

SUPER'S SIGNAL

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

March 2018



Superintendent's Report

Greg Short, Division 6 Super

February Super's Report

Hey folks we are back for another edition of the Super's Report. First I have to pass on that I hope everyone is well as we seem to have a pretty nasty flu season upon us. My house has been pretty lucky as it has seems that although we have had the flu, it went pretty easy on us.

I have a couple of things to get to so everyone knows what's going on. First, I am still working on getting a swap meet set up. I have found a facility that although not very large it will do and the price is right. Now all we need to do is set a date and price. I have a couple of division members helping out. But need a few more. If you want to be involved let me know. It is my thought to start out with a small event as cost effective as we can, get it established, and grow from there.

Second thing we are forming a new committee to deal with member recruitment. This is being formed due to a very lively and constructive discussion during the last meeting that lasted for quite some time. It has even been a subject of some emails. I have a few members show interest in this. I will be naming a chair by the next meeting. We will accept more members to the committee when we announce the chair. If you are a newer member to Division 6 and the NMRA this is where we need you. Attracting new members to model railroading is and has been an is-

Super's Signal Deadline

15 March

11 March

Southeast Library
3980 South Hamilton Road
Groveport

1:00: Southeast Library building opens

1:15: Contest entries opens

1:45: Contest entries closes, Contest voting begins

2:00: Contest voting closes, Division 6 Meeting, Raffle

2:30: Clinic: *San Diego Model Railroad*, Greg Short

Model Contest: Non-Steam Locomotive.

Photography Contest: Non-Steam Locomotive.

sue for a number of years. So I am asking the newer members come forward and give a hand. You are the people we are looking for.

I have now set the schedule for the rest of the year and things look good.

Please check the website for the schedule. One big thing, keep August 4th

open as we are going to do a bus trip again as an extra fare event. This time it will be to the Mad River and Nickel Plate Museum in Bellevue. The Museum group is planning a program when we visit and we will have a business meeting while there. For those who have not been there check out their website for more information. It is my plan to continue to do one if these events every summer. We have of number of places that we

The Super's Report
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Clerk's Report

Patrick Hreachmack, Clerk

Minutes for the Division 6, Mid Central Region, NMRA, Inc. Meeting for February 11, 2018 Hilltop Library

The Division 6 Meeting was called to order by Division 6 Superintendent, Greg Short.

Division 6 Officers in Attendance:

Superintendent	Greg Short
Assistant Superintendent	Judy Logan
Clerk	Patrick Hreachmack
Paymaster	Dexter Hill
Director	Don Wilke
Director	Mike Wolf

Division 6 Chairpersons Present:

Media	Matt Goodman
Membership	Matt Goodman
Program	Greg Short
Raffle	Greg Short
<i>Super's Signal</i> Publisher	Don Wilke
Web Master	Don Wilke

Clerk's Report: Pat Hreachmack. The Clerk's Report, as it appeared in the current *Super's Signal*, was approved.

Paymaster's Report: Dexter Hill. The Financial Report was approved pending audit.

Program Report: Greg Short. Superintendent Greg announced the tentative schedule for 2018 meetings as follows:

March 11	Southeast Branch Library, Clinic: <i>San Diego Model Railroad Museum</i>
April 8	Smoke Stack Hobby Shop
May	MCR Convention, Cincinnati
June 16	All day event including lunch at Marion. Lunch for \$5. per person.
July	Summer Break
Aug 4	Bus trip to Mad River and NKP Museum, Bellevue. Note: extra fare
Sept 8	Mark Maynard's in Portsmouth
Oct 14	Chillicothe
Nov 4	Swap Meet and Meeting, Location TBD
Dec 9	Upper Arlington: Annual media presentation

Special Note: For the Marion meeting, Bruce McDonald made the motion that Darrell & Judy cater the Marion meeting for a cost of \$5. Motion was railroaded to successful conclusion. Darrell & Judy agreed.

Achievement Report: Reported by Harry "Butch" Sage on behalf of Dick Briggs.

- Certificate of Achievement for Association Volunteer awarded to Dexter Hill.
- Certificate of Achievement for Master Builder Scenery awarded to Robert Lee.
- Certificate of Achievement for Association Volunteer awarded to Robert Lee.
- Certificate of Achievement for Association Official awarded to Robert Lee.

The Clerk's Report
Continued on page 3.

DIVISION 6 OFFICERS

Division 6 Superintendent

Greg Short:

10515 Brownsville Rd

Brownsville, Ohio 43721

Super@Div6-MCR-NMRA.org

Div. 6 Assistant Superintendent

Judy Logan:

AssistSuper@Div6-MCR-NMRA.org

Division 6 Clerk

Patrick Hreachmack:

DepClerk@Div6-MCR-NMRA.org

Division 6 Pay Master

Dexter Hill:

Paymaster@Div6-MCR-NMRA.org

Directors

Dick Briggs, MMR,

Donald Wilke,

Mike Wolf:

Director@div6-mcr-nmra.org

APPOINTED CHAIRS

Achieve. Program: Dick Briggs, MMR

Contest: Jim Ruisinger

Media: Matt Goodman

Members Aid: Available

Membership: Matt Goodman

Program: Available

Raffle: Available

Web Master: Don Wilke

Super's Signal Publisher

Donald Wilke:

SuperSignalPub@div6-mcr-nmra.org

DIVISION 6 WEB SITE:

www.div6-mcr-nmra.org

Mid-Central Region President

Bob Weinheimer

president@midcentral-region-nmra.org

NMRA Central District Director

Robert Beaty, MMR

Non-Credited Photos by Donald Wilke

Web Master Report: Don Wilke. The division web site is up to date. But those who access the site will discover that the names of past contest winners have been moved to the division archives due to space considerations.

Super's Signal Report: Don Wilke: Anyone wanting to include anything in the next *Signal* must have your input to Don by the end of day, February 15.

Media Report: Matt Goodman. If you have not already joined the NMRA Buckeye Yahoo Group, please enter by accessing the website <NMRABuckeyeDivision-subscribe@YahooGroups.com>.

Membership Report: Matt Goodman. Membership at the end of January was 168 members, down 3 members.

Company Store: John Retterer. Absent—no report.

Yahoo Group: Harry "Butch" Sage for Jim Ruisinger. Harry reported that Jim is doing much better and is now located at the Whetstone Care Center Room 222. Please plan to visit but be aware that Jim has medical appointments outside the center.

OLD BUSINESS:

Swap Meet: Greg Short. The Swap Meet is tentatively scheduled with location TBD. Watch the *Signal* for updates.

Boy Scouts of American Merit Badge Program: Greg Short. The Boy Scouts of American Model Railroad Merit Badge program will take place on Sunday the 18th at the BSA HQ on Kinnear. Start time is 8AM. Those who are involved know who they are

NEW BUSINESS:

2035 NMRA Convention: Greg Short. Greg stated that the NMRA was started here in Columbus in 1935 and suggested the 2035 NMRA Convention be brought to town. However vocal discussion was heard that while the NMRA may have been chartered here in Columbus, that it was actually founded in Minneapolis and that's where the 50 Year, 75 Year and probably the 100th Year would be held.

New Members: Greg Short. This discussion flowed to a discussion as to how to get new long-time members into NMRA. Clerk Pat suggested that the NMRA set up tables during the Ohio State Fair in both locations that contain trains. These are the Cardinal Building for the Central Ohio Model Rail Club with its' annual temporary set-up of modular railroads and Thomas The Train, and the Janis Model Railroad's permanent layout in the lower level of the Janis Senior Citizens Building. Both concepts will be investigated by Bill Alarie for COMRC and Pat for Janis. Anyone who would like to be involved in manning the booths, please contact Darrell Logan.

National Model Railroad Month: Greg Short. November is National Model Railroad Month. Greg asked for our division to consider a Layout Tour.

Division 6 Hobby Shop Discount Program: Greg Short. The Division 6 Hobby Shop discount program is cancelled. At least one of the shops already gives the 5% discount to club members. The program will be replaced with a name drawing. The member whose name is drawn must be wearing his badge and be present. Al Doddroe's name was drawn but it was pointed out that he was not wearing a badge. But Al addressed the issue stating that for the last three months, he has asked Superintendent Greg for a new badge. Al will receive a gift card for \$25. However for future drawings, please be sure to wear your name tag. If you don't have one, let Superintendent Greg know.

CLUB REPORTS:

Due to time element, no club reports were requested.

CONTEST:

Awards for past contests were awarded for the November 19, 2017 meeting to:

George Glade: 1st Place Model Bridges and Trestles

Matt Goodman: 3rd Place Model Bridges and Trestles

The Mid Central Region, Buckeye Division proudly awarded plaques to:

Photographer of the Year: Lon Wilson

Modeler of the Year: Jim Ruisinger

Models: Non-revenue car

1st Place: Howdy Lambrecht – Tunnel Repair car

2nd Place: Patrick Hreachmack – Bureau of Prisons car

3rd Place: Darrell Logan – Bridge and Trestle Repair car

Photos: Non-revenue car

1st Place: Don Wilke – Rotary Plow

2nd Place: Matt Goodman – Side Dump car

3rd Place (tie): Bill Alarie – Salam & Hillsborough Double Ended snowplow
Don Wilke – Conrail Dirt Buster car.

For the March contest, the subject is Non-Steam Locomotive.

Raffle:

1st place drawing: went to Greg Short

2nd place drawing: went to Bruce McDonald

3rd place drawing: went to Bill Frost

GOOD OF THE ORDER:

Next Division Meeting: The next meeting will be on March 11 at the Southeast Library, 3980 S. Hamilton Road.

Clinic: Bill Connell presented a wonderful clinic on signal types and their functions.

Adjournment:



Contest Report

Butch Sage for Jim Ruisinger, Contest Chair



Rio Grande Rotary Plow #OM.
Don Wilke



Tunnel Repair Car
Howdy Lambrecht

From the Contest Department:

Hilltop Library – Brief Contest Re-Cap

Jim Ruisinger was supposed to be heading home either Friday or Saturday, but I understand that has been delayed until sometime this coming week. Jimmy fell off a ladder while cleaning his gutters this fall. His spine was damaged and he will be in recovery for a long time. Until Jimmy returns, Butch Sage has, or was, volunteered to take over the Contest Chair.

Winners in the Model Contest were:

- 1st Place:** Howdy Lambrecht – Tunnel Repair car
- 2nd Place:** Patrick Hreachmack – Bureau of Prisons car

3rd Place: Darrell Logan – Bridge and Trestle Repair car

Winners in the Photo Contest were:

- 1st Place:** Don Wilke – Rio Grande Rotary Plow #OM
- 2nd Place:** Matt Goodman – Side Dump car
- 3rd Place (tie):** Bill Alarie – Salam & Hillsborough Double Ended snowplow
- Don Wilke – Conrail Dirt Buster car

Congratulations to all the winners. We will have Certificates for you at the next meeting, next year.

Model and Photo subjects will be...

Non-steam; including diesel-electric, electric, interurban, and trolley.



Contest Point Summary February 2018

Butch Sage for Jim Ruisinger, Contest Chair

Modeler

Howdy Lamprecht	4	Jim Kehn	1
Pat Hreachmack	3	Darrell Logan	1
Jim Borcz	1	Greg Short	1

Photographer

Don Wilke	5	Greg Short	1
Matt Goodman	3	Lon Wilson	1
Bill Alarie	2		

Special Note: Please relay our desire that photos be on good quality photo paper stock and not just any old paper. Photo paper can be glossy or matte finish.

Division 6 – 2017 Time Table

Date	Event	Location	Contest
14 Jan	Division 6 Meeting	Business Meeting: Columbus Library–South East, Groveport Clinic: <i>TBD</i>	Model: Open Freight Car WITH Load Photo: Open Freight Car WITH Load
18 Jan	<i>Super's Signal</i> Deadline		
11 Feb	Division 6 Meeting	Business Meeting: Hill Top, Columbus Library, Columbus Clinic: <i>TBD</i> , Bill Connell	Model: Non-Revenue Car Photo: Non-Revenue Car
15 Feb	<i>Super's Signal</i> Deadline		
18 Feb Sunday	Boy Scout Merit Badge Clinic	Boy Scout Headquarters, Columbus	
11 Mar	Division 6 Meeting	Business Meeting: Columbus Library–South East, Groveport Clinic: <i>San Diego Model Railroad Museum</i>	Model: Non-Steam Locs Photo: Diesel & Electric Locs
15 Mar	<i>Super's Signal</i> Deadline		
8 Apr	Division 6 Meeting	Business Meeting: Smoke Stack Hobby Shop, Lancaster Clinic: <i>TBD</i>	Model: Lineside RR structure Photo: Lineside RR structure
2 May	<i>Super's Signal</i> Deadline		
17–20 May	MCR Convention	West Chester, Ohio	Model: Modeler's Choice Photo: Modeler's Choice
9 June Saturday	Division 6 Meeting	Business Meeting: Marion Union Station, Marion	Model: Favorite Train Photo: Favorite Train
13 June	<i>Super's Signal</i> Deadline		
4 Aug Saturday	Division 6 Trip	Mad River and NKP Museum, Bellevue (Extra Fare)	Model: Division sponsored structure Photo: Railroad derelict
9 Aug	<i>Super's Signal</i> Deadline		
8 Sept	Division 6 Meeting	Joint Business Meeting 6 & 9: Mark Maynard, Portsmouth	Model: Steam Locomotive Photo: Steam Locomotive
13 Sept	<i>Super's Signal</i> Deadline		
14 Oct	Division 6 Meeting	Business Meeting: Chillicothe Clinic: <i>TBD</i>	Model: Cabooses (Cabin Car) Photo: Cabooses (Cabin Car)
18 Oct	<i>Super's Signal</i> Deadline		
4 Nov	Division 6 Meeting	Business Meeting: <i>TBD</i> Clinic: <i>TBD</i>	Model: Closed Freight Car Photo: Closed Freight Car
15 Nov	<i>Super's Signal</i> Deadline		
9 Dec	Division 6 Meeting	Business Meeting: Upper Arlington Library, Upper Arlington Annual media presentation	Model: Passenger Car Photo: Passenger Car
13 Dec	<i>Super's Signal</i> Deadline		

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Buckeye Division Achievement Program Update

Dick Briggs, MMR
Division AP Chair



**Butch presents Bob Lee
with a three Certificates of Achievement.**



**Butch Sage presents Dexter Hill
with a Association Volunteer Certificate.**

Since my last report the members of Division 6 have kept me and the AP judges busy with a lot of activity.

Awards were presented for the following members at the February Division 6 meeting:

- **Dexter Hill:** Certificate of Achievement for Association Volunteer.
- **Robert Lee:** Certificate of Achievement for Master Builder Scenery awarded to Robert Lee.
- **Robert Lee:** Certificate of Achievement for Association Volunteer awarded to Robert Lee.
- **Robert Lee:** Certificate of Achievement for Association Official awarded to Robert Lee.

Congratulations to all of you for your hard work and participation in the AP program.

Buckeye Division Award of the Year



**Butch Sage presents Jimmy Ruisinger
with the Modeler of the Year Award.**



**Butch Sage presents Lon Wilson
with the Photographer of the Year Award.**

Butch Sage presented Lon Wilson with the Photographer of the Year Award at the February Division 6 meeting. Later that day Butch presented Jimmy Ruisinger with the Modeler of the Year Award at the Whetstone Care Center where he was rehabbing. (Sorry for the poor photo. It had poor lighting and the flash didn't go off.)

Membership Report January 2018

Matt Goodman, Membership Chair
Summary/Comments

SUPER'S SIGNAL March 2018

A month after I wrote that we have “seen modest growth in six out of the last eight months”, we took a bit of a dip in January, with membership dipping by 3, which works out to 2%.

One of those members who dropped off was a RailPass member – which makes me curious what it was (or

wasn't) that caused that person to not become a full member. I have occasionally sent out surveys to people who fall away, and it's time to do that again. This kind of feedback helps make sure new initiatives are pointed in the right direction.

Following are the membership details as of 1/31/18.

Active Members (end of the month):

January	168	January '17	174
December	171	December '17	176
November	170	November '17	183

Upcoming Expirations – **Check your dates!**

Note: If you have questions about when your membership expires, check your magazine address label or contact Membership Chair Matt Goodman.

January	1 memberships is expiring
February	5 memberships are expiring
March	8 memberships are expiring

New Members

We had two new members in October – one Family, one Regular, from Hilliard and Gambier respectively. Welcome, folks!

Renewals and Re-Rails (returning lapsed members)

We had seven renewals in October.

Other Stuff

- Have you changed your address or other membership information?
- Are you not getting emails from the division?
- Not sure when your membership expires (or if it already has)?
Notify headquarters by email: nmrahq@aol.com

You can contact either the Buckeye Division membership chair, or the National Headquarters to give updates or get your questions answered:

National

Email: nmrahq@aol.com

Phone: 423-892-2846 (9am – 4:30pm)

Mail: NMRA, Inc.
P.O. Box 1328
Soddy Daisy, TN 37384-1328

Buckeye Division Membership Chair

Email: MembershipChair@div6-mcr-nmra.org

Phone: 614-313-3681 (please leave a message)

Mail: Matt Goodman
130 S. Algonquin Ave.
Columbus, OH 43204

Continued: **The Super's Report**

can visit as a group and besides they are a great time.

Speaking of a great time, remember the Marion meeting during June. We are going to provide lunch at this years meeting. Projected cost will be

\$5 or you can go eat somewhere on you own. Stay tuned for more info as it comes.

Well that's about it for now so back to the work bench.

HAPPY MODELING – GREG

Division 6 on YouTube:

www.youtube.com/user/nmrabuckeyedivision

Division 6 in Facebook:

NMRA Buckeye Division [in search field]

Lincoln's Gettysburg Train

Marla Wright

The year 2013 found us 150 years from the Gettysburg dedication. And the year 2015 found us 150 years from Lincoln's assassination. Books and articles commemorating the Gettysburg address and Lincoln's life interested me. The Lincoln funeral train reconstruction further pricked my interest. I thought an article about the train carrying Lincoln to Gettysburg would be interesting. With much confidence I started my research.

I quickly learned the project would not be as easy as I thought. There are many unanswerable questions concerning the Gettysburg address and the trip. The speech we know as the Gettysburg address has 5 versions! I've learned a lot about how the variations came to be, the whys and wherefores, the politics of the time, and Lincoln's probable thought process. I've learned much about the cars comprising Lincoln's train to Gettysburg. It has been much harder to learn about the locomotives pulling the train.

The Baltimore and Ohio Railroad, (B&O), one of the first railroads in the United States, served Washington, DC. The Baltimore and Ohio President, John W. Garrett, (a colleague and longtime friend of Lincoln's), owned a luxurious directors car for his own use. For the Gettysburg dedication, according to *The Gettysburg Gospel* by Gabor Boritt, Garrett, lent this car and arranged a "special train of four elegant cars." Presidents at the time did not have their own cars and they made their own travel arrangements. Garrett arranged for the train to be given right of way and not make regular stops.

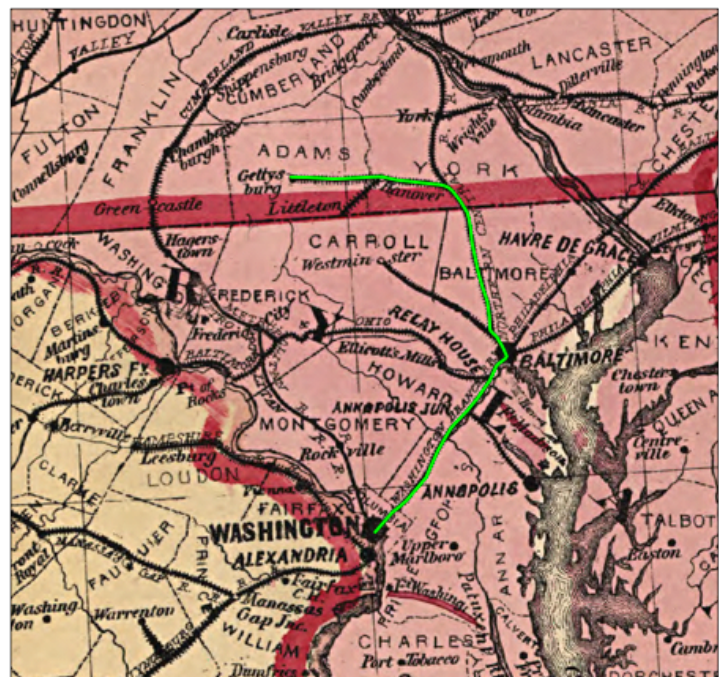
The President, I found, loved to travel by train; but, given this time in history, he had little opportunity to do so. For the occasion, the cars were trimmed with bunting, wreaths of jasmine, evergreen, and the American flag. The special car had "an entrance, a hall, a bedroom, a sitting room, and ... an outside balcony with railings all well furnished." According to the *Gettysburg Gospel*, quoting an article from that time, "The sofas are covered with a pretty green Brussels carpet (small pattern) quilted like a mattress with green buttons, chairs covered with corded woolen stuff... Bed-room berths much higher and wider than in a ship..." Venetian blinds, looking glasses, twenty-two windows, lamps that would be lit if in a dark tunnel, a writing table "covered with green baize stretched tightly over it... a large blotting-book, ink, and pens, three or four daily newspapers... Garrett knew how to travel in comfort."

Late 1863 President Lincoln was asked to help dedicate the Cemetery at Gettysburg. He was not the

"featured" speaker. Edward Everett, the most noted orator of that day, would deliver the main address. In Lincoln's era long oration was entertainment. According to *The Gettysburg Gospel*, the President was well aware of his role as "supporting" dignitary. However he also knew he was the most famous person present for the big event. He was specifically invited to attend. He saw his role as the one person who could, if possible, console the bereaving country, the whole country, North and South.

He knew his words would be reproduced in the press throughout the North. He was there to "help deepen the impressiveness of the scene," as Boritt quoted from a Washington paper. Of course no one at the time realized how much impact the speech would have, and has, through the course of history. Lincoln supposed "The world will little note, nor long remember, what we say here; but it can never forget what they did here....." What he said has indeed endured, as have the vivid memory of the soldiers who died there.

There are three legs to this journey, Washington, D.C. to Baltimore, Maryland; Baltimore, Maryland; to Hanover Junction, Pennsylvania; and Hanover Junction, Pennsylvania, to Gettysburg, Pennsylvania. Master of Transportation, William Prescott Smith, arranged the details of the trip. According to *The War Came by Train* by Daniel Carroll Toomey, Smith "...made arrangements with the officials of the Northern Central to deliver the president and his party on the B&O's private cars to their Bolton Station in Baltimore where the cars would be attached



to a Northern Central locomotive. The route from there would be north to Hanover Junction and then west on the Hanover Branch to Gettysburg.” Three railroads, then, comprised the route, The B&O (the Washington Branch), The Northern Central Railway, a.k.a. North Central Railroad, and the Hanover Branch Railroad. The Library of Congress Geography & Maps Division has a ca. 1862 Charles Magnus map showing all three legs of the journey. The map displayed here is magnified from that map. The green line was the route of the train.

For the first leg of the journey, Lincoln started by a proper horse drawn carriage to drive him to the Baltimore & Ohio Railroad depot, built in 1851. Lincoln was late starting this journey, not unusual, for the Civil War still raged. Lincoln was reminded the train had to start on time.

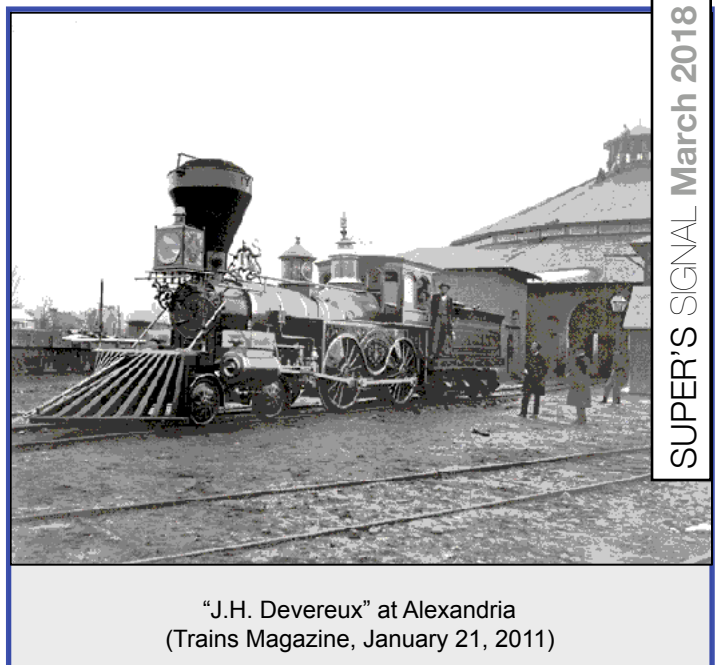
Around 12:10 p.m. on November 18, 1863, he and his “party” departed for the first stop, Baltimore. Newspapers listed the names of the famous who rode with Lincoln. They also claimed names of those who really did not ride with Lincoln, such as Andrew Carnegie. Carnegie was actually miles away at the time of the journey and was reported to have been part of the travelers. Sources I read agree on most of the participants; none know exactly all.

They mostly agree on Secretary of State William Seward, Postmaster General Montgomery Blair, Interior Secretary John Usher, Lincoln’s personal secretaries, John Hay and John Nicolay, a Marine band, and a military escort; all were part of the group. Many others are listed in sources.

One in particular, William H. Johnson, more than likely accompanied Lincoln. Johnson was considered, by most people of that day, to be Lincoln’s Valet. He and Lincoln were closer than the term “valet” implies; they were close friends. He was probably the only black man on the train. Johnson traveled frequently with Lincoln, according to *The Gettysburg Gospel*. When some controversy arose over whether Johnson should accompany the President, Lincoln insisted on Johnson’s traveling with him.

Even the number of cars on the train is recorded differently between the books and articles I read. According to *The War Came by Train*, “The president’s special train, decorated in flags, bunting, wreaths, departed the B&O’s passenger station on New Jersey Avenue. It consisted of four cars.” Some reports say three cars. None paid much attention to the Locomotives!

The first picture, from an article by John P. Hankey in *Trains Magazine*, January 21, 2011(www.Trains-Mag.com) shows the USMRR (United States Military Railroad) Locomotive “J.H. Devereux” at Alexandria, Virginia, ca.1863. According to Peter Hensen, editor, Railroad History, the identities of the locomotives



pulling Lincoln’s train that day are lost to history. Other sources I researched agree on that.

I can safely say the locomotives on Lincoln’s train were probably coal burning 4-4-0s as shown above. “4-4-0” refers to the wheel arrangement on the engine. This picture shows a straight stack on the engine. Both railroads, the B&O and the Northern Central Railroad, by the time of the Gettysburg Address had, for the most part, converted from wood to coal. A balloon stack was used for wood burning engines; however, the railroads did not necessarily change the stacks. Many engines retained the balloon stack.

Lincoln’s train took an hour and 10 minutes, according to one source, to travel the 38.3 miles to Baltimore. At that time a breathtaking pace! According to *Trains Magazine*, March 2011, this was the first “industrialized” war. Railroading was coming of age; but there were no set standards. Many railroads had their own gauge of rail and areas of track. One railroad did not necessarily connect to another in the manner we see today. If a track was intended to go from here to there, it did so. It did not, always, connect to the next city or business or the other side of town!

The Baltimore morning papers announced Lincoln would pass through the city. A crowd gathered about the train when it reached Camden Station on the southern edge of the city center. Camden Station did not connect to the tracks of the Northern Central Railway which went through Hanover Junction. So Lincoln and his cars were pulled by horse team to Bolton Station. Bolton Station was the southern terminus of the Northern Central Railway tracks connecting to the Hanover Branch, which veered off to Gettysburg. The Northern Central continued

north. During preparations to continue the journey, Lincoln greeted the crowd; John Garrett and other dignitaries welcomed the President.

So, the engine was uncoupled and horses were hitched to the cars. At this point Lincoln's train is now a rather long parade of cars slowly hauled by horses through the city to Bolton Station. Even though this must have attracted attention, I suspect the scene of cars hauled by horses through the city was not all that uncommon. Horses still pulled wagons, material, couches, etc. The war was still waging and Baltimore was an active cross roads much involved in the war.

According to Toomey in *The War Came By Train*, the day Lincoln started his Gettysburg journey sabotage took place near Paw Paw Station in West Virginia. A B&O Locomotive No. 232 passed west bound where an explosion occurred under the engine. A piece of artillery shell was found sticking in the boiler casing.

During the war, saboteurs placed shells with contact fuses on the tracks. In this incident two shells were found unexploded. Lincoln's route was not affected. Most sources reported no demonstrations of any significance on this leg of the journey.

However, according to *Writing the Gettysburg Address*, by Martin P. Johnson, the trip "created anxious moments for some inside the presidential party ... In 1861 Lincoln traveled incognito through the city on the way to his inauguration due to warnings of an assassination plot." Frederick R. Jackson, the officer commanding the soldiers of the Invalid Corps escorting Lincoln to Gettysburg, reported a "mob" jumping on the platforms. He ordered his men to force them off. His recollection of the event stayed with him years after.

The journey through Baltimore brought out the political divisions surrounding the war. Maryland was a slave state that stayed in the union. Baltimore held many who were "Copperheads" and "Secessionist" Mr. Johnson's book was the only one I found describing this particular incident.

The director's car had no cooking facilities; so, a modified baggage car, with food and fitted with a dining table, was coupled to the train. Sometime after 2:00 PM the train left the city heading northwest to Hanover Junction. The horse drawn transfer and re-coupling lasted about as long as the trip from Washington to Baltimore. Hanover Junction was the next stop.

The following picture, from Stephen H. Smith's Blog, is the York 17, a replica of an 1860's era 4-4-0 steam engine. This engine, built by David Kloke, (davekloke@gmail.com) and his team at the Kloke Locomotive Works, is a wood burning engine and runs a



Posted on [June 5, 2013](#) by [Stephen H. Smith](#)

regular schedule for the Steam Into History Trains out of New Freedom Pennsylvania.

The Steam Into History trains offers a glimpse of York County's role in the Civil War. The excursion covers part of the North Central Railway route in York County where Lincoln travelled on his way to deliver the Gettysburg Address.

Today the rolling countryside along the old Northern Central route is somewhat undeveloped. It remains close to how the area would have appeared in the 1860's. It is easy to imagine Lincoln pondering his speech as his train rumbled closer to Gettysburg. The almost 30 mile line of track between Hanover Junction and Gettysburg was under military possession from July 9 to August 1, 1863, according to the *Northern Railroads in the Civil War 1861-1865* by Thomas Weber, and it transported 15,580 wounded soldiers to the rear.

According to one source, "The area's unspoiled beauty belies the hub of purposeful activity that was Hanover Junction during the Civil War. The station saw as many as 30 train-stops daily, as the Northern Central carried troops and supplies heading to Washington for service in the Army of the Potomac. After the Battle of Gettysburg, wounded soldiers were transported to hospitals in York and Baltimore." Today people traveling on the Steam Into History train, pulled by York 17, experience a portion of Lincoln's journey to Gettysburg.

Below are two pictures from the National Archives. The one on the right is believed to show Lincoln on his trip to Gettysburg at the Hanover Station. The engine here is a coal burning 4-4-0 with a straight stack. No engine number is visible; nor are the President's cars shown. According to *Railroads of the Civil War* by Michael Leavy, the track on the left in

each picture is the Hanover Branch Railroad. The track on the right is the Northern Central Railway which continues on to Harrisburg and beyond. Lincoln arrived on the Northern Central Railway and switched here to the Hanover Branch Railroad. From the looks of the track, no engine change was required here; just a simple switch to the other track. However, a different engine could have easily been used. From the looks of

(<http://steamintohistory.com>) commissioned David Kloke, Kloke Construction, to build York #17. It pulls the excursion train mentioned earlier. The same tracks carried Lincoln's funeral train. David Kloke created a beautiful replica of the Lincoln Funeral Car for the train commemorating Lincoln's funeral. Information on the funeral train and David Kloke's replica is found at:

www.the2015lincolnfurtrain.com.

Hanover, Pennsylvania, has restored the Hanover Station. The Steam into History excursion train uses the railroad tracks along the Rail Trail (From New Freedom to Hanover Junction Train Station). People on the trail expect to see a train at any time.

According to the Hanover, Pennsylvania, website, the "Hanover Junction Railroad Station was

built in 1851-1852 by the Hanover Branch Railroad. The Northern Central Railway leased a ticket office in the station. During the Civil War, the station was

raided by Confederate Lieutenant Colonel E.V. White and the 35th Battalion of Virginia Cavalry on June 27, 1863, several days before the Battle of Gettysburg. The telegraph wires were cut and railroad bridges over the Codorus Creek were burned. The railroad station was left intact.

President Abraham Lincoln visited the station on November 18 and 19, 1863, on his way to Gettysburg to give the Gettysburg Address at the

dedication of the Soldiers Cemetery. On April 21, 1865, President Lincoln's funeral train passed through Hanover Junction. A project to restore the station to its 1863 appearance was completed in 2001."



National Archives



National Archives

the tracks, it would be a simple maneuver. The switch to the Hanover Branch track took only 8 minutes.



William H. Simpson #17, (a.k.a York #17)
Cultural Alliance of York County

The following interesting composite comes from the Cultural Alliance of York County and shows the Civil War Replica engine the William H. Simpson #17, (a.k.a York #17).

The William H. Simpson #17, on the right, displays an attractive balloon stack. Steam Into History

At Hanover Junction Lincoln's train should have met another train. This train, the Governors' Train, departed from Harrisburg carrying, governors, generals, governor-elect of Ohio, dignitaries and special guests. Due to engine trouble and several other delays along the way, the train was late. Lincoln's train waited as long as they thought possible. With concern for the long way yet to go to Gettysburg, Lincoln's train went ahead. The last leg to Gettysburg was underway.

Lincoln knew of frequent delays in train travel and he insisted on leaving a day ahead of the event. Prior to leaving for Gettysburg his going was under question. Recall he was not the principal speaker; his presence was to dedicate the grounds and give it a united emphasis. When Lincoln decided it was paramount for him to attend, a one day schedule was proposed. Secretary of War Edwin Stanton, after conferring with the railroads involved, proposed a schedule which would allow for a visit to the battlefield, attend the ceremony, deliver his address, and return to Washington by midnight. Lincoln's friend, Ward Hill Lamon, master of ceremonies for the dedication, conferred with Lincoln about the cemetery and the schedule. Saving time over all was not Lincoln's priority; he wanted to leave at least a day ahead. He was reported to say "I do not like this arrangement. (leaving and returning on the same day) I do not wish to so go that by the slightest accident we fail entirely, and, at the best, the whole to be a mere breathless running of the gauntlet." The Governor's train, missing the Hanover meeting, proved the point.

For many years people have believed Lincoln worked on the "Gettysburg Address" during his trip. This is proven to be inaccurate. Certainly the speech and the event weighed heavily on his mind. According to most sources, he probably had unfinished remarks, or a draft, with him and worked on that when possible.

Growing communities of the time wanted the railroad; many wanted it to come right into the center of town. Gettysburg was like that. As early as 1836, construction started for a railroad, with state help procured by Representative Thaddeus Stevens. The "Tapeworm railroad," as the locals called it for following a roundabout trail, headed west toward the Potomac River and the Baltimore & Ohio Railroad line. The economy crashed and by 1838 empty rail roadbeds became unfinished ditches and terrible killing grounds around Gettysburg.

However, most of the railroad and the town prospered rapidly just prior to the war. The company ordered a new engine for the large sum of \$ 8,500—four times what it cost to build the depot. "The Engine is to weigh from forty-eight to forty-nine thou-

sand pounds." It took people's breath away. The name of the engine was: Gettysburg. Then the war came; that engine did not pull Lincoln's train to Gettysburg. It was busy with the war.

The Democratic press did not know that the presidential party was traveling in a luxury car, but its military escort was obvious. The Invalid Corps that went with him became a threatening bodyguard. *The Cincinnati Enquirer* asked, "Why?...No other President ever traveled so escorted." It commented on "the incongruity" of a plain Republican President.

At one point, when the train went through a deep cut, darkening the car and increasing the noise of the engine, Lincoln reportedly told the story of a non-religious man stuck in a terrible thunderstorm. The man turned to heaven and said to the Lord, "If it is all the same to you, give a little more light and a little less noise." Since Lincoln is considered a man with wit, I am sure the bantering continued during the conducting of business.

At times, Lincoln excused himself and went into the private part of the director's car. Later, some would be certain at those times he wrote either part or all of his speech. But nothing survives to indicate much was written on a rolling, swaying train. His thoughts, however, must have concentrated again and again on what he needed to say.

As mentioned, from Hanover Junction only a "single thread of railroad" went into Gettysburg. A Cincinnati reporter complained, "this little branch of twenty-six miles, with meager rolling stock and poor management...was expected to convey the immense



The tall 1858 Italianate depot with arched windows, cornice moldings and low-pitched roof with eaves. (The 1 story addition was added in 1886, and a new roof was placed in 1920).

Wikipedia

masses of people.” Another source states the distance was 30 miles and I assume the masses of people referred to in this quote are the masses of troops during the war and crowds for the dedication of the Gettysburg Cemetery.

American expectations came a long way since the first trains moved at ten miles per hour with soot filling the passengers’ lungs. People looked for the “comforts” of home combined with “rapid” travel, twenty-five miles an hour! Due to war and time in history, to Gettysburg, people usually got open freight cars and snail-pace movement.

The President’s train, however, enjoyed a trouble-free ride. Sources disagree on whether Lincoln’s train made stops other than Baltimore and Hanover Junction. At Gettysburg a crowd of hundreds waited. The train came into the station where coffins also waited. Gettysburg Railroad Station has been restored.

President Lincoln entered the station to thank his train conductor before emerging onto the street to be greeted by the welcoming committee. According to some, earlier in the day, the last car-load of wounded soldiers left. The members of the press, who arrived before, were waiting. The crowds had been by the depot for days. The principal speaker, Edward Everett, David Wills, Lincoln’s host, Ward Hill Lamson, Lincoln’s friend and marshal of the ceremonies, officially greeted Lincoln. The huge crowd with the

company of the Invalid Corps escorted Lincoln to the Wills home nearby.

According to all I read, all buildings private and public housed the thousands of visitors to the dedication. Many of the “most humble” families were surprised to find their guests included all the great men of our grieving nation.

Upon arrival at Wills’ home, Lincoln, reportedly, went upstairs to his room to have some time alone. Wills’ house had many staying there for the ceremonies, sharing rooms. Whether he rested or worked on his remarks for the next day no one knows. The next day Lincoln would be only a member of the long procession to the cemetery.

The “litter” of war still lay almost everywhere anyone looked. In the procession Lincoln and others rode horseback many walked. After the ceremonies, the President returned to the station and boarded his train back to Washington via the same route. I found nothing notable concerning the return trip.



SCOUTING DAY

Dick Briggs, Chair

Division 6 members met at the Boy Scouts of America Headquarters on February 18 to participate in a Railroading Merit Badge Clinic. There were 14 Boy Scouts from the Simon Kenton Council, BSA, whose service area covers most of Central Ohio. The clinic was an all-day event with the scouts working on the various elements needed to meet the requirements for this award.



Some of the highlights of the day were: a presentation on *Railroad Safety* by Gina Sheldon, Ohio Director for Operation Life-saver, about the many aspects of safety on and around railroad trains, tracks and property. The construction of a HO scale model car kit by each scout. This activity was led by Mike Wolf and assisted by all the presenters. Each scout also had the opportunity to operate on a switching layout built by Dexter Hill, with helpful hints from Matt Goodman and Greg Short.

The scouts participated in discussions about various topics including prototype and modeling material, such as passenger timetables and scheduling, freight car types and commodities hauled, railroad hand, whistle and trackside signals, the history of railroads on America, and model scales and gauges.

Scouts also participated in a discussion with our resident prototype engineer, Jim Kehn, about the various employment opportunities on the railroads.

Many thanks to our presenters and helpers for their assistance with this clinic and for showing young folks our hobby of model railroading. Big thanks to: Mike Wolf, Pat Hreachmack, Don Wilke, Matt Goodman, Bill Connell, Jim Kehn, Jim Borcz, Greg Short and Steve Smith (Howard's son) from BSA Troop 33.

We also want to recognize the sponsors, Accurail, Lowe's and Digitrax, for their support in this activity.

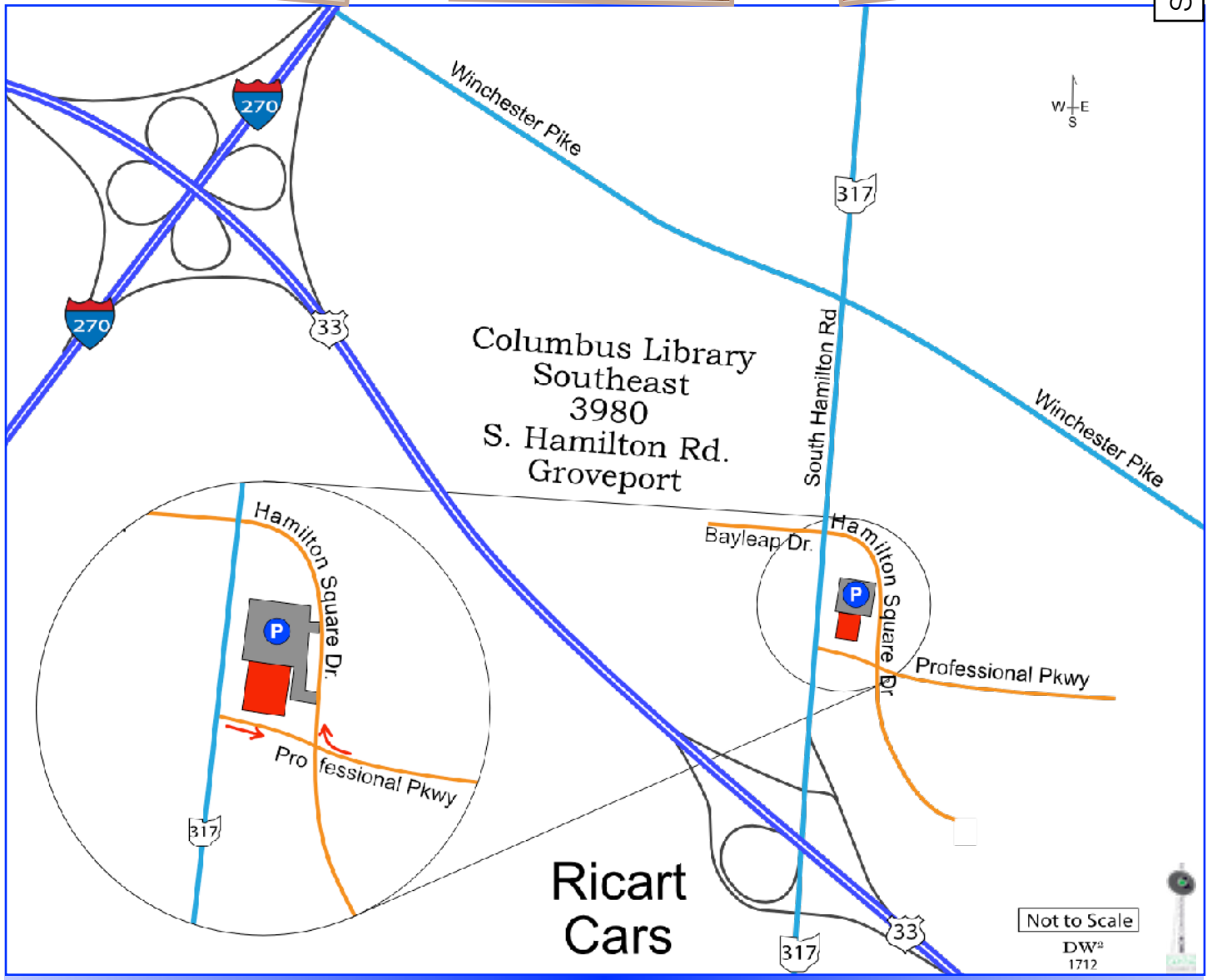


Photos by Matt Goodman and Don Wilke





SUPER'S SIGNAL March 2018



Railroad Prototype Modelers Meet March 23-25, 2018

Railroad Prototype Modelers Meet Valley Forge at the Desmond Great Valley Hotel, Malvern, Pa. \$35 registration. Prototype clinics, vendors' and model display room,

Thursday evening, Friday morning ops session, and Sunday layout tour. Visit www.rpmvalleyforge.org for details and to download a registration form.

3D Printing

Mike Wolf, Clinic Presenter

For those who missed the November division meeting, Mike Wolf presented a clinic on *3D Printing – Getting started and lessons learned (so far)*. As a follow up, Mike has provided some of the information from his slides.

A search of the internet can be used to locate a large number of 3D Computer Aided Design (CAD) software programs. The one's listed on Mike's slides included: SketchUp, 123D Design, TinkerCAD, Claro.io, FreeCAD, Blender, AutoCAD, and Fusion 360. All but the last two are free or have a free trial/pro upgrade option. Mike uses SketchUp which offers a reduced price educator/student Pro upgrade (just need your kid or grandkid's report card as proof) but the non-Pro version works fine for 95% of the work he has done so far. The on line tutorials on the SketchUp website and support community have been great in figuring out how to navigate around the program or get answers as to how to do something. SketchUp also has a large number of third party "exten-

sions" available which provide a wide range of additional features and tools. One example was the Solid Inspector tool he discussed which checks for holes or gaps in your objects which must be fixed before a printer will be able to correctly print an object.

A search of the internet can also be used to locate 3D printing services. Mike's slides included: Shapeways (one of the larger and more well known that Mike uses), 3D Hubs, i.materialise, Ponoko and Sculpteo. Thom Niedhammer mentioned seeing a local shop that offered 3D printing. While he couldn't find the name, 3D Hubs' website is designed to allow local printers to "bid" on a job and you can place your order with them for local printout and delivery. Each shop lists which type of material they can print and a quick search revealed a number in the Columbus area able to print in a number of different plastics. Shapeways and several other printing companies also offer store fronts for designers to sell objects they've designed. As Mike discussed during the clinic, those not interested in learn-

The NMRA Hobby Shop Discount Program

Michael Flick

The Train Station
and others

The NMRA Hobby Shop Discount Program is now underway and beginning to build a list of hobby shops across the nation that NMRA members may access and acquire a discount by showing their NMRA card.

The Train Station was one of the first hobby shops nation-wide to join the program. The Train Station now offers a 5% discount to current NMRA members on in-

stock products which are not already discounted, excluding new magazines. Member must present a current NMRA membership card. Only one discount per purchase (for example: customer may receive NMRA discount or Golden Buckeye Card discount on a purchase, but not both on same purchase.)

Please support the NMRA Hobby Shop Discount Pro-



4430 Indianola Ave Columbus, OH 43214

Continued: **The Clerk's Report**

**MILDRED "MIDGE" REBER
RIP**

Hi Mr. Short.

You don't know me but I know the NMRA from when my parents John & Mildred "Midge" Reber were actively involved in the organization in the 70's & 80's. They lived in Heath OH & subsequently moved to Illinois & then Indians.

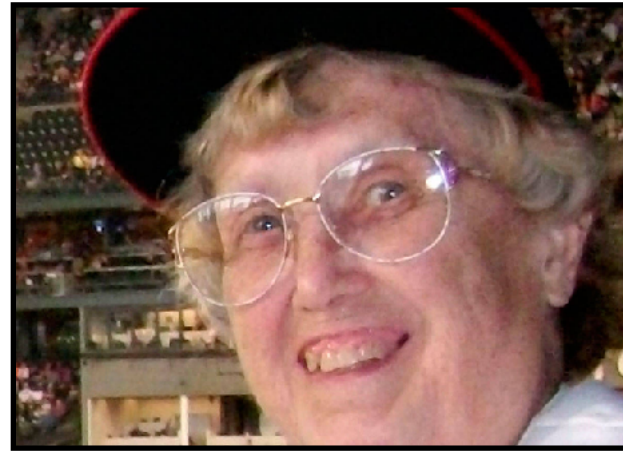
Daddy held several offices, both local & I think national, & Mother was for a time NMRA Executive Secretary & was with the NMRA when it moved to Chattanooga. They also organized rail trips/tours to coincide with the national conventions, both stateside and one in Europe

Daddy died in 1999 & Mother died almost 2 months ago on 9/7. Even after they were no longer active, they continued to keep in contact with the many, many friends made throughout the years & I've just heard from one which reminded me that I hadn't notified the NMRA of death.

The following is the link to mother's obit as published in the newspapers & I was wondering if you would post on your next newsletter.

Thank you

Mickey (Reber) Marple



2018 Model and Photo Contests

Jim Ruisinger, Contest Chair

2018 Model and Photo Contests to see Participation Points AND Monetary Prizes!

From the Contest Chairman:

We're going to try something a little different for 2018. Points will be awarded as usual for 1st, 2nd and 3rd place models and photos. If a member submits an entry that doesn't finish among the top 3, they will be awarded one point per member. As an example, if you brought 3 entries and none finished among the top three, you would earn 1 point. It is hoped that this might encourage more participation in the contest...

And as an additional incentive, Modeler and Photographer of the year for 2018 will each receive a \$50 gift card along with a plaque. The second place finisher will receive a \$25 gift card and the third place finisher will receive a \$10 gift card.

I think just about all of us could use a few extra bucks to help with our layouts....

Below is the projected subject matter for our division meetings throughout 2018. It very closely follows what the subjects were for this year with a few tweaks here and there. And remember, the model and photo sub-

jects are the same, with the exception of our Marion meeting.

Previous 1st place winning models and photos are ineligible to be entered again! So, get to work on those models and keep taking those pictures, so we can have a great turnout of entries for 2018.

Meeting #1: Open Freight Car with loads

Meeting #2: Non-Revenue / MOW equipment

Meeting #3: Diesel, Diesel Electric and Electric locomotives (includes trollies and interurbans)

Meeting #4: Line side railroad structures

Meeting #5: Model: Division sponsored Structures
Photo: Abandoned and derelict RR equipment. (Marion)

Meeting #6: Favorite Train

Meeting #7: Steam Locomotives

Meeting #8: Caboose, Cabin Cars, etc.

Meeting #9: Closed Freight Cars

The NMRA Hobby Shop Discount Program

Michael Flick—The Train Station and others

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Please support the NMRA Hobby Shop Discount Pro-

THE TRAIN STATION



- Exclusively Model Trains -



4430 Indianola Ave Columbus, OH 43214

Do you remember? – Richard Did.

Dick Briggs, MMR

The car was awarded by Walthers. It was given yearly to groups that promoted the hobby.

You had to have an event (like the state fair layout being open), and it had to be publicized (normally in a newspaper). You sent the information into them and they sent you the car for that year. The type of car changed yearly. Walthers put the sticker on the car, but you had to build it. When division members come to Coshocton, they will see a number of these cars in our display case.

I don't think that Walthers does this program any more.

Richard W. Jones



Walthers 1982 Silver Streak Showmanship Award Car

SOGGY BOTTOM AND DEEP CUT RAILWAY, NAVIGATION AND CARTAGE COMPANY

Jim Kehn

Most of you have probably never heard of Soggy County, Ohio, but back around the time when William McKinley was president and about the time of the Spanish -American War, there existed the small southern Ohio county of Soggy.

Soggy County was created when the Ohio canal system reached this obscure area and there was need for some type of governing entity to allow organized growth and promote the welfare of the local citizens. The rolling hills (called mounds down there) and some rugged valleys gave the canal builders some interesting problems to overcome. However, there were entrepreneurs in need of reliable transportation and this assured that the waterway would be profitable.

Chief among the budding local industries was the maker of a local libation called Olde Canal Swill.

No one knows for sure what was in the concoction, but by the 1890's a very large stone distillery had been constructed to produce it. Built alongside the canal, the waterway carried the necessary ingredients like local grains, barrels, and coal for power. It is known that there always was an intake pipe from the canal into the distillery and a discharge pipe back into the canal. What happened in between was know only to the management.

As the Ohio canal system was limited in many ways, it was decided by local businessmen in the two principal towns that a better transportation system was needed. So thus was created the SOGGY BOTTOM AND DEEP CUT RAILWAY. The railroad was narrow gauge, connecting the two major towns in the county, Soggy Bottom, the more genteel and refined community, and Deep Cut, which was lacking in many virtues, but excelled in many vices. This was the location of the distillery and the many other businesses that needed to support it.

When the State of Ohio decided to rid itself of the local canal feeder, the railway bought it and since it also controlled the few roads in the county, the railway company was reorganized as the SOGGY BOTTOM AND DEEP CUT RAILWAY, NAVIGATION AND CARTAGE COMPANY.

Fast forward to 2013 when a small group of intrepid area modelers decided to give honor to the memory of Soggy County and the canal and railway. Their successful display in 2011 of the modular On30 layout called the Bear Creek Tramway, which won them first place in modular railroad displays at the National Narrow Gauge Convention in Hickory, NC, led them to construct an even bigger display for the 2016 NNGC in

The Soggy Bottom
Continued on page 12.

Continued: **The Soggy Bottom**

Augusta, Maine. Using some of the steel framework from Bear Creek, building additional framework, and designing a layout that was a continuous run instead of point to point, the group in the between years began to create the new Soggy Bottom display. One of the lessons learned was how much a pain having to deal with wiring was. Therefore the locomotives were planned to be DCC with sound and battery controlled and no wiring of the track. Naturally, there was a large learning curve and things went well until the Friday before the layout was to be hauled to Maine. There was an almost catastrophic failure of the equipment. Diligent teamwork got one engine going and we were able to use it all during the show.

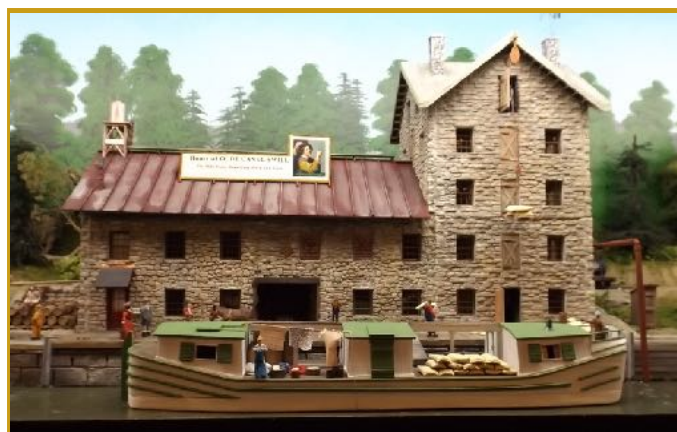
The set up in Maine was remarkably smooth and we were up and running for the show. We received many good comments and enjoyed the notoriety. The modeling seen at NNGC conventions is more than above average and we were competing with some fine modular displays and superb modelers.

At the awards ceremony on Saturday evening we held our breath and to our delight were awarded First Place in modular displays. That made us two for two and we were all thrilled!

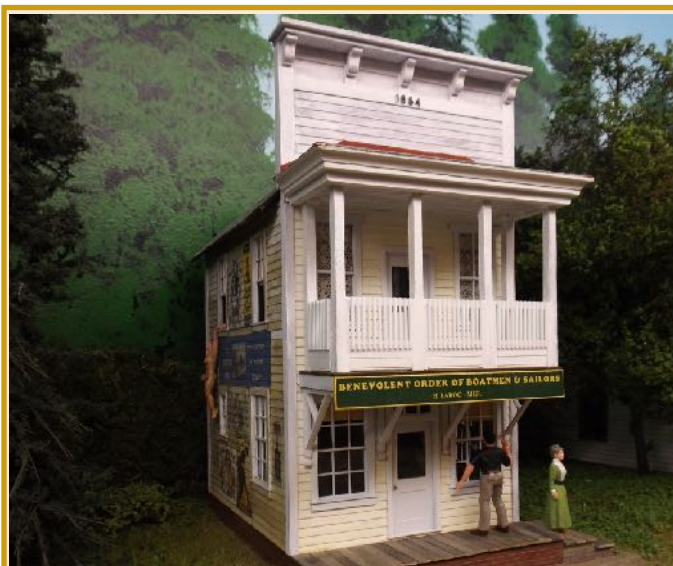
Following the NNGC we set up the Soggy at Smoke-stack Hobbies in Lancaster in late 2016 through most of January 2017. It then went into a super secret underground bunker for storage and its future was in question. The group received an invitation to attend the 2018 NNGC in Minneapolis, which was accepted



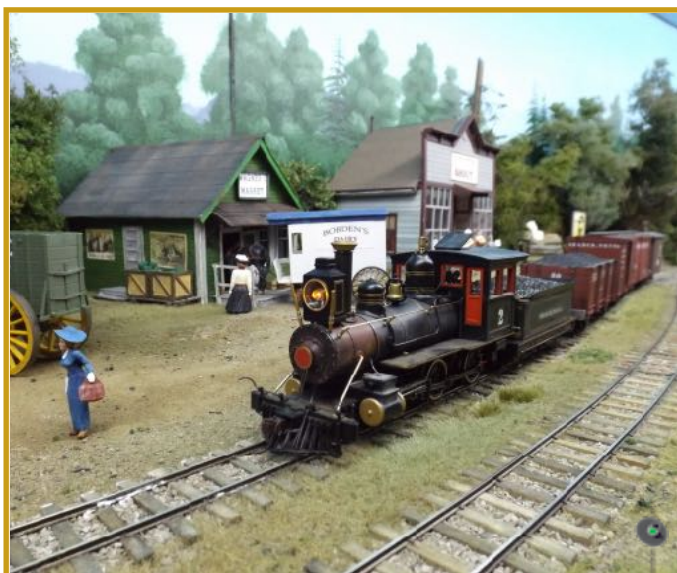
Girls from the Shady Rest Hotel.



Home of OLDE CANAL SWILL.



*Benevolent Order Of Boatman & Sailors
also known as BOOBS.*



Arriving Train.

and we are diligently upgrading the layout.

Some of the lessons we learned from displaying to the public and receiving worldwide publicity, will be incor-