. Bring that locomotive or your other items that don't fit in with your current plans, and take away some cash. If you have nothing to sell, you might find a real gem at a great price. We had some very good ones last year. Don't miss it.

By the time you read this, Ray Persing and I will have met with Hara Arena's management to review the rental contract for this year's train show. The show will be November 6th and 7th, with setup times available Friday afternoon and evening.

We plan to again build a small layout to raffle off at the show, as we did last year. George Ardwin, Richard Davoust, Jim Foster, and Peter Guise are in charge of selecting the layout plan, and will make a recommendation. Dick Strous, of the Greene County Historical Society, has again offered the society's facilities for working on it. Having a dedicated room for the construction was a big help last year.

We have an exciting year planned. In addition to the auction, the layout project, and the Fall Train Show, we will be visiting a member's layout after most

meetings. Those Bruce Albright has arranged so far include Bob Bartizek's outstanding 3-rail Pennsy layout, featured in last December's O-Gauge Magazine. In June, we will meet jointly with Division 7, where the program will be Allen McClelland's presentation of progress on the construction of the new V&O. Watch the Call Board for more details about this. Richard Davoust is arranging a very nice variety of programs for our meetings. At the March meeting Steve Hood will show us selected photos and examples of DCC decoder installations. Last time I asked, Steve had installed forty-seven of them! In April, Mike Brestel will present his historic slide show of the C&O Railway in Cheviot Hills. Mike has the Western Hills Photo and Hobby shop in Cheviot Hills, and is MCR's NMRA Trustee.

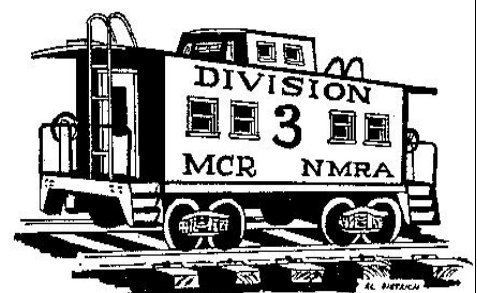
Once in a while I mention here a Yahoo! Discussion group that I find interesting. Here is another one: <http://groups.yahoo.com/group/traintools/> The members discuss all types of tools, materials, and suppliers of interest to model railroaders. Do you know how a twist drill bit for hard plastic differs from one for metal, and why? You can learn all kinds of stuff on the Traintools site.

Recently I installed a

Soundtraxx decoder in one of my HO GP-9s. Wow, what a difference that makes! I love it. Wish those Soundtraxx decoders weren't so expensive. That one cost more than the locomotive it's in.

It's time to add more benchwork and track to the C&O Olentangy Division. We had a work session scheduled for here last night (January 23rd), but had to postpone it because of snow and slick roads. I had acquired the lumber and fasteners, though, so will begin cutting and assembling, probably tomorrow, when a big storm is predicted to be upon us. Last night I cleared the part of the basement for the new section, a peninsula.

See you in Xenia Sunday, February 15th. Bring your items to sell.
John



Contest


February No Contest

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.

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

January Passenger Cars			
Models		Photos	
1	Bill Spinks	1	Bill Benysh
2	Ray Persing	2	Ray Persing
3	Richard Davoust	3	Ray Persing LeRoy Clouser

Standard Train Order Blank for 19 Order

FORM 19		FORM 19
ERIE LACKAWANNA RAILROAD COMPANY		
TRAIN ORDER No.		
..... 19		
To	At	
..... Supt.		
Made time M. Opr.		
CONDUCTOR AND ENGINEER MUST EACH HAVE A COPY OF THIS ORDER		

Date	Location	Contest	Program	Layout
15 February	Greene County Historical Society	No Contest	Auction	
21 March	Greene County Historical Society	Steam Locomotives	Installing DCC Decoders by Steve Hood	Pennsylvania and Western by Bob Bartizek
18 April	Greene County Historical Society	Thumbz or Whimsy	C&O in Cheviot by Mike Brestel	Bill Benysh
23 May (4th Sunday)	Wright Library	Non Revenue		Jim Foster
13 June (2nd Sunday)	Ramada Inn Franklin, OH	No Contest	Update on V&O By Allen McClelland	V&O by Allen McClelland
18 July		Scene		

47 Years of Lust.....

by Bruce Albright

“Diesels! We don’t need no stinkin’!”

My first electric train was pulled by Lionel’s 2-6-2 version of Pennsy’s K-4 Pacific (it was years before I knew that). It was 1948 and the Pennsy, 2 blocks from my home in East Dayton, ran both steam and diesels up the hill out of Dayton. Diesels were “the thing” then and whenever my cousin or grandfather visited us for dinner there was a good chance of walking over to watch the Spirit of St. Louis and other evening trains. I was too young to be concerned with the wheel arrangements of steam engines then. We wanted diesels! As the years went by we got more and more of them on the Pennsy (and I got a Lionel bright red and black Rock Island A-A FT diesel!). As the years went by I began to understand and appreciate steamers. By Jr. High I was desperate to see real steam which was becoming non-existent. I sold my Lionel while in high school, keeping only the 2-6-2, which has since disappeared.

Trains were trains. I was a Pennsy watcher out of convenience, but not a Pennsy lover. The steam was pretty well gone by the time I knew what was what. The drab Pennsy diesels were easily mistaken for a boxcar and you saw none of the mechanical stuff. I never saw a real GG-1, but the Lionel version was stubby looking and drab. As kids my railroading friends and I made jokes about it. I

carried those negative vibes about the GG-1 for fifty years until I closely examined HO scale GG-1s in a hobby shop. I now have four.

One advantage of being a Pennsy modeler is the availability of their steam locos in kit form from Bowser (old Penn Line) in addition to various brass and ready-to-run plastic bodied units. I guess another old prejudice is showing: when I started reading MR anything not built from scratch or a kit was suspect and tantamount to cheating. Bowser now offers about 10 different Pennsy steam prototypes in HO kit form. I could build kits forever and not get done! The first one is just starting construction.

A strong interest in steam and the sudden love affair with the GG-1s and subsequent purchases dictated that the main line would be Pennsy. Five stripe GG-1s and steam locos were in service together for nearly 20 years making them suitable to run together on the main line, the setting of which is the never realized electrified line west of Harrisburg justifying a more mountainous terrain. The GG-1s under catenary and a variety of steam equipment should provide the visual interest desired for the main line. The branch line, *Thin Mountain Electric Railway* (TMER), will be too small and too broke an operation to use the diesels of the period (early 50s). With the branch being upgraded from an interurban only line to include a small freight operation a small steeple cab electric loco will fit right in with the interurbans, again adding visual and operational interest. Pennsy’s unimaginatively decorated diesels might be invisible on the layout. Other than running great, of what use would die-

sels be? Besides, would Pennsy want to have maintenance facilities for three separate types of motive power and the tiny TMER two? The Brass Hats of both the newly electrified division and the TMER said in a press release,

“Diesels! We don’t need no stinkin’ diesels!”

Of course, if a model of a diesel that would have been small enough for a tiny branch line and old enough to be well worn and available cheap by the early 50s is available one might contact the Brass Hat of the TMER.

Next Month: What’ll be missing?

If Microsoft Made Model Trains By Andy Harman

1. New meaning to "drag and drop".
2. All railroad logos would be 27 x 27 pixels.
3. You could switch scales just by changing your resolution settings.
4. Every 6 months your power pack has to be upgraded.
5. When you push the horn button, the system offers to upgrade you to HornPlayer 9.1.
6. You can schedule wheel cleaning and track cleaning overnight.
7. Rolling stock which hasn't been run in a while begins to disappear.
8. Each time you turn the power on to your layout, a puppy dog jumps out of nowhere and asks if you would like help compressing your freight yard.
9. Your scenic backdrops change constantly.
10. If you don't touch the throttle for 15 minutes, your entire layout changes into an aquarium.

**You are invited to the February meeting on Sunday the 15th at 2pm at the
Greene County Historical Society
Church and King Streets, Xenia, Ohio
Visitors and Guests Always Welcome**

