



Call Board

Volume 63 Issue 6

February 2023

Superintendent's Report for February 2023

The division held its January meeting as a hybrid. Our speaker was Gerry Albers, owner of the Virginian Railroad, Deepwater District, a gorgeous model railroad in his Cincinnati basement. Gerry was a personal friend of Allen McClelland, and helped Alan build the V&O. Gerry returned Allen's generosity by asking him to help build the NYC/V&O interchange on the Virginian. Gerry presented Allen's original presentation, "Six Decades of the V&O," which Allen was going to present to us last year, but unfortunately, Allen's passing prevented it. Gerry was working on a clinic for next spring's convention and thus tied his clinic into Allen's. Thus, we received this presentation, "Six Decades + of V&O Model Railroading." If you did not attend, either in-person or via Zoom, you missed a really good presentation.

Attendance at our meetings has dropped off significantly from our pre-COVID norm of approximately 40 people at a meeting to about 25 people in-person with a few more on our Zoom link. Lets get our attendance back up in the coming months by either attending the meetings at GCHS or on Zoom. If you are unhappy with the programs that are presented, let me know and we'll try to do better. But, to do better, we need to know what you expect so that we can work on improving the meetings.

Our speaker at this next meeting will be yours truly. I will be giving a presentation on the contribution of America's Railroads in supporting WW2, a small but important part. I hope you all can join us, anyway you can. Mike Merenes and the BOG are working on some new clinic/presentations aiming at new and interesting subjects.

The contest for February will be Non-Revenue Cars. This should produce some very interesting cars used by railroads, but which do not directly produce a profit. Bring your favorite model and/or photo of a non-revenue car, enter the contest, have some fun. Phil has been collecting some new materials for the raffle. Buy a string of tickets for a dollar; you might be the big winner. Phil is always looking for new raffle items and donations are always welcome

Don't forget the convention, "Rails to Pittsburg" in early May. Attending a convention, if you have never done it, is a great experience. Division 2, the host, promises some great tours of the Pittsburg railroad facilities and a number of beautiful layouts. If you sign-up early, you will save a significant amount on the convention fee and the hotel. Check it out by clicking the link of our web site. By the way, the clinics done at the convention are top-notch.

I hope to see all of you on February 19, at our next meeting.

Ric Zimmerman
Superintendent

Division 3 Website: www.modelraildayton.com

Board of Governors

The Board of Governors usually meets the first Monday of the month to conduct the business of the Division. Meetings will be conducted online until further notice. Any member may attend and participate in the meeting. Please contact a board member to verify date and time.

Board of Governors
<p>Superintendent Eric Zimmerman ezrails@att.net</p>
<p>Assistant Superintendent Gordon Carlson gorhenca@gmail.com</p>
<p>Chief Clerk Dana Yarnall dyarnall462@gmail.com</p>
<p>Past Superintendent Mark Stiver mstiver@woh.rr.com</p>
<p>Membership Chairman Wil Davis</p>
<p><i>Call Board</i> Editor J. Hedge hedgejn@hotmail.com</p>
<p>Member at Large Ed Durkin</p>

Official Division Contact

Division 3, MCR, NMRA Inc
PO Box 341233
Dayton, OH 45434-1233

Division Cell Phone:
937-424-6413
Leave a message

Email:
NMRA.DIV.3@gmail.com

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.



February 2023

Next Crew Call	
When:	February 19, 2pm
Where:	Greene County Historical Society 74 Church St Xenia, OH
Program:	America's Railroads in WW2 by Eric Zimmerman
Contest:	Non-Revenue Cars
Visitors and Guests Always Welcome	

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 ...

February - Non-Revenue Cars

- January - Open Loads
- February - Non-Revenue Cars
- March - Freight Cars
- April - Passenger Cars
- May - Steam Locomotives
- June - Diesel Locomotives
- July - No Contest
- August - No Contest
- September - Make it cheap (1-3-5 Dollar)
- October - Caboose
- November - Weathering
- December - Structures

Results

January - Open Loads

Kit - 1st. Jack Honeycutt

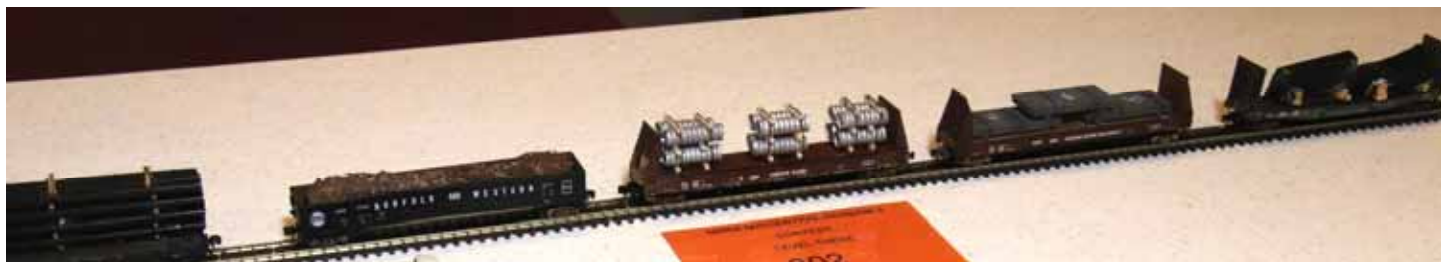
Kitbashed - 1st. Will Davis
2nd. Mark Stiver
3rd. Jim Foster

Scratch built - 1st. Jack Honeycutt
2nd. Mark Stiver
3rd. Jack Honeycutt

Photo - 1st Nate Adams

Live Contest

Deadline for entries is 2 pm Sunday, 19 February, 2023 at the Greene County Historical Society, 74 Church St, Xenia, OH



First Place - Scratch Built - Jack Honeycutt



First Place - Kitbashed - Wil Davis



Second Place - Scratch Built - Mark Stiver



Third Place - Scratch Built - Jack Honeycutt



Second Place - Kitbashed - Mark Stiver



First Place - Kit - Jack Honeycutt



Third Place - Kitbashed - Jim Foster

Model Photos by Ed Durkin

2023 TRAINing Day

Soon we will be announcing our 2023 TRAINing Day. Our date and place is still to be determined, but we want you to begin thinking about helping at this event. We will need clinicians and helpers to make this wonderful event happen. Please consider volunteering for the event. We will let you know as soon as we can about the details.

Gail

HYBRID Notes

Our HYBRID attendance for the January meeting was wonderful, but of course we had a terrific speaker. As we work on the system, things are improving. However, I want to mention a few notes that will help with the meeting.

1. If you are not muted and the other hybrid people can hear you, so can everyone who is attending in-person. It is one sound system which transmits to everyone.
2. If you are talking to me and I am not responding, I may not be able to hear you and/or I may not be able to talk to you. We have to balance the speakers and mics to avoid that awful screeching. The room is small and very echo-y.
3. There are a couple of easy ways to communicate with me without sound:
 - a. Text me on the Div phone: 937-424-6413
 - b. Chat me on Zoom (go to the bottom of the Zoom screen with your cursor and look for a label that says "Chat." If there isn't one, go to the three dots and click—it should be an option there. Then you can chat to all who are on Zoom or to your choices. To choose a Zoom person, go to the "chat" screen, and there is a line that says "Everyone." Click on that and it will let you choose one or more people. (If you want to privately message.) Or you can just send the message out to everyone.

Looking forward to seeing you all at the next meeting. Gail Yarnall



From the Display Table

This guy was on his way somewhere and decided to travel by rail.

If you have anything that you would like to show at the meeting, we always can find room for a display table.

Zoom/HYBRID Crew

Our Zoom capability is developing well—we have made some new progress recently. Now we need volunteers to come forward to learn some of the jobs affiliated with the making of a HYBRID meeting. We need people to work the camera, learn to run the Zoom Room, learn to run the clinic equipment, help with set up and tear down, etc. We can't be there all the time, so we need to train other members in the various tasks required to open our meeting to members who cannot attend in-person. If you are interested, feel free to contact Dana or Gail for more information so you can decide if you would like to be a part of this effort. You can email us at NMRA.Div.3@gmail.com for more information.

Gail

Diesel Commentary

Posted by Alan Kline on Yahoo groups in 2008. It is an early humorous commentary on diesels.

The following was written by someone at E.M.D. early in the development of their locomotives. It was found in an instruction booklet which was issued for an E.M.D. locomotive school in the 1940's during the war.

A Diesel engine is an amazing assortment of bolts, nuts, valves, heaters, coolers, expanders, contractors, and other gadgets too numerous to mention here. All of these are screwed and welded together to form a single unit. This resulting unit is expected to start out with below the usual grade of fuel oil and change it into BTU - then the BTU into MEP - the MEP into RPM - the RPM into BHP - the BHP into KWH. Then the electrical gear takes over and makes a BHP out of KWH and RPM out of BHP, and then, if everything is in working order, you finally get MPH. All of this takes place in a fraction of a second in the confines of an all-too-small engine room. This gives you a rough idea of the confusion characteristic to all Diesel Freight Units.

The Diesel engine was invented by a man named Dr. Diesel. The Writer has checked back into his life and character, and is satisfied that this was not done with any malicious intent, as he was a very fine man and loved the human race. Had the idea been left as he left it, nothing would have happened to it. The responsibilities rest upon the shoulders of certain individuals and corporations and Diesel Engine manufacturers, so do not hold it against Dr. Diesel. The names of these men can be furnished during the discussion of this paper, if anyone feels that they might want them.

There are three main classes of Diesel engines. Namely, High-speed Diesels, Slow-speed Diesels, and No-speed Diesels. The principal difference is that the High-speed Diesel runs faster than the Slow-speed Diesel, and they both run faster than the No-speed Diesel. The High-speed Diesel makes noise faster than the Slow-speed Diesel. A Slow-speed Diesel can become a High-speed Diesel by the simple act of speeding it up. Either a High-speed Diesel or a Slow-speed Diesel can become a No-speed Diesel by merely shutting the fuel oil off. This is accomplished very easily. None of the Diesel engines invented up to now will run without fuel oil. This seems to be a characteristic of a Diesel engine. The engine can also be shut down by placing a monkey wrench in an appropriate place so as to jam the gear train, but as this method is not recommended by the manufacturer's association, we will omit it in this paper.

A Diesel engine has several important parts that should be mentioned, among them is the cylinder. This is a long round hole filled with air that is covered on one end with a cover full of holes containing valves that admit fuel, air and sometimes water and carelessly placed tools. These valves open and close according to a predetermined sequence of events. The other end is plugged with a movable plug called a piston. This is free to move up and down within certain limits and would come out altogether if it were not for the connecting rod. This connecting rod is important, too, as it is what changes MEP into RPM, and without it we would be stuck with the MEP, which no one knows how to use up to now. This whole assembly is held in place by crab studs and nuts to prevent it from joining the bird gang. Each cylinder has four crabs, so we might be more considerate of the noise that the engine makes, considering the noise that you would make if you had the same number of crabs.

To start a Diesel engine it takes a certain amount of knowledge, steady nerves, and a certain amount of bravery. First,

you set all of the switches in the correct position, with the fuel pump shut off. Then open the relief valves and push the starter button all of the way in. If nothing happens, call a Road Foreman, and he will call a Diesel man to put the starter fuse in for you. Then try again. Let the engines turn several revolutions in this way. The primary purpose of this act is to clear the cylinders of any water that might have leaked in through the above-mentioned holes, or any other holes that were not mentioned. But it also serves another purpose, and that is helping the engineer gain a little confidence before giving it the works. It also adds prestige on the part of the onlookers that might be standing around-namely, the fireman, brakeman, and any laborers and EMD men (if it isn't too early in the morning). After closing the relief valves and turning on the fuel pump, you shut your eyes and push the starter button again. If everything is as it should be, everything about you will begin to tremble and then shake and the damndest noise that you have ever heard will begin, and then you release the starter button, for this noise and commotion are a sure sign that the engine has started. When the smoke has cleared away and the onlookers have returned, look wisely at the engine oil pressure - then drop the isolation switch a few times to hear it spit. This never fails to impress the fireman and brakeman. Of course, this will not impress the EMD men, because by this time they will have already gone back to their hotel so that they will not be around when the floating pistons let go. Then, before you forget it, go up into the cab and open the throttle to see if the traction wheels will turn over. It is most embarrassing to be out on the main lines, running 60 miles per hour, and find out then that the traction wheels are not revolving.

There are many confusing things about a Diesel engine that you will learn as you gain experience. Among them is the indicator. It is considered a good practice to take indicator readings at regular intervals. An indicator is a gadget consisting of strings, levers and pulleys. The idea is to get a diagram drawing on a piece of paper. This diagram has to do with MEP mostly. To obtain this diagram, the instrument is screwed into a hole in the cylinder cover, mentioned before. It is connected by strings and other suitable gear to an oscillating part of the engine. Here, again, steady nerves and patience is necessary. The idea is to engage a loop on the end of the oscillating string to a hook attached to the indicator. The best way to describe this operation is to compare it with attempting to thread a sewing machine that is underway. If you are lucky and manage to engage a loop in the hook, the string is usually broken. The hook has never been known to break. After breaking a number of strings, one's patience is sure to wear out. Then the proper thing to do is to take a clean card and draw in a diagram like the one in the instruction book. This card is called an inphase card. With much less effort, you can make a hand-drawn card known as an out-phase card. But the out-phase cards are practically useless. So are the in-phase cards.

Another confusing thing about a Diesel freight unit is the interlocks. It is fairly infested with interlocks. There is one that keeps the unit from backing up while you are going forward. This, incidentally, is the only useful one up to now. But there should be another lock on the unit, and that is on the door between the engine room and cab, so that when the Road Foreman goes back into the engine room to see if there is any water in the toilet water tank, the fireman can lock this door and keep him back there where he belongs, but will never stay. After all, the engineer was put on the unit to run the train, so why not let him?

Another confusing so-called interlock keeps you from starting the engine with the overspeed trip kicked out. Here, a word of advice - when you fail to start an engine on account of someone having stopped it by tripping this device, phone the yard office at once and report water in the fuel oil. While you are draining the water out of the lines, filters, pumps, tanks, and so forth, someone is sure to discover this thing tripped and he will, of course, reset it. Then you are ready to try again. However, don't forget to notify the Road Foreman that you are now ready to go, otherwise he might get tired of waiting, get disgusted, and go up town and get drunk.

There is another interlock on the starting contactors that keeps the engine from loading up when the starting contactors are stuck. For some unknown reason this contactor seems to be unusually hard to locate, but there is a movement afoot to have a seeing eye dog assigned to each unit to lead the engineer to the contacts, so that he can tell the fireman to tell the brakeman to get him a flagstaff so that the fireman can break the stuck contacts loose.

Meanwhile, the conductor will be walking many miles up and down, up and down, the tracks and wearing out his shoes, so it is important to hurry. If he is afflicted with high blood pressure, it is very important that you hurry, and if he has already used up his shoe coupon, it is most very important that you hurry.

Diesel engines have innumerable troubles. They have combustion trouble, lubrication trouble, and smoke trouble. It has also been reported that they have female trouble -- this report, however, was checked by the writer, and it was traced to a typographical error where the word "engineer" was misspelled "engine." It would not come within the scope of this paper anyway, so it will be omitted. It might be taken up a little later in the course of conversation when we try to determine why are Road Foremen necessary and what do EMD men put on their expense accounts.

The power of a Diesel engine is measured in horsepower. Why, no one seems to know. Therefore, if you want to measure the power of an engine, the natural thing to do is to find a horse, hitch him to the engine and see which could pull the most. Here a word of caution is necessary. First, horses are scarce, and even if you could find one, it would be another problem to hitch him up to the locomotive - for with so many Road Foremen around who resemble the south end of a horse headed north, it would be very easy to hitch the Road Foreman up to the locomotive and put the horse in the cab with the engineer. Not that the engineer would mind, because he would be much better off with a whole horse in the cab with him than with just the worst part of one. But if there was no Road Foreman in the cab, who would ever think to look back in the log book and report everything that the man in front of him reported. And, after all, that is the only way that the Company can tell if the Road Foreman has ever been on the locomotive, so it is very important that he do this so that the Company will remember to pay him each month. Anyway, getting back to the horse, it would be very hard to find one that wouldn't be scared by the faces of the EMD men around, and he would probably end up by kicking the nose of the unit in and going home.

So it would be much better to rely upon the instruments that the electrical men have invented. They will indicate this power in terms of Amps, Volts or Kilowatts, depending on the individual whims of the electrical designer. With a little arithmetic these values can be converted to HP as nearly accurate as by using a horse. Of all the power generated, some goes to work, some goes to friction, some goes to heat, and the rest goes to hell, which is all that you could expect under the circumstances.

The writer recommends that the prospective Diesel engineer does not take these engines too seriously, or study about them too much in trying to learn all about them. By the time that he becomes familiar with one particular type of engine, it is obsolete, because the designer has the thought of some more interlocks to incorporate into the engine. It has also been noted that once an engineer gets to spending too much time thinking about this Diesel, it is almost impossible to get him off of that track. The best way discovered so far, to prevent this mental derangement, is to lay off as often as possible. A dimly lighted bar is the best treatment for this type of sickness. If the bar is frequented by blondes or brunettes, the treatment is double effective.



Fostoria, Ohio 11/11/2008

J. Hedge