

SUPER'S SIGNAL

A publication of Division 6, Mid-Central Region of The National Model Railroad Association, Inc.

September 2011



Saturday, September 10, 2011

Mark Maynard's Portsmouth, Ohio



Schedule

11:00: Mark Maynard layout opens

12:00: Barbecue lunch, Flea Market (details on page 8)

1:30: Joint Division 9 / Division 6 Business Meeting



Contest

Model: Stock Car.

(Single or double deck, weathered, with or without stock)

Photograph: Stock Car.

Superintendent's Report

Do you remember the old saying, "three strikes and you are out?" Well the month of August is half gone and summer is almost over. It was another hot one; I hope everyone enjoyed the good times with family and friends. If you look in the stores you see fall fashions and school supplies. That's your sign. Perhaps the fall will bring about better times and greater attendance at Division 6 meetings.

The Family Day outing at Byesville was a bust. For the families that came, all four of them, the 14-mile train ride through Guernsey County abandon coal mine area was a rewarding experience. In its heyday, 77 coal mines were served by the railroads. More than 15,000 miners toiled in Guernsey Valley. Coal seams average 5 to 6 feet thick. The narrator told the story of the day in a miner's life. How he dressed, the food he ate, the long hours he spent underground, the conditions he worked in, and the pain and suffering he endured to make a living. The life span of a miner was short due to the diseases of black lung and arthritis. The story brought to light the struggles then, and even today, of mining coal. This made me remember the song, "Sixteen Tons," where the lyrics tell you of the toils of the miner;

"You load sixteen tons and what do you get, another day older and deeper in debt, Saint Peter don't you call me 'cause I can't go, I owe my soul to the company store."

On a lighter note, our next road trip is to Portsmouth for the Division 9 annual picnic, which coming up real soon on September 10th and hosted by Mark Maynard. This is a joint division meeting between Division 6 and Division 9 at Mark's place. The activities

include: barbecue lunch with lots of cold soft drinks; a tour of Mark's great layout upstairs in the barn; and a Flea market. So bring your unwanted items to sell (Division 9 takes 10% of all sales), plus the contest and business meeting to round off the day. Be

sure to bring your contest entries. The festivities kick off at 11 am; there is a map and directions in the Signal to get you there. Don't miss this opportunity to have fun, sell some stuff, see an outstanding layout and spend a day together with some other like-minded folks.

Thanks,

The Super - **Bob Lee**



**Next Division 6 Steering
Committee Meeting
28 September 2011
at Bob Lee's**

DIVISION 6 OFFICERS

Division 6 Superintendent

Robert E. Lee:

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Assistant Superintendent

Craig Sonnen:

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Clerk

Bob Bowditch:

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Pay Master

John Gafney:

Paymaster@Div6-MCR-NMRA.org

Directors

Howard Smith, MMR,

Paul E. Smith,

Donald Wilke:

Director@div6-mcr-nmra.org

APPOINTED CHAIRS

Achieve. Program: Howard Smith, MMR

Contest: John Retterer

Members Aid: Howard Smith, MMR

Membership: Dave Mathney

Program: Craig Sonnen

Web Master: Don Wilke

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Dick Briggs, MMR:

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NMRA Central District Director

Robert Beaty, MMR

Clerk's Report

Bob Bowditch

Division 6, Mid Central Region, NMRA Inc. Business Meeting June 11, 2011

Hosted by Marion Union Station, Marion Ohio.

Officers in Attendance:

Superintendent	Robert E. Lee
Assistant Super.	Craig Sonnen
Clerk	Bob Bowditch
Pay Master	John Gafney
Director	Howard Smith, MMR

Director Paul Smith

Director Don Wilke

Chairpersons Present:

<i>Super's Signal</i> Publisher	Don Wilke
Members Chairman	Dave Schein
Web Master	Don Wilke
Contest Chairman	John Retterer

Mid-Central Region Officer Present:

President Dick Briggs

Business Meeting:

Division 6 Superintendent, Bob Lee, called the meeting to order at at 4:18 p.m.

The following occurred:

- Last meetings minutes were approved. Motion by Craig Sonnen, 2nd by Don Wilke.
- The financial report was presented by Pay Master, John Gafney. Details are on the website. Approval moved by Paul Smith, 2nd by John Stuber.
- Program Chairman, Craig Sonnen, reported the upcoming Division trip to Byesville in August.
- Contest Chairman, John Retterer, announced the following results of the June contest

Photos

- | | |
|-----|------------------------------------|
| 1st | D. Matheny |
| 2nd | Paul Smith |
| 3rd | Tie: Don Wilke
and Dave Matheny |

Clerk's Report
Continued on page 4.



*Modeling the Prototype
Dick Briggs, Division 6*



*Comparison and Contrast of Motive
Power of the C&O, N&W, & Virginian
Frank Bongiovanni, Division 4*

Model

William Connell

- Achievement Program report was presented by A.P. Chairman, Howard Smith, MMR. Howard is putting program requirements in the upcoming *Super's Signal*. Howard also presented two buildings for AP judging.
- Website report was presented by Web Master, Don Wilke. He reports no major changes.
- Members Report was presented. Division 6 now has 194 members as of June 2. We are looking for a new membership chairman.

Old Business

- Superintendent Bob Lee asked for volunteers for Membership Chairman. Dave Matheny volunteered.
- Superintendent Bob Lee also asked for volunteers for Transportation Chairman. No volunteers came forward. Search will continue. See Bob Lee if interested.
- Superintendent Bob Lee presented his notes from the Mid-Central Region's Convention Superintendents Breakfast. The topic was *What is*

Clerk's Report

Continued on page 6.



Modeling Conrail's Office Car Special
Matt Snell, Division 7



Three of the Diesels for Matt's Conrail's Office Car Special

AP Report

Howard R. Smith, MMR

It's sad to report that there is nothing to report.

Thanks!



Contest Report

John Retterer

There was no contest at the Byesville meeting.

The contest at the Portsmouth meeting will be:

- **Model:** Stock Car – Single or double deck, weathered, with or without stock.
- **Photograph:** Stock Car.



Membership Report

Dave Matheny

We have one new member of Division 6: Michael Rogers, Westerville, Ohio, please make him feel welcome at the next meeting.



Division 6 Financial Statement

Income Statement *

To see the Division 6 Financial Report,
contact the Division 6 Superintendent at:
Super@Div6-MCR-NMRA.org

Prepared by John Gafney
Paymaster 8/20/11



Division 6 Derailed Members

Tom Fox remains at the
Franklin Woods Rehab-Care Center
2770 Clime Rd.
Columbus, Ohio 43223

Ted Wetterstroem
Heartland of Ohio Nursing
P.O. Box 720
Centerburg, Ohio 43011
Room 156

See The Division 6 WEB Site - News and Notes for updated information.

Please do take some time to visit with these members if you are able.



Continued: Clerk's Report

Working in your Division. Many solutions were presented including ideas on how to raise funds, how to attract new members and how to get old members more involved. Solutions ranged from inviting the public to open houses, layout tours, and advertising in radio, newspapers etc. The division will explore many of these solutions.

- The Division 6 Election results are in. The 3 members who ran for the positions open, all won.
- The Division 6's Store inventory of laser cut buildings has been assigned to Bob Bowditch. He is a full time dealer with a website. Bob reported that sales have been good. He reported sales of approximately \$353.00. Check was sent to John Gafney, Pay Master.

New Business

- The 2014 NMRA National Convention will be in Cleveland Ohio. Dates are June 13-20. More details to follow.
- The 2011 Election results are on the website.
- We lost another member, Robert Gallagher.
- Superintendent Bob Lee reported as a reminder to all that there will be a joint meeting with Division 9 at Portsmouth on September 10th.
- The next Division 6 outing will be August 6th, all day, at Byesville, Ohio. There will be no Division 6 meeting or contests.

Club Reports

- Dave Lindsay reports the Central Ohio N-Trak weekend was well attended with clubs from 10 states bringing in modular layouts.
- Howard Smith reports that the Columbus Model Railroad Club is running just fine and still meets on Tuesday nights.

Meeting Adjournment

- Meeting was adjourned at 4:57 p.m.



*Weathering with Oils
Jerry Krueger, Division 4*



Beyond the Rail Part 2

Bill Connell

This month's column contains the elements for your paper, or actual model railroad. This is based on the last *Beyond The Rails* column along with a couple of additional instructions.

Remember, Model Railroading is FUN, have some fun with this paper railroad. Who knows, you might wish to actually build the layout once you have finished the plan.

The List:

Crystal Springs	Dry Creek	Filling barrels with Man-Over-Board (MOB)
County taxman, Harold Keeper	Barney, at Water bottling plant	Quick drink to crew at sawmill
Forms spread all over the hood of his sedan	Spring running full	Large barrels
Tracks abandoned	Bart Youngblood	MOB fermented grape juice
The emergency folks	Water in a Bag	Spouses fixing evening meal
Shop complex	Car loads of burlap bags	Folks at MOB plant
Bucket of spikes	Warehouse #1	Big Brass radiator
Sump hole	Warehouse #3	Arnold's old dozer
Willard's Bluff	Sawmill	Old filter moved to warehouse
River far below	Wash and Dry glass bottles	Sammy Briscole plugs leaks
Sam Katisun place along the river	Sort the good bottles from bad	Cason's Heavy Repair Yard
Road turns sharply on bluff	Boss at plant not happy	Frank and Sally Cousco, who run Liv- ery stable
Loose rocks	Jack Manochevits	Shop complex office
Tax money, Pig or Cow no chickens	Water bruised during transportation	Cattle to ship on POW
Ronny in Supply Room at Crystal Springs CUR	Delivery pipe	POW has narrow gauge track
New tape measure and Company saw	Survey of the pipeline	Feedlot at Cambridge
Rail Polish and the new set of Brushes	Pipe with turns and kinks	CUR, a standard gauge
Baker crossing	Reduce kinks and turns by 40%	Trans-load cattle
Track bends sharply to right, climb grade	CUR and POW busy building tank car	Build more pens next to POW tracks
Dry Creek filtering plant	Crescent Shop tape measure and Com- pany Saw	Water and feed the cattle
Double the hill	Feeble-minded Thumbs Thompson	POW to build a couple of Stock cars
	Miss Sherrie Harlow	Oil in the tank and Water in the boiler
	Four bright children	

Arrange physical elements i.e. plants, mills, warehouses, engine facilities etc. Form an operational railroad.

Include the following in your design:

- Both standard and narrow gauge trackage, some of which could be dual gauge.

Locations of the:

- The various towns
- All people listed – Plus a few extras
- Scenery plan
- Pipe Line – with or without a flume or ditches
- Shop complex
- Car building area for Tank and Stock cars
- Cattle pens

- Appropriate buildings including houses, stores, warehouses etc. - **Note:** Bottling Plant Warehouse 2 burned down. It stored barrels of water.
- Mills and assorted support buildings.
- Waterways
- Bridges - **Note:** All bridges are short as streams are small
- Passing sidings
- Station buildings
- Industrial sidings
- Stub sidings

Your plan should produce a "Point to Point" layout.

Bring your updated plan with you to each Division 6 meeting so everyone can see and enjoy your progress.

TOP



NMRA – InfoNet

Gerry Leone, MMR, NMRA Communications Director

Edited by: Bill Connell

Jim Zinser, MMR, and Fred Bock, MMR, are still looking for information for idea on the subject of adult or family classes on model railroading. This could be in the form of a one day seminar or a multi-week course. Contact Fred Bock at:

fbockLSRDiv6@aol.com

Please use “Adult Education” as the subject of the email.

Registration for the next *National NMRA convention*, *Grand Rails 2012* may now be made at:

www.gr2012.org

You may register either on-line or download a mail in form. Note that currently registration only covers the costs of attending the convention.

The Howell Day Museum is planning to release a new commemorative car, that being #3 in the se-

ries. The car is of the Gorre and Daphetid bobber caboose. This run will feature two road numbers: 3 and 5. As you may know, John Allen was very fond of these cabooses and ran a fleet of them on his G&D railroad. Pricing will be \$19.95 for one car, or \$34.95 for the set of two. Check the NMRA web site:

www.nmra.org

for further announcement information.

Many of the *X2011 West* clinicians have placed their handouts or full presentations as PDF files on the x2011 website at:

www.x2011west.org

The *2014 NMRA Convention* is scheduled for Portland, Oregon. More information is to follow. No website is available at this time.

SUPER'S SIGNAL September 2011

Super's Signal Editors Departing

Bill Connell

This is the last issue of the *Super's Signal* edited by Marla Wright and Bill Connell. We wish the new editor good fortune and a pleasant journey.

Joint Division 9/Division 6 Meeting

Bob Weinheimer

Come join us in Portsmouth for what is in effect Division 9's annual picnic.

Activities include:

- Barbecue lunch with lots of cold soft drinks
- Mark Maynard's great layout upstairs in the barn
- Flea market: bring your unwanted items to see, the Division 9 takes 10%
- Contest: Model: Stock car; Photo: Stock car
- Joint Business Meeting: the usual, not quite as interesting as the other items on this list

Mark's Layout: is a freelanced layout set on the modern diesel era; this layout features plenty of

switching and train movements. The railroad occupies a 20' x 36' loft above a barn with a cantilevered 4' x 20' staging yard monitored by closed circuit TV. N&W, Norfolk Southern, and Conrail locomotives predominate but other roads are present. Control is NCE DCC, the turnout control system is innovative.

Flea Market: bring the stuff you want to dump, Division 9 takes 10%. We do ask that anybody who brings something clearly mark their name on a tag or in some other way so the money takers can give proper credit. If anybody does a sale by themselves, we trust they will pay the commission voluntarily. Bring your own table.

Travel Log

Marla Wright

Bill and I attended the *NMRA National Convention, X2011 West*, in Sacramento, California, held July 3 through July 9, 2011. We stayed through July 7th. The convention corresponded with visits to family, friends, and a visit to Drakesbad Guest Ranch in Mount Lassen Volcanic National Park. Our original plan was to take our usual route from Cleveland to Chicago via Amtrak train #29, Capital Limited, and catch California Zephyr, Train #5 westbound. Once before, we took Capital Limited, Train #30 eastward to Washington, DC's Union Station. We just wanted to see what the station was like. We heard it was spectacular. It was. We didn't have much time to look around that trip. We just had enough time to have a quick lunch and make it back to the train to go west to Chicago on train #30, Capital Limited, and on to California Zephyr to the West Coast.

We so enjoyed that short jaunt to DC we wanted to do it again. One evening, when Bill was talking about the trip and getting ready to make our final reservations, he asked whether it would be nice to make a few schedule changes and see Union Station in DC again. This time, allowing more time in the station. We looked at our other schedules and decided changes could be made to allow that to happen. Bill made the changes and that leg of the trip was on.

From time to time, as the trip approached, Bill mentioned having an uneasy feeling about the trip. We shrugged it off as mild anxiety because we'd be



**South Side of Washington DC's
Union Station – Main Entrance**

Photographs: Marla Wright

gone a month. After all it was spring and always a busy time of the year and delays are common when traveling through the Rockies. Beside there is nothing to "premonition." Right?

The station was as spectacular as we remembered it. We had time for a more leisurely lunch. And we had time to go outside to take pictures of the front of the station. The time in Union Station, DC, passed pleasantly. We started west across the Rockies, and the Sierra Nevada Mountains to Sacramento, CA.

After a week at Drakesbad Guest Ranch we were rested and ready for the *NMRA National Convention*. Since the Guest Ranch has no cell phone service, no newspaper or TV, and no electricity, except in one or two buildings, we touched base with our west coast friends as soon as we could on Sunday, July 3rd. They were relieved to hear from us.

They told us they could not recall which California Zephyr train #5 we'd be on. They were concerned. They told us about the fatal accident on train #5. We had no idea there had been a horrible accident with the California Zephyr and a very large gravel truck 70 miles east of Reno Nevada. If we had not travelled to DC, we would have been on that fatal California Zephyr train #5. Nothing to "premonition" – right?

You have probably heard about the wreck. It was at a crossing with a proper gate, proper lights, and a truck driver with a history

Beyond the Rails

Continued on page 11.



**Main Hall of Washington DC's
Union Station**

X2011 West Convention

Bill Connell

We did attend our first *NMRA National Convention, X2011West*; to say it was a success depends on which side of the ruler you are looking. It was either a Boom or Bust. Some of our experiences were indeed positive, that, I say, was Boom. But then there were other parts that fall into the category of BUST. On a whole, it was a very busy time and we returned to our room each night beat down tired and, yet, looking forward to the next days offerings.

From what we understood from a couple of convention officials, the convention was attended by what amounted to around 10% of the membership. I was able to identify no less than 10 members of our region during our stay. As I recall, the Regional Convention held this year at Geneva-on-the-Lake was, from a percentage basis, better attended.

Hotel - Sheraton Grand

As to the accommodations, they were Top Notch, as was the hotel staff. They were well informed, helpful and friendly. They even remembered your name and called you by name when they saw you.

Restaurant

The restaurant was not well staffed and if you dined there during the evening you would find the meal rather expensive and the quality not matching the cost. Speaking of meals, breakfast was by buffet only. That is, it was if you were with the convention. Otherwise you could order from the menu. As such, a bowl of Raisin Bran and a glass of Tomato juice was \$15.00 plus tax and tip, and that did not include any coffee, or for that matter, service. Fortunately, there were several alternatives, such as Starbucks. One has to wonder why it is the NMRA has it in its collective head the membership is going to always wish a buffet breakfast. I can assure you they do not.

Watering Hole

I can say with certainty, the hotel made a lot of money, particularly the Bar(s). My oh my, this group sure liked to sit and sip and I do mean a lot of both. I am not saying this is the norm, and am not placing the membership at large in this category; but these folks were, if you will, "well oiled." And very content too remain in that state, I am guessing, for as long as the bar was open and serving.

Sacramento Convention Center

The convention facility at the Sacramento Convention Center was large enough to handle a group twice as large as what the NMRA was able to develop from its membership. I am not sure on this, but one of the factors that just might keep many members away is the cost of attending the convention, which is not cheap. Yes, we were warned it was going to be a bit costly, so we were not caught unprepared.

Clinics

Well on to the convention itself. There were many, almost too many clinics. As is often the case, clinics are sometimes not presented in the advertised room and one has to search the facility to locate the NEW clinic location, resulting in a lot of un-needed walking. The "Shift-a-Clinic" mode was in full operation much of the time.

Some of them were really presented very well; while others were, I hate to say, not. In fact one presenter had to ask a member in the audience for a SD Scan Chip to copy his presentation on to, as his computer was not compatible with the computer provided. Yes, we did stay to see his clinic, if for no other reason than to see how well he recovered and hear what it was he had to share. He never did recover and much of the value of his clinic was lost as a result. That was one of several unfortunate clinic Busts.

On the other hand we did attend several clinics that were excellent in both content and presentation. One of note was on Photography, while another addressed Scenic Details and how to make Conifers trees in 20 seconds. They actually looked like a tree ought to look.

Another clinic, *Modeling the Westside Lumber Company* by Burton Maxwell, covered the operations of the Westside Lumber Company.

The folks from Tsunami also presented several clinics showing casing their sound decoders, all of which were enlightening and helpful.

Due to space limitations, this article will continue in the next issue of *The Super's Signal*.

Continued: **Beyond the Rails**

of trying to beat the train. His skid marks were better than 320 feet. Of course he did not stop. The impact caused an explosion and fire. Tragically five people died and many others were badly injured and hospitalized.

One of the dead was the conductor, Laurretta Lee. We knew Laurretta. She was always pleasant, efficient, well liked, and well respected. She was not many years away from retirement. She lived in South Lake Tahoe and worked out of Reno eastbound. She had a male friend who was, at the time of the accident, the Reno Station agent. We found out later he was on duty at the time of the accident. He had to deal with his loss while trying to deal with angry, grieving, often confused passengers. He was able to keep his composure for

a time; but he finally had to turn his position over to others for the rest of that day.

The California State Railroad Museum in Sacramento held a memorial service for Laurretta. Over 400 uniformed Amtrak employees attended. We missed the service; it was while we were at Drakesbad. We would like to have attended.

Hearing about the accident and knowing how close we came, was a sobering experience.

On the return trip, pulling into Chicago's Union Station we saw two shrouded railroad cars in the yard. Both badly damaged, one appeared badly burned. We believe those to be the fatal cars. One was the transition sleeper and one was the first coach car.

The beautiful sights of the Sierra Nevada Mountains, the activities of the convention, and haunting accident will live with us for a very long time.



Portsmouth Map

To see the Division 6 Layout Tour Addresses,
contact the Division 6 Superintendent at:

Super@Div6-MCR-NMRA.org

Not to scale.





SUPER'S SIGNAL
William B. Connell
1863 Hickory Hill Drive
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SUPER'S SIGNAL September 2011

Thanks for supporting Division 6

Robbies Hobbies
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614.265.7288

The Train Station
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Columbus, Oh 43214
614.262.9056

Hobbyland
East: 6919 E. Broad St.
Columbus, Oh 43213
614.866.5011

Hobbyland
Graceland: 206 Graceland Blvd
Columbus, Oh 43214
614.888.7500

The Smoke Stack Hobby Shop
368 Lincoln Ave.
Lancaster, OH 43130-3716
740.653.0404

Bob the Train Guy
www.bobthetrainguy.com
740.972.0171

RFP Model Railroading
Gahanna, OH 43230
(614) 313-0751
{Kadee, NCE DCC, Homabed}

Division 6 Timetable

10 September

Division 6 Meeting: Mark Mayard's, Portsmouth, Ohio

28 September

Division 6 Steering Committee Meeting, 7:30 Bob Lee's

30 September

Super's Signal Deadline

23 October

Division 6 Meeting: Coshocton Club, Coshocton

26 October

Division 6 Steering Committee Meeting, 7:30 Bill Connell's

28 October

Super's Signal Deadline

November

National NMRA Month

12-13 November

Mini-Bunch Fall Meet, Gahanna, Ohio

13 November

Columbus HO Model Railroad Club Open House, 2:00-4:00

20 November

Division 6 Meeting: TBA