

# ❖ Call Board ❖

Volume 43 Issue 4

December 2003

## Super Saying

If you weren't able to attend the November meeting, you missed another good one. The contest entries included superb examples of scratchbuilding. J. Hedge told us about the usage and pitfalls of DC and DCC layout power. We learned how the finances came out on the raffle layout, and a hint of how the train show finances came out. Richard Davoust presented several model railroad designs that are being considered for a Division 3 Project Layout for 2004. We'll hear more from the members of that committee at future meetings.

We sold a little over \$400 worth of Scenic Ridge layout raffle tickets, more than enough to pay for the initial outlay and the additional material we bought for it. That's an unexpected bonus, since our initial idea had been to give it away as a door prize, in which case we would have recovered none of the expenses. As you may recall, we changed our plan because we wanted it to go to someone who was interested in it enough to pay for a chance to win it. The winner, determined the second afternoon of the show, was Dick Briggs, a train show dealer from Columbus.

It appears that the Fall Train Show made enough money to break even. Final results are not available yet. We were con-

cerned that we might suffer a big loss due to the GAT Show in Cincinnati that same weekend. I attended the GAT show that Sunday to check it out and talk with dealers. The GAT show attendance Sunday looked only moderate. We can hope that GAT won't schedule a show nearby that weekend next year. Their fall schedule isn't published yet.

The Olentangy Sub of the C&O held its first formal operating session and work session November 14<sup>th</sup>. The primary goal that night was to evaluate the track that has been laid so far. One sure way to expose defects is to have guests operate your layout. Murphy's Law. It seemed to go pretty well, though. There were a couple of good suggestions for improvement. After the operation we started working on the fascia for that section of the layout. This past week I completed it, except for painting.

If computer software relating to model railroading is of interest to you, you might want to visit the page of suppliers on the NMRA web site: <http://www.cwrr.com/nmra/Manasw.html>. The page contains links to the web sites of over forty suppliers of stuff, mostly software, of interest to model railroaders. Included are programs for layout design, opera-

tion, control, and simulation; programs for railroad simulation; programs for creating signs and artwork; programs for inventory; and a CD ROM containing a database of 18,000 surviving steam locomotives worldwide.

Have a happy Thanksgiving. See you Sunday, December 21<sup>st</sup>.

### Evolving Diesel Color Schemes

by Bob Fink

Most railroads started out with some very fancy color schemes for their first and second generation diesels. Then they began to change them as time went on. We'll look at a number of the "fallen flag" roads, fit the schemes to a time line to help you model them for your time period and look at the reasons for all the changes. All this and more at 2 pm on December 21st at the Green County Historical society in Xenia.



Train Show Attendance  
2242

Thanks to everyone who helped.

# Contest

## December Freight 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.

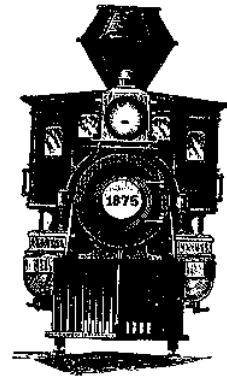
January	Passenger cars	May	Non Revenue
February	No Contest	June	No Contest
March	Steam Locomotives	July	Scene (Any Size)
April	Thumbz or Whimsy		

November Structures			
Models		Photos	
1	Bill Spinks	1	Bill Benysh
2	Terry McTaggart	2	Bill Benysh LeRoy Clouser Richard Davoust
3	Richard Davoust	3	J. Hedge

Sept. 23, 2003

I have a question for the readers. Does anyone know if any railroads in North America are currently operating any livestock cars? Any Mexican? I remember seeing some trains on the old Burlington Route in Wyoming pulling stock cars in the early 80's, but I've been told that those may have been on their way to the scrap yard. Any info would be appreciated. Hope one of us knows the answer.

Sincerely  
John H. Larsen



Date	Location	Contest	Program	Layout
21 December	GCHS Xenia, OH	Freight Cars	Early Diesel Color Schemes by Bob Fink	Bob Fink
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	
16 May		Non Revenue		
20 June		No Contest		

**You are invited to the December meeting on Sunday the 21st at 2pm at the  
Greene County Historical Society  
Church and King Streets, Xenia, Ohio  
Visitors and Guests Always Welcome**



## 57 Boy Scouts Complete Railroading Merit Badge at November 1st & 2nd, 2003 Train Show

Thirty Scouts on Saturday and another twenty-seven Scouts on Sunday completed the six-hour class, to bring the total number of Scouts earning the Railroading Merit Badge sponsored by Division 3 of the National Model Railroad Association to 471. These Scouts were from nineteen Troops representing the Miami Valley Council, Dan Beard Council and Black Swamp Area Councils. Congratulations to Daniel Soward who had a perfect score on the test for the class. He had also built two HO car kits and brought them to the class thinking that they had to be constructed *before* class rather than during class as we usually do. He is a model railroader who is working in HO scale. Honorable mention to the following Scouts who were well prepared and excelled in the class: Nicholas Anderson T 78, Jacob Friesthler T 98, Chris Landwehr T 78, Tyler Ludwig T 329, Caleb Roggencamp T 98, Robbie Sellers T 530, Dan Untener T 813, Adam Walusis T 169, Shawn Weber T 169, Christopher Wolcott T 101, Jeremy Wood T 395, and Michael Wuebaker T 320.

I had collected many different types of rolling stock and motive power in G, O, O27, HO, N, and Z scales to assist in the teaching the class. The Scouts were shown the video used at the 2001 National Jamboree to introduce the Railroading Merit Badge. This is an excellent video produced through the cooperation of Burlington Northern and Santa Fe Railroad, Operation Lifesaver, and the Boy Scouts of America. Through the course of the day, the Scouts worked through seven requirements to complete the merit badge. A few of the Scouts had interest in trains, model railroading or had ridden on a train. Parts of class dealt with the signals and communications used today, whistle and horn signals, car types, unit trains, how the diesel engine works, departmental organization, scale vs. gauge, reading a timetable, and railroad safety. The highlight of the class was the construction of an HO scale gondola or flatcar and N scale boxcar followed by a tour of the Model Railroad layouts in the Ballarena at the show. Each Scout was asked to share with me the layout they enjoyed the most and why as well as what scale was modeled. All layouts were mentioned over the two-day class, but the Scouts especially enjoyed the animation and detailing of scenes as well as trains moving in and out of tunnels or long trains. The S gauge Christmas layout was an especially a big hit and got the Scouts in the mood for the holidays. I appreciate the cooperation of the layout owners with these newcomers to the hobby who don't fully understand the hobby and it's etiquette.

Probably the single greatest highlight of this class for me was the number of food items the Boy Scouts collected for the depleted food banks of United Christian Church and Northwest Food Pantry in Clayton, Ohio. The summary of items we collected are as follows:

	Saturday	Sunday
Canned Goods	123	92
Boxed Goods	6	17
Miscellaneous food items	5	13
Daily Total	134	122
	Grand total = 256 food items	

Many thanks to the Scouts for doing this Good Turn for those less fortunate.

All of this would not have been possible without the help of the following individuals and businesses:

**Don Kriegbaum, John Hubert, and Bruce Bryan** for instructing the Scouts on the cleaning and lubrication of a model locomotive and track cleaning. You ought to see the Scouts eyes when they learned how to pop the top off of a locomotive!

**John Edminson** for donning his Amtrak uniform on his day off and teaching the Scouts how to read a timetable, which he and Amtrak provided.

**J. Hedge** for providing me with an overhead projector.

**Mike Carter** for donating fifteen years of his back issues of railroading magazines so each Scout could take a couple home. Rumor has it that his wife threatened him to donate!

**Tom Tackett** from Operation Lifesaver who shared information on railroad safety and provided a CSX safety Video and key chains for the class.

**Bill Ford** who provided transparencies, sound system VCR, and videotapes that really enhanced the video presentation for the class.

**John Reck** a *great* friend and fellow Scouter from Covington, Ohio, who helped with paper work, kit construction, set up and tear down, and all the little odd jobs. John actually volunteered for each class the Division has conducted knowing what he was getting into from previous experience! Quite frankly, I would not have been able to run the class so smoothly without his help and previous experience and I always know with him on board the class will succeed.

**Jeff and Kathy Schweinfurth** for making arrangements for a video projector to be used each day to show Videotape furnished by Operation Lifesaver and the BSA.

**Division 3 Members** who helped the boys with the reading of the timetable and kit construction.

**Larry Zeller** for working with us to get the class started before the show opened each day so we could finish before the show closed. In spite of being busy with the show, Larry found some time to help out with the class each afternoon.

**Several of the adult Scout Leaders** Allen and Sam Cherry, Joe Untener, Wes Chesarek, Shelly Soward, and Angel Turner who came with their sons, and pitched right in helping with administration of the class. Many of the leaders and parents jumped right in to help in the construction of the kits or reading of timetables.

**Barb at Family Hobby Shop** for rustling up extra kits and selling them to us at discount. Barb really goes the extra mile trying to get all the kits in the type I request as Roundhouse always gives us a run for our money and Athearn usually shorts us on parts.

**Jim Kendig** A friend of Division Superintendent John Smith's who is an N scale model railroader who donated to the class many of the gifts for the Scouts in the class.

**Les Cisco** an Assistant Scoutmaster with Troop 469 of Morris, Illinois near Chicago with his N Trak module that pitched in Sunday in grading test and was inspired to start a class at home.

**Mary**, my wife, for allowing me the time to prepare for and teach the class as well as act as my personal secretary and taking all those messages from Scouts and their Leaders and trying to answer their questions. She also helped me gather, load and unload the materials needed for the class as well as transport the food donation to United Christian Church and Northwest Food Panty.

If you have any Model railroad or railroading items you would like to donate to the next class to be used as gifts for the Scouts that excel please call me at 937-233-0240. Dayton N track has pledged to give an N Scale car to each Scout completing the next class. With support like this the class can only get better. In trying to thanks everyone, I'm sure I missed someone, but that is the chance you take when you try to acknowledge a bunch of great people in our hobby. As you can see we had a good crew and a good time, but the best thing was to nearly sixty young men learning about railroading and seeing the pride in their faces as they completed their kits and earned the Railroading Merit Badge. Thanks to all of you for your help as well as the Scout leaders and parents that supported this event as it would not have come off without you.

In Service to Scouting and our hobby.....

Kirk Perkins Railroading Merit Badge Counselor  
Have a great Holiday!



# 47 Years of Lust.....

by Bruce Albright

My soon to be rebuilt Thin Mountain Electric Railway will be the culmination of 47 years of lust-ing for John Armstrong track plans. In 1956 I was an 8th grader with a nice 6x8 Lionel layout and prospects for expanding. I hap-pened across the January 1956 is-sue of *Model Railroader* and an Armstrong article featuring his "controlled doodling" method of track planning and 2 large plans.

By May my subscription to MR had started and I eagerly checked each issue for more by Armstrong. Pocahontas Junction , Cajon Pass, etc. floated through my daydreams. Eventually I real-ized that it would be a very long time, if ever, until I could have space for a 22x43 layout, or even 10x20, and discovered his "Springer and Cincinnatus" in the April 57 issue, a mere 5x9 in HO. It was a nifty design based on a folded dog-bone with stacked loops hidden to give the appear-

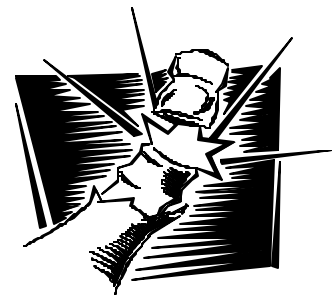
ance of a double track main line climbing continually for over 1 lap and an intersecting a "flat" branch line down the edge of 3 sides. It provided a lot of operating and scenic possibilities in a small space. I had hopes of starting con-struction on it but soon cars and girls replaced trains as my lust ob-ject. I sold the Lionel, but I saved the magazine! Over the years I wore out the magazine by reread-ing that article and I finally had to copy the disintegrating pages.

Thirty plus years later came a false start. I built an L-girder frame and installed a ribbon of ho-mosote supported by risers for the main line. Construction went so fast and easy that I kicked myself for having waited so long to start construction. Then a new obstacle, a ping-pong table was judged to better meet the family needs. The layout, sans legs, went to the gar-age to make space. When it finally returned moisture had played havoc with the homosote (it wasn't supported by plywood...read the 1<sup>st</sup> edition of Wescott's book on

bench work) and the flextrack had to be re-set to permit locos to travel over it without derailling. I knew a rebuild was in order.

Then I happened upon a small table stacked with IHC GG-1s on sale in a hobby shop in Flint, MI. As kids my friends and I had always made fun of the Lionel GG-1s with their stubby appear-ance. But the HO scale IHCs were almost as long as the Lionel GG-1s and were handsome locomotives. Its amazing what proper proportion can do. I was in lust again! GG-1s running off catenary snaking up and roaring down the grades! I took two! Then another rude awak-ening: the GG-1s could handle my max 24 inch radius curves but they looked terrible in doing so! I never bothered to try them on my min 18 inch radius curves. Trials using flex track on cardboard indicated that a 36 inch radius greatly im-proved their appearance. Face it, I love large locos! Down came the layout!

(next: Plan B)



# Happy Holidays

