



Volume 22, Issue 1

March 2019

Superintendent's Column

First of all, I would like to thank the membership for all their assistance with the many changes that have taken place within the division in the last three years. For the many projects, public relations events, clinics, presentations, and operating sessions that members have worked tirelessly to help make this division strong and vibrant ... I thank you!

In the upcoming months we will be having meetings for our upcoming 2021 Regional Convention, which will be an exciting time here in Fort Wayne. I am in need of individuals to oversee committees for which no one has yet volunteered to lead. If you can assist with one of these committees please let me know ASAP, as we need to get them filled. We are still working on finalizing dates and locations for the convention. We'll share details as they are arranged. We want to make this convention as memorable as the last, so your help is needed. If you should have any ideas of things you've seen at other conventions and think it's something we should look into, let me know.

2021 Convention Committees

Chairman - Bob Jones
Registrations - Roger Moses
Website -
Operating Sessions - Bill Wemhoff
Contest Room - Jim Macino
Convention Cars - Chuck White
Apparel -
Modules / Modular Layouts -
Audiovisual -
Clinicians / Clinics -
Prototype Tours -
Door Prizes -
Layout Tours -
Transportation -
Spousal Events -

I'm still in need of clinicians for the meetings in April and May. If you have a topic you would like to present at a meeting please let me know. I'm also looking for layouts for our September and December Ops Session meetings. If you should have any ideas for making this a better division or how to get more members, please let me know as I'm always looking for ways to make this a better and more active division.

Bob Jones
Superintendent

Achievement Program Update

Updates from Jim Macino, AP Coordinator

Bob Jones has been awarded the Association Volunteer and the Association Official Certificates. Jim Marquardt was awarded the Electrical Certificate. The turnaround time on these awards has been super, thanks to our Regional AP coordinator Skip Luyk MMR. I have to say 'thanks' for the job he does for the Region. After I do the preliminary check of the qualifications, Skip makes sure that we're 'good to go' and forwards them to the National AP manager. Smooth operation when it works this well.



Over the past two months, Jim Marquardt has brought forward three structures to be evaluated. The first two were very nice models, with high quality workmanship. In going through the evaluation, the evaluators used the 'matrix' system for the evaluation. This is a great learning process to go through. The evaluators were Bob Jones, Max Blank, and myself. Bob and I have gone through the classroom judges clinic at the Nationals. Bob has judged at one and I've done it twice. Max sat through our Divisional training and this was a great opportunity to get his feet wet as an evaluator. I think he learned a lot about what constitutes the difference between a 'good model' and a 'merit award model'. You see, only one of Jim's really nice models got a merit award. Why? The evaluation matrix (looks like a spreadsheet) causes the evaluators to look at all of the facets in the model. Then, if one of the five major areas is weak or under developed, the evaluators explain that to the modeler, and offer advice on where the improvements can be made to the model. Remember, the purpose of the award system is to make us better modelers. Jim's model of an engine maintenance facility was beautiful but it fell short due to a lack of 'details'. You see, engine facilities ARE NOT beautiful. The details like old oil drums, greasy floors, some maintenance people, a garbage can, etc., weren't there. So, no matter how beautiful it was, the details to make it believable weren't there. After explaining that to Jim, he came back the following month, and knocked it out of the park. Merit Award! And in the process, the evaluation let him know what the expectation was. Second model, Merit Award! Guess what? Max came away with that knowledge too!

New Members

The latest available roster lists 61 members for Div 3. In addition, two members joined in Jan 2019, bringing our division total to 63 members. We welcome our new members to NMRA Div 3 and look forward to learning of their interests and sharing with them.

If you know of someone that shares an interest in trains or model railroading, encourage them to join the NMRA and participate in local division meetings. Our members have a wide range of interests and expertise to share with all. For a limited time, we are offering a RailPass (9 month membership) for \$10. Contact our Superintendent, Bob Jones for details.

Division 3 Member Spotlight

Steve Rannells – Steve has been an NMRA member for the past five years, but has been associated with model trains most of his life. He developed a love for modeling when he built a model rocket in the 3rd grade. When he was in Jr. High, his brother introduced him to model trains, which would then become his main modeling focus. Over the years he has been in and out of model trains due to family priorities and space limitations.

Steve currently serves as the Engineering Superintendent of the Three Rivers and Indiana Northern (TRAIN) HO modular club. Through his leadership, the club has undergone many changes that have modernized the club's layout, improved the operational



capabilities and most importantly have enhanced the viewer experience when watching the model trains. His modeling passion is focused on the Nickel Plate Road Cloverleaf 2nd Sub in the mid-fifties. He currently displays four modules that depict an industrial area in the mid-fifties that is typical of areas served by the Nickel Plate. A grain elevator, lumberyard, steel fabricator and a coal dealer are the centerpieces of his modules.

During shows, Steve is the guy you see running a Nickel Plate Berkshire pulling a long string of coal cars (I think he does this to polish the drive wheels on the locomotive). Most often, his train engineer is an interested kid he is instructing on the correct whistle sequence to use for a grade crossing.



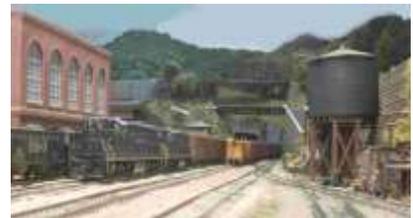
Although Steve could easily get sidetracked with other types of modeling, he devotes his time to model railroading. His other hobby that has followed him throughout his life is listening to music (rock, contemporary Christian and classical).

Bob Hanna – Bob Hanna is one of the names you most often hear when visiting with a fellow model railroader. Bob joined the NMRA in the 1970's and after attending his first convention, upgraded to a life member. Over the years, Bob has earned a Golden Spike and 5 AP certificates (Dispatching, Electrical, Scenery, Author and Volunteer) for his

modeling and construction of his model railroad layout.

He was introduced to model trains at an early age. According to Bob, the first three words he was taught were momma, dada and choo-choo! At the age of two he received an American Flyer train set for Christmas. During his high school years, he graduated to HO scale trains that continue to be his main focus to this day.

In the 70's, Bob became a charter member of the Defiance Modular Railroaders that operated for a couple decades before disbanding. His interest then switched to developing the B&O Lost Division, Mountain Branch layout in his



basement. His model train interest is primarily focused on switching and running HO scale trains. He is a member of the OPSIG and has written several articles featured in the OPSIG quarterly publication (One of his latest articles has been enclosed at the end of this news letter). He has also hosted / participated in several Op's Weekends and hosts monthly operating sessions on his railroad the 3rd Tuesday of every month.

In addition to model trains, Bob enjoys his grandchildren and railfanning. He is a member of the B&O Railroad Historical Society.

Note: Additional pictures and info on the B&O Mountain Branch, Lost Division can be found on the NMRA Division 3 website.

Operating Sessions

One of the goals of our Superintendent is to have at least one operating session per quarter in lieu of a monthly meeting.

Mark Wilson hosted the Div 3 quarterly operating session at his home in Fort Wayne, Indiana on 11 March. Mark started building his layout in 1999 and based it on the Wilmar Division of the Great Northern Railway located in Minnesota. The layout is approximately 15 ft. x 22 ft. and features an east/west mainline (based on track and yard that was located near Wilmar Minnesota) as well as a north/south mainline (based on track that ran from Duluth, Minnesota to Sioux Falls, South Dakota. Mark has over 400 freight cars and 50 engines that he uses to move freight across his layout.



Operating on Mark's layout was bittersweet for some members as this is the last time Mark's layout will run. Mark and his wife are retiring and moving to Florida, Mark will start to dismantle his layout soon. However, Mark plans to build a smaller but better layout once he gets settled in Florida. Good Luck Mark!

In addition to special operating sessions set up for NMRA meetings, several members host operating sessions on a monthly basis (listed as follows). Information about these layouts can be found on the 3ROPS web page.

- B&O Lost Div – operates monthly every 3rd Tuesday @ 7:00 pm. Contact Bob Hanna for details.
- NoWhere Line – operates monthly (except Nov & Dec) every 4th Thursday @ 6:30 pm. Contact Gary Evans for details.
- NKP 2nd Sub – operates the third Sunday of odd months January – November @ 1:30 pm. Contact Bill Wemhoff for details.
- Great Northern Railway, Cascade Division – operates the last Saturday of each month at 1:00 pm. Contact Joe Berger for details.

Mark Your Calendar.....

- **April 8** **Div 3 Monthly Mtg.** (Baker Street Station) Clinic: TBD
- **April 27** **NCR EXTRA 2019** (NCR one day model railroading event at Ward Church, Northville, MI. Event details are included in Spring 2019 issue of The Hotbox)
- **April 28** **Montpelier Trackside Modelers RR Club Show & Swap** (see attached flier)
- **May 13** **Div 3 Monthly Mtg.** (Baker Street Station Clinic: TBD)
- **June 10** **Div 3 Monthly Mtg. – Ops Session** (Host TBD)
- **November 7-10** **NCR Convention** (North Central Crossing)
- **Fall 2021** **North Central Region Convention hosted by Division 3**

Quarterly Highlights (Div 3)

- **Lima Train Show** – The numbers are in -- over 600 people attended the NMRA Div 3 hosted swap meet held on 15 Dec 2018 at the Lima, Ohio fairgrounds. The relatively nice weather contributed to the higher than normal attendance. Attendees and club members had a great good time looking for that special car, talking with old friends or just letting the kids see the trains and participate in the newly added locomotive races. For the first time, we partnered with the Allen County (Ohio) Museum and Historical Society and the Lima Model Railroaders Club to help promote our show and to provide attendees with additional railroad related destinations they could visit while in Lima.

Due to our success, we presented a donation to the Museum and Historical Society (presented by Chuck White to Mr. Wayne York and Ms. Donna Ford) for opening the NKP #779 display and to the Lima Model Railroaders Club who hosted an open house. (Chuck White and Joe Painter presented check to Mr. Bob Hammell).



- The January monthly meeting was held at Baker Street station in Fort Wayne, Indiana. The results of the Lima show were discussed, as were plans for next year's show. Bob Jones also presented the 2019 proposed budget for members to discuss and vote on.

The budget for 2019 was approved. After the business meeting, Jim Marquardt presented the new Div 3 N scale diorama that is being constructed for display at upcoming events. Jim also presented a clinic "Creating Terrain Using Foam".

- The February monthly meeting was held at Baker Street station in Fort Wayne, Indiana. Various Division topics were discussed, as were potential dates for the 2021 NCR convention to be hosted by Div 3. Jim Marquardt presented a clinic on "Water Effects" (creating rivers and lakes with various mediums and details).
- Div 3 participated in The Great Train Connection hosted by the Fort Wayne Botanical Conservatory on 23 – 24 Feb 2019. Members of our division provided train pictures for kids to color as well as provided "Engineer Lessons" to those who wanted to run a locomotive on the timesavers. In addition to the NMRA display and activities there were several areas devoted to promotion of the NKP 765 Steam Locomotive, local railroad history, and various modular railroads for viewing. Attendance at the two-day event was over 1500, a very well attended event for young and old alike.



- The March monthly meeting was an Ops session hosted by Mark Wilson (long time NMRA member of Div 3).

NCR Regional Convention 2021

This convention will be hosted by our own Division 3 and held right here in Fort Wayne, Indiana. The planning has begun, so now is a great time to submit your ideas to our Superintendent. An initial list of ideas for prototype tours and other topics was generated at the November meeting, but much more work is needed to ensure that this convention will be even better than the one hosted by Div 3 in 2015. Please send your thoughts, suggestions and any jobs you would like to take on directly to Bob Jones (Div 3 Superintendent).

Railroad Trivia

Did You Know? In the early days of railroads, there were a total of 11 steam railroads that passed through Fort Wayne and Allen County, Indiana. Over the years, many of these were consolidated with others and some were abandoned, but several are still operational today under another name. Mr. Craig Berndt of the Three Rivers Railroad Heritage Council published a series of three Heartland Rails newsletters that documents these eleven steam railroads over the years. The newsletters provide maps, dates and lots of pictures of historical significance. Craig will be making a presentation on some of these railroads on March 17, 2019 (2:00pm) at Baker Street Station. Everyone is welcome to attend, contact Craig Berndt at (cjberndt@yahoo.com) for additional info.

Did you know railroads have “Ice Breakers”? While doing some research on unique rail cars, I came across an article that said the CP was retiring six “Ice Breakers” from service and replacing them with new ones. A

few days later when talking to my friend who retired from the NS about these



cars, he provided me with a picture of ice on the ceiling and on the sides of the Allegheny Tunnel at Gallitzin, PA, which clearly shows why railroads use ice breakers. Over the years, there have been various railcar configurations used from flatcars, boxcars, coal cars and others to perform this function. Have you ever seen one of these cars? Conduct an Internet search and you will find many configurations used over the years.

Answer to Trivia in Last Dispatcher Edition

The trivia item in the last issue of the Dispatcher is an antique rail car mover jack. It was used (and still may be used in remotely located locations) to move freight cars by hand. The operator would place the metal end of the tool on the rail and push it against the wheel of the car while lowering the handle. This action was rapidly repeated several times to get the car rolling and then less frequently until the car had been rolled into its loading or pickup area.



Rail Fan Ideas

Whether you are looking for the next modeling idea or simply just looking at trains, these places might be of interest.

Although not a favorite site to physically visit, I would like to remind everyone you can go to fwarailfan.net and get a wealth of information regarding rail fan locations to visit in the Fort Wayne, Indiana and surrounding area sites. Once you check out the site, visit a few locations and let us know if they were added to your favorite list.

Note: If you have a favorite railfan location, please send info to Jim Marquardt (jmmarq4@hotmail.com) for inclusion in next edition of this newsletter.

From the Modeling Bench

Coal Loads -- Do you have a string of coal cars that you just keep running empty on your layout? Steve Rannells suggests you might consider making coal loads that can easily be removed when you want to empty the cars. His solution is quick, easy and the results look very realistic. His solution is as follows:



Step 1 – Make Foam Insert

Cut a piece of rigid foam to fit into your coal car and then cut the thickness so that it sits in the car and extends to the height above the car you want the final load to be.

Step 2 – Shape the Load

Carve the top of the foam to represent a shaped load (newer cars are loaded this way) or a load consisting of several piles (older cars were loaded this way). Once the shape is established, lightly sand the foam to remove shape edges and paint flat black.

Step 3 – Coat the Foam with Coal

Coat the top with full strength white glue while being careful not to get glue on the sides of the load. Once coated, roll the top while glue is still wet in fine ground coal (available from various suppliers) until evenly coated. Set aside to fully dry, then insert into the car for a realistic load.

Tip – Once you have completed step 2, inset a small steel strip into the top of the foam. A magnet can then be used to lift the load out of the car when you want to empty the car.

Note: If you have a favorite tip or resource, please send info to Jim Marquardt (jmmarq4@hotmail.com) for inclusion in next edition of this newsletter.

The Dispatcher is a quarterly publication of NMRA Division 3. Members are encouraged to contribute content to share with others. Email content for inclusion to the current editor Jim Marquardt (jmmarq4@hotmail.com).

Div 3 officers for 2019 are:

- Bob Jones – Superintendent (broadwaylimited15@yahoo.com)
 - Jim Marquardt – Dispatcher (jmmarq4@hotmail.com)
 - Charlie Wolf – Scribe
 - Roger Moses – Paymaster
 - Eddie Allen – Trustee at large
 - Joe Painter – Ohio Trustee
 - Jim Macino – Indiana Trustee (also AP Coordinator)
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Montpelier Trackside Modelers RR Club's
Model Railroad Show & Swap

Sunday, April 28, 2019

10:00 a.m. — 3:00 p.m.

Quality Inn

13508 State Rt. 15, Exit 13 on the Ohio Turnpike, 419-485-5555

Holiday City, Ohio

Open house at the club layout in Montpelier 12-4 p.m
308 West Main St.

160 Vendor Tables
Operating Layouts * Free Parking
Food & Drink * Door Prizes
Wynn's Brunch 10 a.m. — 2 p.m.
Handicap Accessible

Admission: Adults \$5.00
Children 12 and under FREE with adult
Scouts in uniform FREE

Show Information Contact
Tables-Jim McPike 419-298-2441
jimepike@gmail.com
General Information-
Chuck White 260-760-1666
railcarman@frontier.com



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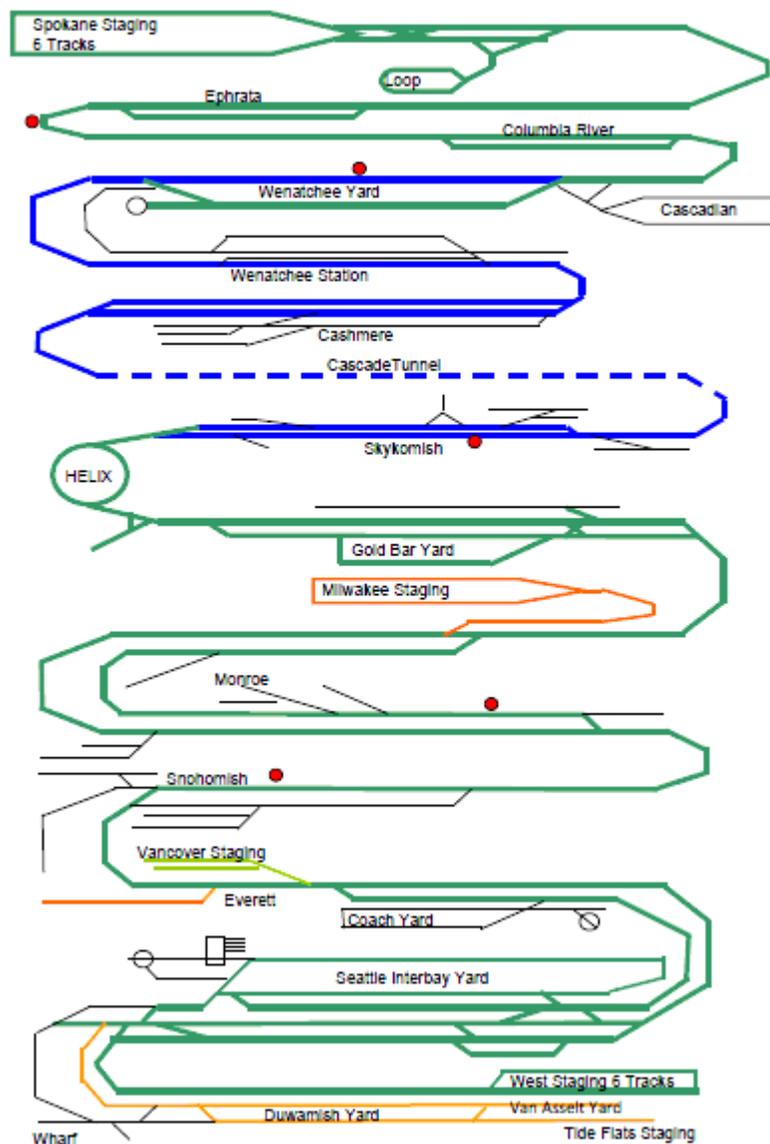


I made a mistake.

By Bob Hanna

Was at an OP session on Joe Berger's GN layout. Takes about 24 operators to run a

Joe Berger's Great Northern



session from Spokane to Seattle. Ted and I paired up, he was the engineer and I was the conductor. We were assigned the GN "Canadian" passenger train, due out of Seattle's King Street station at 1800 hours, the very start of the session. Except that there was no engine on it! Having to get one from the "New" Hostler, then get it through the yard and onto our train, needless to say we were very late. In fact, we were holding up two other passenger trains at the station. Everybody was after us to get out of town! So we finally get an engine onto our train and were told that someone had cleared us with the dispatcher, and GET OUT OF THE WAY! No paper orders, train cards, nothing other than plenty of verbal orders to get moving. So we did!

That was the first mistake. Nothing moves without orders, or a train card that tells where the train is going and what it

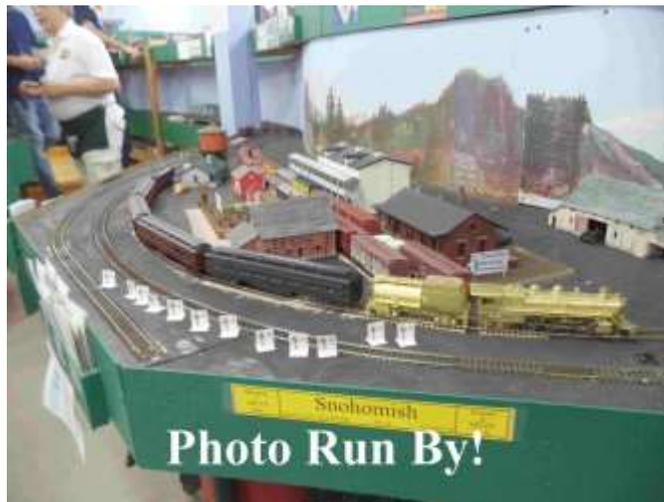
does along the way. Without it we blew right by the turnout to Vancouver staging and pulled into Everett station. I figured it was a GN train and must be running the length of

the layout to Spokane. We OS the dispatcher and put them into a panic as they had just given track and time to a freight ahead. We saw his rear flagman before we left Everett station and called the dispatcher from the station. (Every train has to pick up two paper flagmen before leaving. We did.) They were frantically working to clear the freight and let us through. Finally got through and continued on past 4 more stations, OS'ing at each one until we got to Skykomish where steam and diesel engines are exchanged for electric engines in order to get through Cascade tunnel.

The person in charge of the power desk announced that we were not on his list. He offered to combine us with another passenger train that was due in soon. Well this is where enlightenment began. The superintendent comes over; "What are you doing here! You supposed to be in Vancouver!" "How did you get here!" "Where are your car cards!" Told him our story and that we had OS'ed at each station. And I didn't think too much about not having car cards, as some layouts don't for passenger trains. Skykomish has a wye track so I suggested that we turn our engine and head back to where we were supposed to be. We got started on doing that and the superintendent went to talk to the dispatcher. Then the dispatcher came over to tell us that we were number 1 on his list now. Oh well, you do the best you can.

Of course we are going to spend considerable time in sidings as we were going against the prevailing tide of trains. But we would get our passengers back to Vancouver!

While spending sidings, I saw the paper flagmen. time, so I grabbed lining them up train. When ask said that in order passengers happy we were giving That helped brought some situation. As one making lemonade eventually got back to the Vancouver turnout and backed our train into the staging track.



time in one of the bin of about a dozen Figured we had the a handful and started along the track by our what was going on, I to try and keep our with the long delays, them a photo run by. lighten the mood and laughter to the operator put it, it was out of lemons. We

That mistake corrected, it was time to go to the dispatcher's office for another train assignment. As we arrived at the Dispatcher's desk I announced that it was his favorite

train crew ready for ash pit cleaning duty. After some laughter, we were assigned the Monroe Turn out of Gold Bar, one of my favorites!

Pulled an engine from the engine house at Gold Bar and a caboose with an open side door so the conductor's dog could look out and enjoy the fresh air, and we moved up towards the yard. There we find so many cars for Monroe that we have to double the yard to get our train together. Making sure we had orders, a train card, and a thick stack of car cards, we set off for Monroe. Together, Ted & I took care of all the setouts and pickups at Monroe, while staying out of the way of through trains. Yes, we had our flagmen out protecting our train! Got back to Gold Bar before the end of the session and was told that we did an excellent job on the Monroe Turn.

Well, one mistake, plus one excellent job, might average out to an OK job, but I emailed Joe saying that would give myself 30 days off, thinking that it would be that long until Joe's next OP session. But I miscalculated and Joe informs me that I will miss his next session by 1 day. Suppose I could have appealed it, but since I will be going to the RiverRail OP's weekend, I can't be at Joe's next OP anyway, so it all works out. Things usually do if you don't get upset and enjoy what is going on. Later on Joe asked how the engine ran, as it was under consideration for a GN paint job. Told him that it ran too well as it kept running right by Vancouver staging!

Thanks Joe for having OP sessions on your great Great Northern layout. I always enjoy it, even when I make a mistake. And I will try to do better next time!