

SUPER'S SIGNAL

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

March 2019



Superintendent's Report

Greg Short, Division 6 Super

February 2019 Super's Report

Well here I set again trying to think what I can say now. I know that most who know me will find this strange. I always want to pass on more than what has happened at the division meetings. Sometimes this easy and sometimes it is a real struggle, especially when we have meetings so close to each other. During this time of year we are all cooped up. This should be a great time to work on those projects we all have been putting off. We should also be able to clean off the work bench. But for me this winter seems harder than in the past. I am sure that some of you are getting some "basement" time and getting to work on and run your railroads.

I would like to thank those who came out this past Sunday for our division meeting. We had a good showing of members as well as getting some folks that had not been to a meeting for a while. We also had some new members who were making their first meeting. Please make sure you welcome the new or returning people.

I hope that everyone likes the new format of the meetings as I have tried to speed them up and it is seeming to work. I need to adjust the times a bit to get things to flow a bit more smoothly.

I would like to thank those members who have been submitting entries for the contests. We have

Super's Signal Deadline
14 March

10 March

South East Library
3980 South Hamilton Road,
Groveport

1:00: Hilltop Library Opens

1:15: Contest entries open

1:40: Contest entries closes, description of entries

1:45: Contest voting begins

2:00: Contest voting ends, Division 6 Meeting begins

2:30: Clinic: *Spline Roadbed*, Matt Goodman

Model Contest: Non-Steam Locomotive

Photography Contest: Non-Steam Locomotive

had a good number of entries the last couple of months with some really good entries as well. Keep up the work everyone. One thing I would like to add is we now have a time between the closure of the entries and when the voting starts. This is the time for the entrants to tell everyone what their entry is and what work they did to bring it to that point. I think this gives the voters a sense of what the entrants did before the members vote.

It also allows the members to see the entry for more than just a model or photo on the table. Going along with that, I am glad to see the amount of effort the entrants have put into many of the entries. I know that everyone will keep up the good work. We have many good

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DIVISION 6 OFFICERS

Division 6 Superintendent

Greg Short:

10515 Brownsville Rd

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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: Darrell Logan

Raffle: Harry "Butch" Sage

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

Clerk's Report

Patrick Hreachmack, Clerk

Minutes for the Division 6, Mid Central Region, NMRA, Inc. Meeting for February 10 Columbus South High Street Library

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

Division 6 Officers in Attendance:

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

Division 6 Chairpersons Present:

Achievement Program	Dick Briggs
Company Store	Greg Short
Contest	Jim Ruisinger
Program	Greg Short
Raffle	Greg Short
Super's Signal Publisher	Don Wilke
Web Master	Don Wilke
Yahoo Group	Jim Ruisinger

Guests: Several members were present who had either not attended any meeting in a long time, or who never attended a meeting. Welcome new members Bruce Weidner and Keith Yantes, and returning members Ken Beamer and Ross Light.

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. Greg stated that due to the snowy conditions and bad roads, he would keep all reports short today.

Achievement Report: Dick Briggs. Nothing to report.

Web Master Report: Don Wilke. Don is seeking model railroad articles for our web site. Submit any articles direct to Don.

Super's Signal Report: Don Wilke. Don is seeking model railroad articles for the *Super's Signal*. Submit any articles direct to Don..

Membership Report: Matt Goodman. Although Matt was not present, he sent in his report. As of the end of January, we had a total of 179 members. We had a three member increase compared to December (11 more than last year). There were also two re-rails (members returning after lapsing) and a new member via a Rail Pass.

Company Store: Greg Short. Superintendent Greg announced that due to John Retterer, being first in hospital and now relocating to a long-term care facility, Greg would take over the Company Store. If anyone else is interested in taking this load off Greg, please let

The Clerk's Report
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modelers in our division. With a bit of encouragement they can get their skill honed even more. Then they can get the models judges for the all-important AP points. We have several of you that can get their MMR. All you need to do is get it in your own mind to make it happen.

Our swap meet date and location are set. It will be for sure October 20 at the Pritchard Laughlin Center in Cambridge. The times for the meet are 11 to 4, but we do have a 2-hour set up and tear down. As of now advertising is the biggest thing. Mike Wolf has created a flyer and has taken on the task of getting the word out. We still will need some folks to help get the work out. We need to get flyers into the area hobby shops and out at the upcoming train shows. We are using all media outlets and will have it on the calendar in several of the divisions in the region. We will still need volunteers to help the day of the meet. In addition, the Retention Committee is looking for help at some of the upcoming shows they plan to at-

Continued: **The Clerk's Report**

him know. Meanwhile, our best wishes go out to John.

OLD BUSINESS:

Marion Meeting: Greg Short. The Marion Meeting will be June 15.

Bus Trip: Georg Short. The 2019 bus trip is focusing in on August 10 and will be to the Age of Steam Roundhouse.

Joint Division Meeting: Greg Short. The September meeting is being set up by Division 9 and still pending.

Swap Meet: Greg Short. The Swap Meet is set for October 20th. Need to get advertising out. Details are in the Division 6 Newsletter.

November Meeting: Greg Short. The November division meeting may be at Tom Thumb Hobbies but some issues of space and noise from the track could be an issue.

December Meeting: Greg Short. The December 8 division meeting will be at Upper Arlington Library.

NEW BUSINESS:

No new business was presented.

CLUB REPORTS:

Delaware Club: Open house will be this weekend, February 23rd & 24th, from 10-2 on Saturday and Sunday noon to 4. Location is 168 S. Vernon Ave., Sunbury.

tend. If you can help out let Bruce know so he can get you on the list. The next one is the Smoke Stack show in Lancaster. This is also the same day as the Mt. Hope show and I will be handling getting the word out at that show. It is bad timing and luck that both shows are the same day.

Keep you ears open as we are getting the summer bus trip set. I know where we are going so it is now down to the details of date and getting the bus. I hope that we will get a better attendance than last year as the division pays for the bus if we do not get the cost covered. Also keep in mind that the MCR Convention is coming up, so if you wish to go you need to get signed up soon. Keep in mind our next meeting is March 10th at the Southeast Library on Hamilton Road. This is a nice facility and is easy to get to so I hope to see a bunch of you there.

As always Happy Modeling – Greg

CONTEST RESULTS:

Models:

1st Place: Patrick Hreachmack - SVL MoW 157 Jordan plow/spreader

2nd Place: Jim Bortz - Wrecking Crane and boom tender

3rd Place: Mike Wolf - PRR Wrecking Crane with lights

Photos:

1st Place: Mike Wolf - Wrecking Crane in operation

2nd Place: Peggy Doerflein - Hand Car

3rd Place: Nancy Hartley - BNSF Welded Rail Car

Raffle:

- HO winners: Bob Horner and Bruce McDonald.
- N winners: Jim Bortz and Rich Hartley.
- Special raffle: Drawing will be after all tickets have been sold.

GOOD OF THE ORDER:

Next Division Meeting: The next division meeting will be March 10 at the Southeast Library on Hamilton Road.

Next Contest: Non-Steam Locomotives. Okay, all you diesel and electric members! This is your moment to shine in the sun!.

Clinic: *Narrow Gauge of Maine: The Monson Railroad, Maine's Two x Six Railroads* by Butch Sage

Adjournment:



Division 6 – 2018 Time Table

Date	Event	Location	Contest
13 Jan	Division 6 Meeting	Business Meeting: Columbus Library–Hilltop, Columbus Clinic: <i>Painting backdrops</i> , Rich Hartley	Model: Open Freight Car WITH Load Photo: Open Freight Car WITH Load
17 Jan	<i>Super's Signal</i> Deadline		
10 Feb	Division 6 Meeting	Business Meeting: Columbus Library–South High, Columbus Clinic: <i>Maine Two-Footers</i> , Harry “Butch” Sage	Model: Non-Revenue Car Photo: Non-Revenue Car
14 Feb	<i>Super's Signal</i> Deadline		
10 Mar	Division 6 Meeting	Business Meeting: Columbus Library–South East, Groveport Clinic: <i>Spline Roadbed</i> , Matt Goodman	Model: Non-Steam Locs Photo: Diesel & Electric Locs
14 Mar	<i>Super's Signal</i> Deadline		
23 Mar		<i>Lancaster Hobby Expo & Swap Meet</i> , County Fair Grounds	
14 Apr Tentative	Division 6 Meeting	Business Meeting: Mt Vernon Clinic: <i>Decoder Installations</i> , Mike Wolf	Model: Lineside RR Structure Photo: Lineside RR Structure
1 May	<i>Super's Signal</i> Deadline		
2–5 May	MCR Convention	Boardman, Ohio	Model: Modeler's Choice Photo: Modeler's Choice
15 June Saturday Tentative	Division 6 Meeting	Business Meeting: Marion Union Station, Marion	Model: Favorite Train Photo: Favorite Train
20 June	<i>Super's Signal</i> Deadline		
10 Aug	Division 6 Meeting	Bus Trip: <i>Age of Steam Roundhouse</i> , Sugarcreek	Model: Thumbz / Whimsical RR models Photo: Railroad derelict /Wrecks
14 Aug	<i>Super's Signal</i> Deadline		
Sept	Division 6 Meeting	Business Meeting: Clinic: <i>TBD</i>	Model: Steam Locomotive Photo: Steam Locomotive
Sept	<i>Super's Signal</i> Deadline		
20 Oct	Division 6 Meeting	<i>Swap Meet</i> , Cambridge	Model: Cabooses (Cabin Car) Photo: Cabooses (Cabin Car)
Oct	<i>Super's Signal</i> Deadline		
Nov	Division 6 Meeting	Business Meeting: Clinic: <i>TBD</i>	Model: Closed Freight Car Photo: Closed Freight Car
Nov	<i>Super's Signal</i> Deadline		
8 Dec	Division 6 Meeting	Business Meeting: Clinic: <i>TBD</i>	Model: Passenger Car Photo: Passenger Car
Dec	<i>Super's Signal</i> Deadline		

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Membership End of the Month Report January 2019

Matt Goodman, Membership Chair

Summary/Comments

The steady rise in membership continued in January – it was up by three (1.7%) at the end of January vs. the end of December. Two of those were re-rails – one fell off the rolls seven months ago, the other twenty-seven months ago! Welcome back to both!

We also gained a new member from Bremen, Ohio. That's on the old C&MV – an old Pennsylvania/Penn Central property. Does that mean we have another Pennsy fan?

I had several good discussions at our table with potential members at the last two train shows. I know others did as well – maybe we'll see our numbers tick up as we start reaching those outside of our immediate circle.

But remember – you are our best asset for attracting new members. Mentor those that are interested in the hobby and nudge them toward joining a group that share their interests.

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Active Members (end of the month):

January	179	January '18	168
December	176	December '17	171
November	173	November '17	170

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.

We have fifteen memberships expiring in the next two months.

Renewals and Re-Rails (returning lapsed members)

We had six renewals in January and two re-rails.

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

T-TRAK Modules At The Last Meeting

Richard Hartley, T-TRAK Chair



Contest Report

Jim Ruisinger, Contest Chair

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From the Contest Department: Contest Re-Cap – February at Columbus Southeast Library.

Once again, we had an excellent turnout of models and photos for our February meeting at the South High Branch of the Columbus Library. Nine really good models and a half dozen or so photos. For the second month in a row, the quality of the entries made it hard for members to select their favorite. Voting was tight and we had to make a couple of tie breaker decisions. Our contest subject was M.O.W. / Non Revenue Cars.

Winners in the Model Contest were:

1st Place: Patrick Hreachmack – SVL Jordan Spreader / Plow

2nd Place: Jim Borcz – Wrecking Crane and Boom Tender

3rd Place: Mike Wolf – PRR Wrecking Crane

Winners in the Photograph Contest were:

1st Place: Mike Wolf – Wrecking Crane

2nd Place: Peggy Doerflein – Hand Car

3rd Place: Nancy Hartley – BNSF Welded Rail Car

Congratulations to our winners. I will have certificates for you at the next meeting which will be Sunday, March 10th at the Southeast Branch of the Columbus Public Library. Our subject matter will be: Diesel / diesel electric / electric locomotives – basically motive power that is not steam! Examples would be locomotives such as GP-35's, RS-3's, Fairbanks Morses, Alco's, GE stuff, Doodle Bugs, Interurbans and Trollies, etc. If in doubt, simply contact me with your inquiry. Remember, photos should be your own work and printed on good quality photo paper. Photos can be of the prototype or model.

The cumulative point totals so far, appear elsewhere in the *Signal*. As you will see, in the first two months of 2019, we've had 16 different members enter models and 6 different members entered photos.

As always, if you have any questions about our contests, contact Contest Chair, Jim Ruisinger.



PRR Wrecking Crane on the Job
Mike Wolf



SVL Jordan Spreader / Plow
Patrick Hreachmack

Contest Point Summary February 2019

Jim Ruisinger, Contest Chair

Modeler

Pat Hreachmack	8	Jim Kehn	1
Mike Wolf	6	Howdy Lamprecht	1
Jim Borcz	3	Judy Logan	1
Jim Ruisinger	2	Bruce McDonald	1
Ken Beamer	1	Scott O'Connor	1
Matt Goodman	1	Harry Sage	1
Connie Frazze	1	Greg Short	1
Dexter Hill	1	Don Wilke	1

Photographer

Mike Wolf	6
Don Wilke	5
Peggy Doerflein	3
Matt Goodman	3
Ken Beamer	1
Darrell Logan	1



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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.

Let's Make the Super's Signal Great Again!

Mike Wolf

No, this isn't an opinion piece on how bad a job Don is doing in publishing the *Super's Signal*. Rather, it's a call to action for all you modelers out there. Yes YOU! You are part of the National **Model** Railroad Association therefore I'm safe in assuming you are a modeler, right?

One of the highest rated reasons cited in the survey the Member Recruitment and Retention Committee conducted last year was to learn and share ideas with fellow modelers. One way we can do that is through articles in the *Super's Signal*.

Starting last month, the Committee members have gotten the ball rolling – we're all writing at least one article a month each to beef up the *Signal* and make it a document you look forward to reading each month (much in the same way you look forward to the postman delivering the NMRA Mag, MR, MRC, MRH or a Historical Society publication each month). But we need your help. Have a modeling tip? Type up a couple paragraphs and take a photo or two. Have an interesting model in progress on your workbench or learned something interesting in researching a project/railroad? Grab a keyboard and jot the details down. Tried something new and it worked (or didn't)? Type up a quick how-to (or how-not-to) article. The deadline for each month is published on the division's website Timetable but in general the deadline is the week following a meeting. Since the *Super's Signal* is electronic, we're not page length limited like we were

back in the day. And unless it's a time critical article and you miss the deadline, I'm sure Don will appreciate having a backlog of articles for those "slow" months.

As a bonus, having an article published in the Division 6 newsletter can even be used to build points toward the Author AP! Go to the NMRA site for requirements and a form to keep track of your articles. (<https://nmra.org/author>)

Speaking of the Achievement Program (for volunteer requirements and a form:

(<https://nmra.org/volunteer>), another opportunity to build Volunteer points is coming up on Saturday, March 23rd at the Lancaster Hobby Expo & Swap Meet at the county fairgrounds. Our Member Recruiting table will be up and running and a few volunteers will be needed to man the booth. Contact Bruce McDonald to sign up (he'll also have the sign-up sheet at the March meeting). Having worked at a couple booths in the past, it's been rewarding letting people know more about the NMRA as well as time well spent talking with others in the division whom I've been paired up with. So come on out and man the booth for a couple hours before (or after) finding the item you didn't know you needed at the show.

By the way, Don does a great job putting the *Signal* together every month. Tell him thanks the next time you see him.



Division 6 Contests

Jim Ruisinger, Contest Chair

As we jump into 2019, I want to take this opportunity to bring everyone up to speed on how our model and photo contests are structured. All of our model and photo contests at the division level are determined by popular vote and are open to any NMRA member in good standing. Models should be your own work, not someone else's. That goes for photos too. Models of anything that runs on rails, should be displayed on a piece of track. Photos should be printed on good quality photo grade paper and preferably mounted. Guidelines for photo sizes are outlined in the NMRA photo contest regulations and should not exceed 12" x 16". Models and photos that win (finish first) in a contest are ineligible to be entered again in a Division 6 contest.

The subject matter for each contest is as broad-based and general as we can make it, and also be consistent from year to year, to encourage more members to enter.

MODLER OF THE YEAR AND PHOTOGRAPHER OF THE YEAR

Any member entering a Division 6 contest will receive one point just for participating. That's one point per member per meeting, per category, regardless of how many entries you have. Additionally, winning entries will receive 3 points for 1st place, 2 points for 2nd place, or 1 point for 3rd place. Cumulative totals will be kept by the Contest Chair and published in the *Signal*. After the December division meeting, the final results will be determined. In case of a tie, a coin flip by the Contest Chair in the presence of another NMRA member will break the tie. For 2019, the top 5 finishers will receive:

- * 1st place; A plaque recognizing you as Modeler of the Year or Photographer of the Year AND \$50
- * 2nd place; A certificate recognizing you as the runner up AND \$40
- * 3rd place; A certificate recognizing you AND \$30
- * 4th place; A certificate recognizing you AND \$20
- * 5th place; A certificate recognizing you AND \$10

It is hoped that the monetary carrot will provide an additional incentive for members to participate. We are all model railroaders (I assume) and are working on a layout or working with a group on a layout, building locomotives, cars, structures, etc. I also know we all love to take pictures of our models, the layouts we visit and of course, the real thing! I should point out that simply entering something in the contest can go a long way in helping you reaching the top! FYI, entering something in each of ten contests will total 10 points and in 2018 that would have been good enough for 3rd place in Model and 2nd Place in photo.

So, take a close look at this year's Contest Schedule and start planning your model and photo entries now!!!! If you have any questions, please contact the Contest Chair.

2019 Division 6 Contest Subjects

Mtg 1	January 13 – Columbus Hilltop Library Open Car with Load	Mtg 6	August – TBD Model: Thumbz (Humorous Whimsical stuff) Photo: Railroad Derelicts / Wrecks
Mtg 2	February 10 – Columbus South Library Non-Revenue - MOW	Mtg 7	September – TBD Steam Locomotives
Mtg 3	March 10 – Columbus Southeast Library Diesel and Electric Locomotives (non-Steam)	Mtg 8	October – TBD Cabeese
Mtg 4	April 14 – Mt. Vernon Line Side RR structures	Mtg 9	November - TBD Closed Freight Cars
Mtg 5	June 15 – Marion Union Station Favorite Train	Mtg 10	December – Upper Arlington Library (tentative) Passenger Cars

Modeling Tip

Multiple uses for Pledge Floor Gloss (formally known as Future Floor Wax)

Mike Wolf

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I was recently watching a clinic video on the NMRA website and have added a fourth use for Johnson & Johnson's Future Floor Wax to my hobby "tool kit." This product was marketed for a while as Pledge Floor Care Finish and more recently as Pledge Revive It Floor Gloss. It looks similar to a bunch of different floor CLEANERS, but those are NOT the product you are looking for. The product you want is an acrylic floor WAX with several uses in modeling.



1. I first used it in creating trees. For those of you who haven't seen my clinic using dried oak leaf hydrangea blooms, floor wax, and ground leaves/ground foam to make trees, I dunk the hydrangea bloom in floor wax and sprinkle on fine ground foam (and/or ground up leaves for fall) and the floor wax serves as the adhesive. The lemon scent also adds a nice scent to the train room for a couple months. The how-to article on the process can be found in the September 2015 *Model Railroad Hobbyist* magazine (FREE).

(<https://model-railroad-hobbyist.com/magazine/mrh-2015-09-sep/adding-fall-color-to-railroad>).



2. Use number two is in decaling. It provides a nice gloss finish for applying water slide decal. I have read where some modelers will air brush it on prior to decaling (in lieu of gloss coat). While I haven't done that, I did reach for it recently when I had a decal that didn't want to "stick" properly because – it was very small, I'd been messing around with it too long,

or I left it soaking on the wet backing too long. Just a drop flows around the decal, makes the decal easy to move, provides a little tack, and it dries smooth and clear locking the decal down and providing a little protection.

3. I read about use number three while researching this article. In the posting, a modeler used the floor wax to repair a mold-line on a clear canopy. He sanded the seam as smooth as possible (seam is between the yellow tape in the photo to the right) and then dunked the part in the floor wax, covered it for about 72 hours (to avoid dust) and the seam was nearly invisible. Worth a try if you have some "glass" with an imperfection on it.



4. Use number four came from the Kansas City National Convention clinic I was watching which provided tips and techniques to painting miniature people for war gaming or model railroading. In the video he revealed his "secret sauce" recipe. Instead of an India Ink and alcohol wash, he uses black ink and floor wax. While I've used a lot of India ink wash myself, I have noticed it is prone to leave rings and splotches (particularly on flat surfaces) as it dries. The clinician explained that his wife is a chemist and while not getting too technical, basically explained that the floor wax provides a more self-leveling base which is less prone to the evaporation habits of alcohol. Haven't tried it yet myself, but his results convinced me to whip up a batch in the near future. One important note, the ink must be water soluble.

Another interesting fact – basic India ink is composed of a variety of fine soot, known as lampblack, combined with water to form a liquid.

That's your modeling tip of the month. Have one to share with the rest of the division? Don is always looking for content for the *Signal*!



Book Reviews, A Re-Introduction

Harry "Butch" Sage

I had begun doing reviews of books featuring railroad related topics in Ohio for the *Super's Signal*. As life has done on occasion, things got busy and that effort left the tracks. Hopefully I'll be able to continue to bring such reviews to you again, so all aboard.

The Pennsylvania Railroad In Columbus, Ohio, by Rick Tipton, 2011. The Pennsylvania Railroad Technical & Historical Society, PO Box 54, Bryn Mawr, PA 19010-0054, www.prrths.com. Hardcover, 188 pages + 10 maps, \$45.00.

This has to be the definitive history of the PRR in Columbus. It has always been my opinion that the Pennsylvania Railroad was the dominant railroad in Columbus up until the Penn Central merger, and this book certainly bears this out. Its chapters include topics such as: Union Depot, St. Clair Ave Enginehouse,

the 20th Street Shops, Pennsy Freight Yards, and the several PRR lines radiating from Columbus. There are countless B&W and color photos of the facilities in Columbus, as well as the steam and diesel locomotives and rolling stock that operated in and passed through Columbus. There are a number of short "side-bar" pieces, some from the PRRT&HS newsletter, that help explain many important points on the Pennsy.

The acknowledgement section in front reads like a Buckeye Division roster from both the past and present with names such as: Paul Geiger, Bob Sherwood, Jim Kehn, Al Doddroe and many others.

Anybody who has an interest in the railroads of Central Ohio should have this book in their library.

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Maine Two-Foot Update

Harry "Butch" Sage

If anybody is interested in learning more about the Maine 2 foot railroads I would suggest the series of books by Robert C. Jones, which can be found by searching Amazon.com for "Robert C. Jones two feet".

The operating two foot museums are:

<http://www.wwfry.org> Wiscasset, Waterville & Farmington Railway Museum

<http://www.railwayvillage.org> Boothbay Railway Village

<http://www.srrl-ry.org> Sandy River & Rangely Lakes RR

<http://www.mainenarrowgauge.org> Maine Narrow Gauge Railroad Co. & Museum

They also have a presence on facebook.

Maine NG RR's planned move to the town of Gray has been delayed. The museum collection has been housed in the old Portland Company facility which is slated to be re-developed and their operating line is on land leased from the state. The core collection, which was housed in the museum building is what will be moved to the WW&F site in Alna, just outside of Wiscasset. The operating line will remain in Portland for now.



Programs

Darrell Logan, Program Chair

Last year, the Membership Committee conducted a survey among the division members to help determine what could be done to improve member turnout and at the same time attract new members. Two of the most often listed were clinics and layout tours. With that in mind, I as, Program Chair, was directed to “Make it so”.

Over the next few sessions we are going to talk, show, and build some more on these skills. Hopefully, when we finish you will have taken the bull by the horns and build some great scenery and backdrops. Speaking of backdrops the following is from NMRA Requirement for Scenery. Background – Treatment of wall, backdrop, or ceiling to realistically depict depth and distance, horizon and sky. In other words, a block wall is still a block wall even if it is painted sky blue.

Now that you have read this, just how do you accomplish that? Good question. The best answer—just do it. Worst case, you paint the sky over and start again. I certainly did just that more than once. In the first installment, we are starting on a wall that has had the block hidden and a smooth surface has been painted “sky blue”. When I did my backdrop I started with Masonite mounted against the wall and nailed to the header plate. Others have used drywall with seams

covered and sealed, other have used different materials.

Next comes the question – to curve or not to curve. Depending on your choice of material this can be easy or extremely difficult. I like easy and avoiding a 90 degree corner. We will discuss some of the pros and cons of a curved backdrop.

No matter your choice of curved or not the rest of this clinic is a hands on demo to allow you to see one method of creating a backdrop. Richard is going to demo the method he used to create his backdrop on his layout. He will do it all with easy painting techniques. He will be painting hills trees and other details directly on the backdrop. Next month I will show you how a used printed photographs and instant backdrops to build my version. The color we will be using is from Sherman-Williams and is called sky blue. I will provide the color number for this paint at the clinic. It is a standard mix from Sherman-Williams paint stores. Each store has a copy of the paint and tints required to create this color.

See you at the meeting and hopefully you will gather some and insight in to painting a backdrop.

See ya there, Darrell

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Pike Ads

Don Wilke, Signal Publisher

Attention Division 6 Members; back again for 2019 – Pike Ads. Your Pike Ad will run from the next issue of the *Super's Signal* to the first issue for 2018. Pike Ads may be in a single location or may be used as “filler” to finish out a page.

Payment: A check (payable to Division 6, MCR-NMRA) to Paymaster, Dexter Hill, 5035 Ashville-Fairfield Road, Ashville, OH, 43103, c/o of Dexter Hill.

Copy: Send a business card (or a photo with business card ratio – NO pdfs) to Publisher Don Wilke at SuperSignalEditor@div6-mcr-nmra.org.

Cost: Division 6 member in good standing: \$15.

A Division 6 member small business: \$20.

Central Ohio Hobby Shop: \$30.



Division 6 on YouTube:

www.youtube.com/user/nmrabuckeyedivision

Division 6 in Facebook:

NMRA Buckeye Division [in search field]



Division 6 to “Give Away” N Scale T-TRAK Modules!

Richard Hartley, T-TRAK Chair

WHAT IS T-TRAK?

“T-TRAK is a modular model railroad system based on a few standards for module size, track placement, track interface, and electrical connections. The minimal standards allow for a wide range of flexibility in design yet still maintain interoperability with all modules built per the standards. The popularity of T-TRAK is worldwide allowing for modules from all over the world to connect together”.

“T-TRAK modules are dioramas with sectional track, specifically Kato Unitrack, that snap together to create layouts from a simple circle to large complex layouts. The modules are designed to fit on tables but could just as easily be setup on any flat surface from the floor (yes, around the Christmas tree) to taller bench work. Layouts are easy to assemble and even easier to disassemble for those that do not have permanent space for a layout. The convenient size of the modules make them easy to store on a shelf or in totes when not in use, or to transport should the need arise. T-TRAK is the logical next step in model railroading”. (<http://t-trak.org/index.html>).



A picture of my first T-TRAK module “Grandma’s House”.

Photo: Rich Hartley

The NMRA has chosen to get behind this concept of modules. All the divisions nationwide have been encouraged to support this concept. So to encourage Division 6 members to build and display a module the program described below is being implemented.

THE “GIVE AWAY”

What do I need to do to get one of these modules for free? Place your order with Dexter Hill and let him know if you want a single module (\$30) or a double module (\$50) size module. This price includes Kato track. You pay for your module upon delivery. This offer is limited to one module per current Division 6 member and you must be a member through May of 2019.

What is that you say? I thought you said it was free! Well you will get your money back if you display your finished module at the Mid Central Region Convention at Boardman, Ohio (*The Bullet 2019*) in May (2 May through 5 May). Your order must be in by 15 February 2019.



A different view of “Grandma’s House”.

Photo: Rich Hartley

POC for orders: Dexter Hill, beagleman9@aol.com, Phone: (614) 595-7170.

For questions concerning T-TRAK: Rich Hartley, rwh287@yahoo.com, Phone: (614) 946-3723.

USEFUL LINKS:

<http://ttrak.wikidot.com>. The T-TRAK Wiki - Module photos, construction tips, and more.

<http://www.katousa.com>. Manufacturer of Unitrack, which is the required interface track for T-TRAK modules

T-TRAK

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<http://www.masterpiecemodules.com>. A supplier of T-TRAK module kits and screws to affix Kato track to modules.

<https://www.divi-mcr-nmra.org/the-acy-bullet-2019>. Mid Central Region Convention: *The Bullet 2019* in Boardman, Ohio. National Model Railroad Association, May 2-5, 2019.

INFORMATION ON THE MODULES:

N T-Trak Single 14" deep Flush Deck Dimensions: 12.12" x 14.00" x 2.75". (Includes four pieces of track, 2 each of Kato number 20-020 and 20-010). (\$30).

N T-Trak Double 14" deep Flush Deck Dimensions: 24.33" x 14.00" x 2.75". (Includes eight pieces of track, 4 each of Kato number 20-000 and 20-040). (\$50).

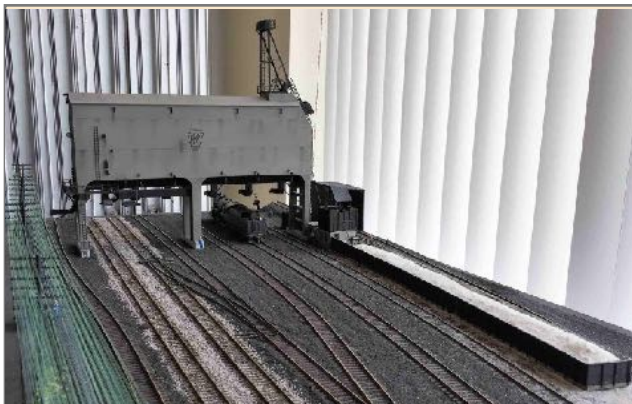


Make Plans to Attend RPM-East!

Eric Hansmann, RPM-East Web and Publicity Guy

It is time to make your RPM-East plans and rekindle your modeling efforts after a long, cold winter! Two months remain until this prototype modeler gathering in suburban Pittsburgh, Pennsylvania. There will be plenty of action March 22 & 23.

- two days of prototype and model presentations
- a large display room to share your modeling efforts and learn new techniques
- a variety of vendors selling goods for prototype modeling
- Thursday evening operating sessions on local model railroads and an informal Saturday buffet
- Sunday model railroad layouts to visit



RMP-East
Photo: unknown

Early bird registration is only \$35 (until March 1), with an additional banquet cost of \$29.

There is a special hotel room rate of \$95 per night.

Registration forms, hotel information and more can be found at the RPM-East website:

http://www.hansmanns.org/rpm_east/index.htm

RPM-East is sponsored by Division 2, MCR-NMRA.



RMP-East
Photo: unknown

The following modelers and historians are committed for our meet.

John Albert, Keith Albright, David Bott, Brian Carlson, Ted Culotta, Larry DeYoung, Jim Elster, John Greene, Bill Hanley, Eric Hansmann, Ron Hoess, Bernard Kempinski, Dennis Lippert, Rick Mahaney, Bob Meier, Bill Neale, David Owens, Jim Panza, Dave

Ramos, Ramon Rhodes, Greg Smith, Robert Sprague, Steve Stewart, Mont Switzer, John Teichmoeller, David Wilson, and Kaylee Zheng.

Presentation titles will be posted soon to the RPM-East website. A tentative presentation schedule will be posted to the website in February.

http://www.hansmanns.org/rpm_east/index.htm

Set your schedule and register now for RPM-East!



RMP-East
Photo: unknown

Why I Model Steam

Matt Goodman

SUPER'S SIGNAL March 2019

My model railroading interests are firmly anchored in the steam era. After reflecting on why that is, I found that there really could have been no other outcome, given my upbringing.

The Age of Influence

I was a voracious reader when I was young, and read (or at least flipped through) about every book in my childhood home. Many of them were either history or railroad-related books that my father collected, and the majority of those were written between the late forties and early sixties by a variety of authors, both well-known (Beebe, Clegg) and less so. Topics or themes ranged from histories (Narrow Gauge Through the Rockies, Steel Rails to Victory) to historically romantic (The Twilight of Steam, Railroad Wrecks) to motive power (Pennsy Power 1&2). Some books were written even earlier in the century for the railroad industry. Locomotive Cyclopedias from various years are good examples of those.

The one thing that almost all of the books had in common was that they were focused on railroads, trains and locomotion during the steam era. Under the influence of these artifacts, I remember being frankly astonished that the railroads would give up an obviously superior form of power for *diesels* and found photos of steam locomotives being scrapped heart-rending and misguided.

The Age of Exposure

Around the same time, when I was six or seven, dad came home with a steam engine – literally. He and two friends (Jerry Ballard and Lanny McCaulley) set about establishing a steam-powered scenic railroad, and to that end had sourced #33 - a heavy 2-8-0 built in 1916 for the LS&I - from Marquette, Michigan. The locomotive was hauled on its own wheels to Columbus and parked on the “Mud track” in the C&O's Yard A - just west of where today's Huntington Park is.



#33 at C&O Yard A, Columbus, 1971

The locomotive was in good mechanical condition and had very little time on new flues before she was retired about 1960. My memory was that its “restoration” in Yard A consisted of relatively minor tasks; new sheet metal, paint, and general renewal-type work (there was also coach restoration going on). Dad often took my brother and me along to “help” and (probably) to get us out of mom's hair. I don't remember much of what I helped with - save one day when we were put to work mixing “mud” in a wheelbarrow. Once this cement-colored insulation material was thoroughly hand-mixed with water, it was applied to #33's cylinders before the sheet metal wrapper was re-attached. Back in the steam days, insulation mud contained asbestos - to this day, I wonder if the mud we mixed did!

Eventually, because somebody knew somebody, the locomotive was moved to a stall in the C&O's Parsons Yard roundhouse. Now THAT was cool. I did some gopher work there, but

Why I Model Steam
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honestly spent most of my time just hanging out. By this time, being around a steam locomotive (and the railroad more generally) was normal. Climbing into the cab, smokebox and between the frame rails was old-hat. My brother and I would occasionally wander through the rest of the roundhouse. As this was usually after hours, there weren't many railroad employees around to yell at us. Every now and then, there would be a diesel with it's hood off being serviced in one of the stalls with high-level work platforms - I would scoff at this inferior form of motive power!

One day there was word that the C&O was short on power, and had asked dad or Jerry if #33 was ready for pusher service up Powell Hill! What an opportunity to show what a REAL locomotive could do! I vaguely recall dad telling me that #33 would have been too slow for the work; but whatever the reason, the event never happened - to this kid's enormous disappointment. One thing is sure, it would have been a very interesting movement!

After initially trying to acquire a line into Wellston for the scenic railroad (which was to be named the Salt Creek Railroad), the Hocking Valley Scenic was established in Nelsonville, running up the Monday Creek branch to New Straitsville, recently abandoned by the C&O. This line is relatively flat, with modest curvature, and originally served many mines. However, the rail was light, ties were in poor condition and the track structure was generally anchored by cinders and weeds. To this day, weeds, cinders and split/rotten/weathered ties are a look I enjoy re-creating.

#33 transported herself down to Nelsonville at the start of the first and second seasons, using the C&O (now I&O) main. It was fun watching #33 run alongside Route 33 at about 30 mph. It was a clank-clonking cacophony! I would have loved to ride the cab during one of these trips - I'm sure the crew was quite active keeping up with the steam usage during this long, sustained speed trip.

The first year of the railroad's operations was a bit like primitive camping. The "ticket" booth was a tarp strung between two trees and the surface of the parking lot was solid cinder recently reclaimed from a forest (via my uncle's bulldozer). Cinder makes a nice surface when its dry, but is very messy when wet. At that time, #33 was stored in Longstreth between weekends, where she was re-coaled using an an-

Why I Model Steam
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A typical day on the railroad, climbing on a steam locomotives at Longstreth

SUPER'S SIGNAL March 2019



The Longstreth "Terminal"

cient conveyor (water was taken from a hydrant at Bessemer). My brother and I would sometimes spend the whole weekend down in the hills, overnighing in the cupola of the caboose, which I was still short enough to fit in. There's nothing like waking up to a light scent of coal smoke and the sound of the locomotive's dynamo and blower running as steam pressure is brought up! Those mornings still stick with me.

During those early years, I spent one or two trips per day riding in the cab when dad was firing. I remember these experiences like they were last year - not forty five years ago! These are what made steam really get under my skin - let me describe some of the sensations.



Re-coaling #33 at Longstreth

Standing - Steam locomotives are relatively silent (when compared to an idling diesel) while at rest. Some sounds were there all the time - like the buzzing whine of the dynamo (the small steam-powered turbine used to generate electricity) and the rhythmic “ssss-chunk-CHUNK, chunk-CHUNK, chunk-CHUNK” of the cross-compound air pump. The latter was accompanied by a bit of spitting/fizzing from steam and water getting past the packings. If required, someone would make the rounds with an alemite gun to force grease into the rod journals. It made a loud “chi-chi, chi-chi, chi-chi” air-exhaust sound. Then there was the occasional, ear-splitting hissing-ROAR of a lifting safety valve. That usually occurred without warning and would scare the pants off me! Fully opening the drain valve on a pressurized air tank (but with a lot more bass and volume!) is a good analog.

Starting - Before starting, someone would begin ringing the bell manually (sometimes my job!) or with the air-powered automatic ringer. #33's ringer was a single-action device that swung the entire rocker, not just the clapper, so it had a more natural ringing frequency than the fast ding-ding-ding of the clapper type. The air-ringer would make a “pi-sssit” with each rocker swing - and each swing would create two dings.

After whistling off (two toots), releasing the train brake (PPSSSSssshhhhhhhhh) and moving the reversing lever forward (“SSSHHHHHhhhhh” from the power-reverser), the engineer would give a tug on the throttle. With a good engineer, steam starts are dead silent and very smooth - so gentle that I had to watch the ground from the cab window to see if we were moving. Math tells me that we could travel up to three and a half feet before the first exhaust was heard. Then, a gentle “Wuff”. Overlaid on these sounds was the sound of the steam escaping from cylinder cocks (“SHHHH.....SHHHH.....SHHHH....SHHHH” - in time with the quickening driver rotation) accompanied by a plume of steam angling up and back about twenty feet before dissipating into a less energetic cloud.

Underway - When accelerating from a stop, #33 had a side-to-side waddle. The location of the cab behind last axle and the view along the side of the boiler accentuated the movement. Similarly, when the locomotive was traveling over uneven track (i.e., the whole railroad), the cab would wag left, right, up and down. That movement was accompanied by the sound of the floor apron scraping back and forth across the tender deck and the groaning and popping of suspension bits, flanges and rail as they protested the abuse. Whenever in motion - but especially when drifting backward into the station on the return trip - the rods would make a terrific sound - a “clank-clonk-clong-bong” - with every driving wheel revolution. Sometimes it sounded like parts were about to fall off! Grade crossings got both a ringing bell and wonderful whistling. Jerry's son would sometimes get to blow the whistle at one private crossing, but I don't ever remember having that opportunity - maybe I should have asked! I think the whistle was a three-chime. Whatever it was, it sure was pretty.

Firing - Firing was a grand mix of sounds, smells and other non-visual sensations. Dad usually

hand-fired the locomotive; it had a stoker, but it was rarely used. When firing, there would first be the sound of his shovel scraping the deck at the coal gate, followed by an air hiss and loose, heavy clanking of the fire door opening when he stepped on the pedal for the automatic (air powered) opener. That was followed by a flat “zhiiing” of the coal sliding off the shovel into the firebox, then another hiss and loud “CLANK-clank” as the door slammed shut and rebounded. When the stoker **was** used, it made a grinding/crunching sound as the coal was crushed and moved to the stoker’s distributing plate. If the fire door was open (HOT!), I could watch the distributing jets fling the coal from the plate into the red-orange abyss - this made a stuttering hissing sound. Dad would open the door manually and check the fire between shoveling to spot his next target. He always said to “fire the bright spots” - the brightness indicated the fire was getting thin at those points.

Adding water - #33 had two ways of putting water into the boiler; a feedwater heater (used only when underway) and an injector, which was typically only used when standing. I distinctly remember the injector because of the dance required to use it, and the sounds it made. First, dad would pull down on a large brass handle mounted on the backhead, then crank open a valve below the fireman-side seat box. While his hands were still under the seat box, he would hang his head outside the cab window (dog-like) to watch the injector overflow just above track level. When water started gushing out of the overflow, he would close the under-seat valve, then stand up and pull the injector handle all the way down (at least, that how I remember it). I vaguely remember the sound of the



[No Caption – You’ll have to guess who this is]

water working its way up the pipe, a mix of gurgle and rushing sound that increased in pitch as the pipe filled (think of the sound a slide flute makes), then it would stabilize into a steady metallic rushing sound. When enough water was in, he’d shut the injector handle, which was accompanied by a water-hammer like “CLANK”, followed by a temporary gush of water down at the overflow.

I’ve read that smells cement memories better than any other sense, and based on my experience on the locomotive, it’s absolutely true. When starting, I would get a nose full of smells - a wet coal smoke smell from the stack, a steam-oil steamy smell from the cylinder cocks and exhaust and a straight saturated steam smell from various water/steam appliances (injector drain, dynamo, whistle, etc.). Alemite grease for the rod journals had its own unique smell, as did the car oil used in the journal boxes.

So, given the above described sensory immersion at that young age, how could I **not** have a penchant for steam locomotion? If you ever see me listening to a sound-equipped locomotive model with a look of fierce concentration on my face - or if I ever comment on or critique the sound that the model is making, you’ll now have a sense of what’s going through my head.

So, what’s your story?



What's On The Agenda?

Darrell Logan

A lot of you submitted a variety of clinic topics that you would like to have presented. All were great suggestions. I don't know who submitted what request, but the list is being reviewed and addressed as we go forward.

Prototype Signal in October, Rich Harley will presented a clinic on *Signals and the Rules for the Signal Being Displayed*. I hope and trust that several of you gained some additional knowledge in regards to Signal, and are able to adapt some of the ideas for your layout.

At the meeting help at the library on South High Street, Harry "Butch" Sage was able to present his clinic and discussion of the *Maine's Two Foot Railroads*. What a set of ideas were presented. No, I still don't know how they managed to stay on the rails anymore that you did. Thanks, Butch for taking the time and effort to provide such an outstanding clinic.

We will continue the clinics related to backdrops in the near future. We will present a standard as well as a curved backdrop suggestions for backdrops.

Our very own Mike Wolf, not the Mike Wolf in American Pickers, will present a clinic on *DCC Decoder Installation*. *Decoder Programming* is being developed for the upcoming future as well.

At the upcoming Division 6 Swap Meet, as well as upcoming train shows, several demos are planned to help stir interest in not only the NMRA, but our hobby in general. Do you have a simple easy to do a task that can be useful to others? Get in touch with me, or any Division 6 member, and let's make it a clinic. If you do a clinic with a handout it can help qualify you for your Author AP Certificate, or perhaps start building points for Service to the Hobby AP Certificate.



What's Next On The Agenda?

Darrell Logan

Everyone wants to know what we are planning for upcoming meetings. As you know we will return to Marion in June for our annual all day event. Just like last year, we will have Sloppy Joe sandwiches, chips, hot dogs, potato salad, and drink available for a suggestion donation of \$5.00.

In addition to that, we will arrange for some clinic presenters from other Divisions and possible Regions for you listening and enjoyment. We will hold a *Hands On Cloud Clinic*. This demo will take place outside due to the fact that we will be using cans of Spray Paint.

As the year continues, we will be reviewing some additional clinic request. Here is the basmeetings,ic list of ideas that I am working from. If you have a subject matter you would like to add, then let one of us in the Division know. If you don't ask or tell we have not idea is something is working or just a waste of your time.

Here is a list of some of the ideas in the pipeline for upcoming.

Rough List

Aging and choice of modeling	Alternative techniques
LEDs	Short line modeling

Operations

Model Railroad Operations, methods,	Alternative operation
Basic differences of types of operation (i.e. timetable, CTC, etc.)	

DCC

Beginning introduction to DCC	Decoder Programming
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DCC Sound Decoders

Decoder Installation

How to JMRI Decoder Pro and Panel Pro

Rolling Stock

Improving Rolling Stock

Scratch building cars

Freight and passenger car details & purposes of those details.

Locomotives

Modifying locomotives

Small to medium Steam Engines

Strategies to increase pulling power

History/Prototypes

Prototype Histories, local & other Coal Mining in the 1950s,

Local history of railroads/stations/industries.

Model Building

Resin model building

Scene Super-Detailing,

Structure building - scratch & kit bashed

Scenery

Water effects

Weathering

Scenery techniques

Make a tree

Trackwork

Ballasting

Building turnouts,

Planning

General layout design and construction

Layout Planning

City Planning

As the year continues I am sure that something we present will be useful in helping you discover some of the real fun of Model Railroading.



T-TRAK Module Corner

Richard Hartley, T-TRAK Chair

Division 6 has at the time of this article a total of 16 modules, of which five have scenery. Not bad considering at the end of October the division had none. The members who were in attendance at the last meeting got to see our progress. One of the division end caps were present along with Bob and Peggy's single modules and one of my doubles modules as well as two of my corners.

We will be displaying the modules at the next two Division 6 meetings as well as the Lancaster Show on the 23 of March. I encourage the members to continue their excellent progress. The goal is to have as many modules as can be completed displayed at the Regional Convention at Boardman, Ohio, *The Bullet 2019*, 2 May through 5 May.

For questions concerning T-TRAK: Rich Hartley, rwh287@yahoo.com, Phone: (614) 946-3723.

Useful Links:

<http://ttrak.wikidot.com> The T-TRAK Wiki - Module photos, construction tips, and more.

<http://www.katousa.com> Manufacturer of Unitrack, which is the required interface track for T-TRAK modules.

<http://www.masterpiecemodules.com> A supplier of T-TRAK module kits and screws to affix Kato track to modules.

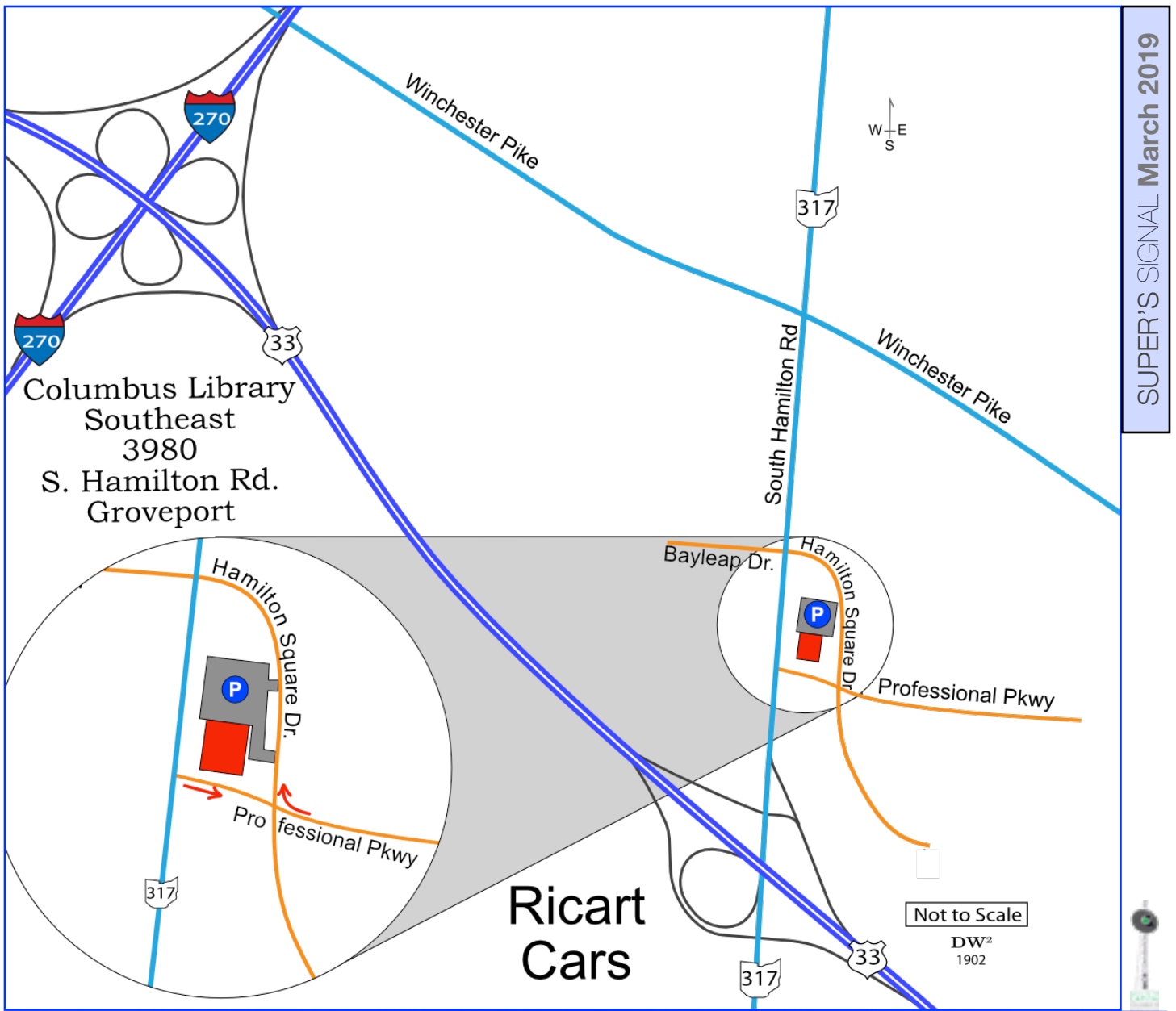
<https://www.divi-mcr-nmra.org/the-acy-bullet-2019> Mid Central Region Convention, *The Bullet 2019*, in Boardman, Ohio. National Model Railroad Association, May 2-5, 2019.



Above: A "Double" T-TRAK Module, with scenery.

Above: The T-TRAK modules set up and running at the last meeting. Two corner modules, with no scenery, are at the bottom of the photograph. Two "Single" modules, with scenery, are to the left; one "End Cap" module, with no scenery, is at the top; and one "Single" module, with scenery, is to the right.





T-TRAK Modules At The Last Meeting

Richard Hartley, T-TRAK Chair



Two "single" T-TRAK
modules, with scenery.

