



THE



FLATWHEEL

SEPTEMBER 2017

VOLUME 52, NUMBER 7



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This month's cover photo is consolidated 475, still operating on the hour at the Strasburg Railroad. The photo was taken with a 3 generation old cell phone then adjusted with a free app.

NORTH COAST LEADERSHIP

ELECTED OFFICERS

Superintendent - Steve Kaplan (216) 561-1648
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Secretary - Dave Williams (440) 838-4996
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Trustee West - Gary Schaefer, trains.ohio@yahoo.com

Trustee at Large - Brian Haas, haasland@msn.com

Trustee at Large - John Hemsath (440) 871-9676
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APPOINTED POSITIONS

Great Berea Train Show - David James h (440)-717-1778
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Achievement - Bruce Brintnall MMR,
brintnall@mindspring.com

Layout Tours - Ron Morgan, ronalco@sbcglobal.net

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Historian/Archivist = Frank Bongiovanni

Raffle - Mike Klein, pstlw@cox.net

Co. Store Manager - Chuck Klein, cbklein765@gmail.com

Clinics - Larry Madson, lmadson@roadrunner.com

Flatwheel Editor - Bruce Bowie, in2trains@gmail.com

Membership - Bill & Billy Ferry, clevelandbill@mac.com

Modules - Scott Benson, sbenson440@zoominternet.net

N.O.A.R.S. Representative - Bill Kovacs

Webmaster - Ben Lanza, blqt@nls.net

Refreshments - Joe Filipiak, graftonpotter@frontier.com

AN EDITORIAL

How I spent my summer vacation.

I think a little background would be an appropriate lead in to this month's editorial. On June 19th I turned 66 years old. I know, I know, I don't look it. Thank you. It was also my 50 year anniversary of going to work for a paycheck. While retired from two previous careers, I now work at our local vocational school helping teach electricity as a career to juniors and seniors. And as part of the teaching staff I get summers off. But since starting this endeavor four years ago, I have opted to slide over to the maintenance department during the summers. But this year I chose to take the summer off, my first in 50 years. WOW! So how did I take advantage of the hours??

In March I purchased a Walthers bascule bridge at the Kirkland show and started an ambitious project for eventual placement on Jim Moore's Cold Creek and Lake Erie RR. More to come on that subject in a future *Flatwheel*. Leave it to say I was still working on it with the start of the summer and kept a steady pace going until I completed it in July August.

This past winter I started a to-do list of various projects around our home. I made a conscious effort to do SOMETHING off this list every day. Without this approach I would have spent much more hobby time. Good for me

but not so good for my marriage. I was fairly successful, completing the important projects along with a number of smaller projects.

I started seeing another woman this summer.

Speaking of my marriage, I hope I can trust you, my friends, not to tell my wife, but I started seeing another woman this summer. It has been AMAZING! She is quite a bit younger (not a bad thing) and has a lovely British accent. We share a lot of interests, always a good thing in any relationship. Her name is Kathy Millatt, MMR. Living in England, Kathy is very active in the NMRA, becoming the Atlantic Director in 2013. I found Kathy on YouTube while searching for a way to simulate peeling paint. Kathy has a website, www.kathymillatt.co.uk/blog/. While her website is well done and provides some good information, Kathy's videos provide some great techniques and unlike many YouTube videos, Kathy's are, in my honest opinion, very well produced. I have spent an inordinate amount of time with Kathy this summer! I am hopeful my modeling will be the better for it.

We took a trip to visit our daughter and see her newly constructed and beautiful home in Lee, Massachusetts. We did not do or see anything "railroad" while there, but on the way home we traveled to Lancaster, PA. I spent a day at the Railroad Museum of Pennsylvania in nearby Strasburg. This is second only IMHO to the California Museum in Sacramento as the best railroad museum I have visited. The rolling stock and locomotives in the very large display hall are beautifully maintained.



I then traveled across the street to the Strasburg Railroad. The grounds and equipment are also well maintained. I took the 4 1/2 mile each way train ride as the sole passenger in the parlor car. While the trip lacks length, it IS a train and it IS pulled by a **STEAM** locomotive, so I found it worthwhile. And the parlor car does have a well stocked bar.

I will bring you more on both visits in future *Flatwheels*.

So how did YOU spend your summer vacation? 🚂

BRUCE BOWIE
EDITOR



HERBIE'S RUMBLINGS



HELP EVERY MODEL RAILROADER BECOME INJURY EXEMPT

Here we are again, ready to start a new "Division" year with some great presentations and events.

Our Division picnic was held on July 22rd at the Northern Ohio Live Steamers. Attendance was down from 2016 - looks like the threat of rain scared a lot of our members off, but it turned out to be a beautiful day, and those who made it had a great time. Thanks to Lee and Tim Sheffield for making it such a success.

Only 15 of you made it down to the Medina County Fair last month and stopped in to visit with the 4-H group. You were also asked to choose which of their modules was the "best". That was tough - on a scale of 1 to 10, does a "10" by a 15 year old or an "8" by an 8 year old get your vote? At the October meeting, we will have a drawing for the 15 who did make it, sign in and vote. The winner will receive an HO engine.

It doesn't look like many of us made it to the NMRA Convention this time, but I think we will make up for it next summer in Kansas City. A lot of you have told me you plan on going, and I know the module group is planning on a layout with the Hub Division (from Boston) like we did

in Indianapolis. Kansas City is a great place for the show - It's the 3rd one - we were there in 1984 and 1998 as well. KC is a great place for railfanning, and the layouts you will see are fantastic.

Joe Kurelic and David James will have information on the next field trip at the meeting.

I won't see you at the September meeting since I will be attending the Wabash Historical Society annual meeting in Bellevue. Historical society meetings are very rewarding - you get to meet some new modelers and railfans. *(more info on page 31 - Editor)*

I know I'm probably one of, or the only, Wabash nut in the Division, but many of you could get the same experience at the upcoming (September 28-30) Nickel Plate Historical Society Meeting here in Independence. Chuck Klein can give you details at the September meeting or you can visit <http://www.nkphs.org/convention/> to see what's planned. *(more info on page 33-34 - Editor)*

Also, start making plans to attend the Mid

Central Region Convention next May in Cincinnati.

Thanks to those of you who have already signed up for various tasks at the Great Berea Train Show. The signup sheets will be there for you at the meeting. We NEED your help to help make our show the premier one in Northeast Ohio. David James will have details for you at the meeting.

Please remember to engage the new members and/or guests in conversation before the meeting, and during the break. They can be identified by a green name tag (or no name tag if they sneak past Bill Ferry.)

Don't forget to take home a few DVD's from our library. See Chuck in the Company Store. And, see me if you want to check out a set of Fast Tracks tools. Several members have used them now. We have #4, #6 and #8 turnout kits available. Also available are other turnout fixtures owned by individual members who have agreed to loan them out - these include a crossover and a gauntlet track.

See you at the meeting, 🚂

**STEVE KAPLAN, SUPERINTENDENT
THE NORTH COAST DIVISION**



Two examples of fallen flag cabooses (or cabin cars in the PRR case). This will be the subject for the September contest. - DAVE LAWLER



GENERAL MEETING MINUTES

JUNE 9, 2017

Superintendent Steve Kaplan welcomed everyone to the meeting.

Membership co-chair Bill Ferry stated that we had no new members this month. There were no visitors or recently added members to be introduced. Bill requested that people pick up the Great Berea Train Show flyer envelopes in the hallway and deliver them to the libraries/stores/clubs listed on the envelopes. Bill also reminded everyone to sign up for volunteer positions for the Train Show.

Steve gave an invitation for everyone to proceed to Baker's Square after the clinic for continuing conversation along with dinner or dessert.

Treasurer Greg Noeth was not present. Steve gave Division assets as \$48,831.72. The Train Show Fairgrounds has provided us with a contract, with payments to be made.

Larry Madson, Clinic chair, announced that George Keller and Brian Haas would be giving joint clinics this evening on making trees. Brian Barnt and Larry are working on a DCC clinic for September. Joe Kurilec MMR will poll membership later in the evening on possible field trips in late summer or early fall.

Larry continued with a report on the Modular Group: A work party will be held this coming Saturday. July 1 will have modules on display at the Grafton event. No other activities are scheduled until September. September and October look busy. Members interested in

purchasing module kits should see Larry or Scott Benson.

Bruce Brintnall MMR, Achievement Program Chair, presented Chuck Klein with his first place certificate for his HO scale Nickel Plate Mikado, judged at the Mid Central Region's convention in May. Chuck gave a brief description of the model and his techniques.

Dave Lawler, Contest Chair, reminded everyone that there was no contest this evening. The May winners were announced and talked about their models. The September contest will be Fallen Flag cabooses. Winners for the year were announced: John Witt, 5th place; George Keller, 4th place; Jim Grell, 3rd place; John Hemsath, 2nd place; Richard Mayich, 1st place. Dave said that while he liked competing in the contests, he excluded himself from winning any end-of-season awards.

Chuck Klein, Company Store, gave a list of available items for sale in the store. Chuck also gave information on the upcoming Nickel Plate convention (he's the Chair).

Mike Klein, Raffle Chair, said that the evening's raffle is featuring steel mill modeling.

Jim Grell said that Kato Trains is scheduled to visit Depot Trains on June 20th. Jim warned everyone of road construction in the area. Steve said that Kato Trains would also be at Al's Trains later the same day.

Bruce Bowie, Flatwheel Editor, requested that train related pictures taken this summer be sent

his way for publication. Please include a brief description.

The Medina County 4H group invited everyone to the Medina County Fair, July 31 – August 6, to see the group’s modular layout. Dave Williams said that was the same week as the NMRA National convention. Steve asked for a show of hands for people going to the convention, and Dave Williams discovered that it was going to be his conflict alone!

David James, Train Show Chair, requested everyone sign up for shifts for the Show, especially gate work. Please share Facebook updates with your friends. There will be a 50/50

raffle; help is needed in that area as well. Working the Show will allow you free entry – otherwise pay. There are worker hats and shirts still available through Dave.

Assistant Superintendent Lee Sheffield said the annual picnic will be Saturday July 22, starting at noon and running until 3 pm or so. It’s at the NEOLs facility, same location as in previous years. Bring a side dish. Please use the large visitor parking area as the smaller lot is for people bringing in their equipment.

Steve said that the Wabash society would be meeting in Bellevue September 8 – 10.

Meeting adjourned at 7:55 pm. 🚂

DAVID M. WILLIAMS
SECRETARY



THIS & THAT

ELECTIONS, ELECTIONS, ELECTIONS - This year is a Division election year. I have been asked to be the nominating committee chairman. Mike Klein and Joe Kurilec have "volunteered" to help. Steve is ineligible to run for Superintendent again and Lee is ineligible to run for Assistant Super. Other elected officers are eligible to run again. If YOU are interested in any of the elected positions, Superintendent, Ass't Superintendent, Director East, West, at Large, Treasurer, Secretary let the nominating committee know. - *Chuck Klein*

FALL LAYOUT TOURS - These are the tentative fall open house dates:

Sunday November 12th

Saturday November 18th 2017

The following layouts in Medina County will be open on Sunday November 12th 2017:

Scott Benson

Larry Kuczynski

Jerry Krueger

John Puch

Layouts are still need for Saturday November 18th 2017.

If you would be will like to have an open house on November 18th, please contact the layout tour chairman. - *Ron Morgan, Layout Tour Chairman*

ANOTHER FREE ONLINE MAGAZINE - We would like to personally welcome you to our website. YouTube Model Builders is a team of individuals who all share in Model Railroading and share with the Model Railroad Community all things Model Railroading.

We are a selfless service non-profit group sharing Model Railroad resources that include a monthly live show "YouTube Model Builders LIVE!", a free eMag, "YouTube Model Builders eMag" and "YouTube Model Builders Presentations".

We also encourage all Model Railroad Modelers to participate in our General Model Railroad Google+ Hangouts where we assist new modelers and discuss

AMERICA'S BEST TRAIN JOURNEYS, RANKED

JAMIE MOORE, SMARTERTRAVEL.COM
 PUBLISHED 5:02 A.M. ET SEPT. 22, 2016
 | UPDATED 9:55 A.M. ET MAY 23, 2017 &
 WWW.USATODAY.COM

Sit back and watch the world go by on one of America's best train journeys. You'll cross lofty trestles, swoop through long tunnels, snake alongside rivers, and flank canyons — seeing parts of the country accessible only by rail. We compared data from Amtrak, Vacations By Rail and America By Rail, then ranked routes based on popularity and the overall experience of the journey itself. Here are the top 10:

1. Amtrak's Coast Starlight

Route: Seattle - Portland - Los Angeles

Travel time: 36 hours (one way)

Amenities: Dining car, sleeping car, lounge/cafe car, Pacific Parlour car

Travelers come from around the world to experience this gorgeous West Coast train journey. Amtrak's most popular long-distance route and widely regarded as the most stunning, Coast Starlight welcomed more than 455,000 passengers last year.

The Coast Starlight whisks you past waterfalls, lush forests, snowy Cascade Mountains and the Puget Sound. To see long stretches



model parts before assembly.

Another way to "blow" dust or other items clean are large straws.

They are great to clean up switch points and frogs. I found the straws at Marcs located around the Cleveland area. Cost for a package is 80¢.



While getting ready to paint a caboose, I realized that I installed couplers. Instead of removing the couplers I used a jumbo straw to cover the coupler when air brushing.

These large straws can be used for pipe, pipe loads, culverts and chimneys. - Joe Kurilec, MMR

Save the Date - Friday, December 8th Div 4 Annual Awards Banquet - Yes, indeed, our annual Awards Banquet is coming together. We have changed venues this year and will be having our banquet at Carrie Cerino's Ristorante & Party Center in North Royalton on Ridge Road. We will have our own room with a cash bar and dancing. As things progress more details will follow and I will have a sign-up sheet at the October meeting. So mark your calendars. - Lee Sheffield, Assistant Superintendent *(The Xmas Elf will be there as well! - Editor)*

Model Railroading with anyone who likes to discuss Model Railroad topics in a webcam based discussion with up to 10 people.

Our hope is to inspire individuals to share their Model Railroading experiences through YouTube. - EDITOR

4H CLUB - Joe Kurilec, MMR, visited the Medina County Fair this summer. While there, Joe spent some time with members of the 4H club viewing their HO scale modular layout. Division 4 members may recognize Joe Meredith from the many monthly meetings he and other members of the club attend.



NOTE: Written parental approval is required to publish photos of 4H members. Joe's parent was kind enough to provide such approval. - EDITOR

HERE'S AN IDEA - I use compressed air cans for years to blow dust off slides when scanning and general computer work. I now use them all around the layout and workbench. They can be purchased at any office supply store.

I found using the air cans very helpful in drying air brush parts and bottles when cleaning. Like when a dentist blows air on a tooth before filling, drying the tooth for a better bond.

The air cans also can be used to help dry glues, paints (be careful) and clean up of

MODULE GROUP

The Module Group took the summer off as did most of us. Their busy schedule of events will appear in upcoming *Flatwheels*. If you have interest in joining in this fun activity, contact Scott Benson or Larry Madson to learn more. 🚂

SCOTT BENSON MODULE GROUP



of Pacific shoreline — views you won't get from the highway — book a seat on the west side of the train. If you upgrade from coach to a small private room with beds you'll have upgraded dining and access to the Pacific Parlour Car with its dome windows and evening wine and cheese parties. Want to extend your trip to San Diego? Connect to the popular Pacific Surfliner train at L.A.'s Union Station.

2. Amtrak's Empire Builder

Route: Chicago - St. Paul/Minneapolis - Spokane - Portland/Seattle

Travel time: 46 hours (one way)

Amenities: Dining car, sleeping car, lounge/cafe car

Tracing portions of the Lewis & Clark Trail from America's heartland to the Pacific Northwest, the Empire Builder is a great way to see the United States. You'll cross the Mississippi River, venture into Montana's Big Sky country and pass Glacier National Park.

From Spokane, you can either head south along the Columbia River Gorge to Portland or cut through the Cascade Mountains north to Seattle's Puget Sound. Along the way, mountain passes are marked with lofty trestles and long tunnels, while rivers feature hydroelectric dams and salmon fish ladders. During spring and summer, an onboard volunteer National Park Service ranger shares facts about the

**Saw this Blue CN unit...never saw a blue one in Berea, OH,
6-10-17 @ 10:30am. - JOE KURILEC, MMR**



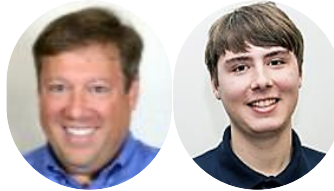
MEMBERSHIP

We wish to send Happy Birthday Wishes to the following members celebrating their birthdays in September:

Kyle Kogler	Joseph Jones	Richard Feldman
Lee Sheffield	Joe Kurilec	Lawrence Brintnall (Bruce)
Mark Painter	Kenneth Bruns	Wayne Tucker
Fred Obreza	Brian Weisman	George Woodard
Andrew Kachmarik	Michael Paoella	

MEMBERS: If you look for, but don't find, your birthday in the Flatwheel, it is because the Member Database does not include your birthdate information. If you'd like it to be added, please email Bill Ferry, Membership, at ClevelandBill@mac.com or call (440) 570-2112 and leave a message. 🚂

BILL AND BILLY FERRY MEMBERSHIP CO-CHAIRS



RAFFLE

The September raffle will be another great assortment of railroad goodies. Welcome back everyone.

THE RAFFLE DUDES



landscape. There are plenty of 20-minute stops where you can get out and stretch your legs — or pick up a pizza delivery.

3. Amtrak's California Zephyr

Route: Chicago - Denver - Reno - Sacramento - Emeryville (San Francisco)

Travel time: 51 hours, 20 minutes (one way)

Amenities: Dining car, sleeping car, lounge/cafe car

Looking out the windows of the California Zephyr, you'll see the same sights that enchanted 19th-century fortune seekers as they rode the first transcontinental railroad line west to San Francisco and dreamed of striking it rich. This historic line takes you through the heart of Gold Rush country's mining and ghost towns to old stagecoach stations that became stops on the original railroad.

Rocky Mountain tunnels carry you across the Continental Divide, while aspens and evergreens dot the steep cliffs of Glenwood Canyon on the Colorado River. "I especially enjoyed the scenery," says James S., a Vacations By Rail passenger. "The highlight was an American eagle flying over the Colorado River right next to the train." The journey ends with one last bucket list sight: the Golden Gate Bridge.

4. Amtrak's Southwest Chief

COMPANY STORE

Route: Chicago - Albuquerque - Los Angeles
 Travel time: 40+ hours (one way)

Amenities: Dining car, sleeping car, lounge/cafe car

On these rails once ran the nation's first all-Pullman sleeping car train, dubbed the "Train of the Stars" for the celebrity passengers that frequented it in the late 1930s.

Today, the Southwest Chief follows that same route between Los Angeles and Chicago. Book a sleeping car and enjoy the thrilling curves and switchbacks that lead to some of America's most iconic sights: the Santa Fe Trail, Sedona's red cliffs, pueblos and missions, the Grand Canyon, and the Continental Divide in the Rocky Mountains. Tucked among the grandeur of the American West you'll find beauty in modest, everyday living, too. Watch farmers harvesting expansive wheat fields and dogs playing in back yards. From the window of a train it's fascinating to see how different people live in different parts of the country.

5. Grand Canyon Railway

Route: Williams, Ariz. - South Rim, Grand Canyon National Park - Williams, Ariz.

Travel time: 8.25 hours including four-hour stopover (round-trip)

Amenities: Cafe car, sleeping car

Arriving at Grand Canyon

As of July 31st the store has **ONE & ONLY ONE**, four car set, with 2 steel & 2 wood side reefers for \$72.00, eight wood side reefers #22223 for \$18.00 ea., six wood side reefers #22465 for \$18.00, one steel side reefer #6489 for \$20.00, five Region laser cut school houses for \$45.00 ea.. And LOTS! of Division 4 patches @ \$3.00 ea. We will have shirts available this fall. Hats still \$20.00 ea. advertising shirts. 🚂



ONLY 1 LEFT!!

Division 4 Patches \$3 ea.

NYC MDT Reefers 4 Numbers available
Set of 4 (2 Steel, 2 Wood) \$72
Wood Side \$18 ea. / Steel Side \$20 ea.



MCR Schoolhouse Laser Cut Kit \$45 ea.



Division 4 Ball Caps \$20 ea.



SHIRTS WILL BE AVAILABLE THIS FALL!

Polo's along with both short and long sleeve. Stay tuned.

FREE DVD'S!

I should remind everyone that we have a library of how to DVD's for member use. A \$10.00 deposit for each DVD rented. \$10.00 returned when DVD returned at next meeting. Check the listing by clicking on MEMBERS ONLY, then VIDEO LIBRARY to see a list of over 120 DVD's! 🚂

**CHUCK KLEIN
 STORE
 MANAGER**



CLINIC

September 2017

Basic Electricity, DCC, and Track Wiring

Brian Barnt

For those of you who are new to the hobby and those who would like to update their electrical skills, Brian will cover basic electricity, DCC (Digital Command Control) and track wiring using the basics described.

CLINICS **Help!!!!** I am looking for programs for October 2017 through June 2018. If any of you would like to share your **WANTED** modeling techniques, know of someone I could contact for a program, or have a suggestion for a program topic, please contact me. If you have contacted me previously about a program, please take time to remind me again.

Larry Madson

lmadson@roadrunner.com

440-934-2643 or 440-864-2305

Clinic Presentation Aids Division 4 has a digital projector available for use by Division members for presenting clinic programs in digital format. We now also have a carousel slide projector with carousels. The Division also has a video camera available for program enhancement. Anyone wishing to use the camera or the projectors for their program, contact Larry Madson. 🚂

LARRY MADSON
CLINIC CHAIRMAN



National Park on this rail line, as visitors did in 1901 when the railway opened, helps you imagine what a remote, inaccessible wonder the canyon once was. You can still ride in the Grand Canyon Railway's historical cars pulled along by the "French Fry Express," a converted 1923 locomotive that now runs on recycled waste vegetable oil from South Rim restaurants.

En route to the canyon are pine forests and sprawling prairies with plenty of chances to spot antelope, the California condor and wild horses. Onboard, colorful railway characters keep history alive with mock train robberies and cowboy musicians who lead passengers in old-time sing-alongs. Once at the log-cabin style Grand Canyon Depot in the South Rim, you're within walking distance of popular viewpoints and most of the village's historical buildings.

6. Durango & Silverton Narrow Gauge Railroad

Route: Durango, Colo. – Silverton, Colo.

Travel time: 3.5 hours (one way)

Amenities: Open-air gondolas, vintage coach cars

Set nearly two feet closer together than standard rail lines, this historic narrow-gauge railroad was built during the silver mining boom specifically so it could hang onto sharper curves and clear tighter spaces on

CONTEST TABLE

Here's the contest schedule for the September 2017 to June 2018 contest season:

- Sept: A Fallen Flag Caboose
- Oct: A Structure in a Jar Either Vertical or Horizontal. (Kind of like a ship in a bottle)
- Nov: A Single Sheathed (Outside Braced) Box Car.
- Dec: No Contest, Awards Banquet.
- Jan: An EMD F-unit; FT, F-3, F-7, FP-7, F-9, FP-9
- Feb: My Favorite Automobile
- Mar: An Express Reefer; Wood or Steel
- Apl: A Small Restaurant or Diner
- May: A 2-Bay Covered Hopper
- June: **AWARDS!**

Any questions or comments or suggestions please let me know. 🚂

DAVE LAWLER
CONTEST
CHAIRMAN



HOW DAVE SPENT HIS SUMMER VACATION! - *How did you spend yours?? - Let me know, EDITOR*



In this outstanding photo our hero, Mr. Cheerios, is (are you ready): **"Standing on**



a corner in Winslow, Arizona he's such a fine sight to see"

Unfortunately, the girl in the flat bed Ford didn't slow down to take a look at him probably because his wife was taking the photo. **RATS!**

Actually the "antique" Santa Fe passenger station sign is the real subject. Pretty cool huh? - *Dave Lawler*

mountainsides. No doubt, the Durango & Silverton Narrow Gauge Railroad is a thrill to ride along the Animas River. The canyon's rock walls are only inches away in some sections, so tight you're inclined to draw in a breath and make yourself smaller. Along other stretches you can't even see the canyon's edge, only the immense chasm below. Elk occasionally meander near the tracks and bighorn sheep inhabit the cliffsides. From May through October you'll hear stories about the coal-fired, steam-powered engine and the mining legacy of Silverton onboard this rolling National Historic Landmark.

7. Cumbres & Toltec



Scenic Railroad

Route: Chama, N.M. – Osier, Colo. – Antonito, Colo.

Travel time: 6.5 hours including stopover (one way)

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FROM A \$1.00 AT THE DOOR TO MONEY IN THE BANK - A DIVISION 4 SUCCESS STORY.



BY RON MORGAN

The following article by Ron Morgan highlights the critical role THE GREAT BEREA TRAIN SHOW plays in the quality of our Division. PLEASE sign up to help next month! - EDITOR

The other day I was thinking about my time as a member of the Division and all the changes that have occurred.

One that came to mind right away is how the Division has gone from paying a \$1.00 per person at the door at each Division meeting in order to pay for the printing and distribution of the *Flatwheel* to a bank account, that if properly maintained, will provide the Division funds for some time to come.

It all started with a simple plan by Terry Stewart to have a train show that would help raise funds to pay for the printing and distribution of the *Flatwheel*. The first show was held at the Harley House on Bagley Road in Middleburg Heights. I remember Terry asking for members help at the show so I showed up an hour or so before the show opened. I found Terry putting table cloths on the tables. I pitched in and when that was done I was asked if I would take money at the door (a very organized event). I figured first time him – first time me, why not.

As the public arrived I collected, collected, collected and collected. Eventually additional help arrived, George Noaks. (George and I became instant friends that lasted until his passing). Finally after several hours, Terry appeared and I asked what he wanted me to do with all this money? Give it to the treasurer. Being a new member to the Division I asked who might that be and where is he? A short time later Eric Newberry appeared and took charge of the funds that had been collected so far. Eric would come by on a regular basis to collect the gate money and to give me a quick break. This was ongoing for two days.

Terry was chairman for several more shows until Jeff Breashares took over. Jeff was chairman for a number of shows and moved the show to the Harley House on Rockside Road. Jeff then passed the chairmanship to the "Four Musketeers"; Lee VanDevisse, Joe Kurilec, Jim Lefford and Al Lee.

Due to the size of the show and location the show was

moved to what was then the Holiday Inn on Engle Road in Middleburg Heights. The show remained there for some time until the next chairman, me, moved it to Great Northern Mall. I can still remember the sea of people that came to that first show at the mall. The parking lot was full and people were parking on side of Brookpark Road. The Monday after the show ended I received a call from the Mall wanting to know how soon the show would be able to come back. My response - Next year!

Several more shows were held at the mall and then the next chairmen Mike Oster moved the show to the Berea

Fairgrounds. Due to the move Mike was able to expand the show even more and his work has turned it into a big success.

Today David James has the honor of continuing the tradition and he will continue to do a fine job for the Division.

In case you were not counting, in the many years of our show there have only been 6 chairmen. I am happy to be part of that legacy.

So that is how the \$1.00 at the door turned into money in the bank to pay for the *Flatwheel* and a Division 4 success story.

Everyone should post to their Face-Book page with info about the The Great Berea Train Show showing dates times , etc. around 10/4-5 & 6 - JOE KURILEC, MMR

NEWS FROM DAVID JAMES, CHAIRMAN, THE GREAT BEREA TRAIN SHOW

If you ever needed a really nice polo shirt, want to show your pride in Division 4 and The Great Berea Train Show, well almost better than a blue light special at Walmart, we have shirts and hats available. Shirts and hats are only \$15 each. That's considerably below the real cost of what it takes to buy them, so that's a great special. But wait, I have a better special, a better special than a blue light special at Sears going out of business sale!! This special is for a shirt and a hat for \$25.00!



How about a shirt and hat for only \$25.00!

That's right folks get your The Great Berea Train Show shirt and hat for the astonishing price of \$25. Wear it

with pride. and remember, it is the show that keeps the division alive.

To place an order, contact Dave James at 440-785-9907 or david.j@brtcharter.com.

I'm also looking into the feasibility getting some sweatshirts. If you have an interest in a sweat shirt with the logo of The Great Berea Train Show, sweatshirts will probably be in red.

Let me know maybe we can work a deal. 🚂

SUMMER PICNIC!



BY LEE SHEFFIELD
ASSISTANT
SUPERINTENDENT
PHOTOS BY THE AUTHOR
EXCEPT WHERE NOTED

The Northeast Ohio Live Steamers (NEOLS) in Lester graciously opened up their grounds for our annual summer picnic on July 22nd. If you missed it we had approximately 50 Division 4 members and their families in attendance. They enjoyed an afternoon of



riding trains and eating dogs, burgers and brats cooked over the open coals. I don't think anyone went away hungry as Tim and I cooked up 45 burgers, 40 hot dogs



and 25 brats plus all the delicious side dishes that everyone brought with them. We did have to endure a short shower early on but it was by no means a washout. The members of NEOLS had three trains for us to ride and one member brought out his steam engine. So, hopefully everyone got to ride at least



hopefully everyone got to ride at least once.

The NEOLS layout continues to evolve. They have added a working signal system to the main loop since we were there last year which allows running trains in opposite directions. And they host numerous public rides throughout the year if you would like to ride again or treat your families to a fun filled day. Check out their website <http://www.neols.net/> for more information.

ANY IDEAS FOR NEXT SUMMER??

Note: I am always looking for new ideas for our summer picnic. If you have a suggestion please see me at one of our meetings or email me at lakeshorenc@yahoo.com. It doesn't have to be a railroad or trains related site. I am even open to someone else taking on the task, hint hint next year. 🚂

Photo by GARY SCHAEFER

The Northeast Ohio Live Steamers (NEOLS) in Lester graciously opened up their grounds for our annual summer picnic on July 22nd. If you missed it we had approximately 50 Division 4 members and their families in attendance. They enjoyed an afternoon of riding trains and eating dogs, burgers and brats cooked over the open coals. I don't think anyone went away hungry as Tim and I cooked up 45 burgers, 40 hot dogs and 25 brats plus all the delicious side dishes that everyone brought with them. We did have to endure a short shower early on but it was by no means a washout. The members of NEOLS had three trains for us to ride and one member brought out his steam engine. So,



2017 NATIONAL CONVENTION



BY DAVE WILLIAMS
SECRETARY
PHOTOS BY THE AUTHOR

This year's NMRA National Convention was held at the Rosen Plaza hotel in Orlando Florida. The hotel was an excellent venue, with large pleasant meeting rooms and a variety of food options. The air conditioning seemed to be just right, with the option to step outside for thirty seconds if you wanted to warm up rapidly. Bringing family for a week of theme parks seemed to be a popular option, along with visited friends and relatives in the area.



A shopping area across the street from the hotel offered a variety of excellent restaurants (\$ to \$\$\$) as well as some retail shops and entertainment (e.g., movies, games, bowling).



The clinics were among the best in recent years. Some were videoed and should be available in the members-only section of nmra.org sometime in the future (Gerry Leone has a ton of editing work to do before that happens). Our region's president, Bob Weinheimer MMR, gave a series of clinics on operations, and Division One's Steve Zapytowski gave clinics on turnout control and business car building. One series of clinics featured a small Pennsy branchline in southeastern Ohio by a former brakeman on that line. LCC (Layout Command Control) had at least four clinics. Towards the end of the week, vendors such as Walthers and Digitrax gave clinics to discuss their products. The clinic schedule was well arranged, giving ample time for lunch and dinner.

The big news during the week was upcoming discounts for NMRA members through various

retailers, including Micro-Mark. Special Interest groups had their own room. Operations SIG offered a new book aimed at neophyte operators. (Some advice from the book: When operating on someone else's layout, wear short sleeves to help avoid damaging things).



A number of layout tours were given and apparently the area has quite a few exceptional layouts (and very few in basements!). While some of the scheduled prototype tours were cancelled shortly before the convention, a fair number managed to survive. The general interest tour to the Space Center received a last minute upgrade to VIP tour thanks to former employee Leslie Eaton MMR. The tours were reported to have had their fair share of bus glitches - including one bus allegedly going to its tour destination without picking anyone up first(!) but overall results seemed to be on the plus side.

Convention. Incidentally, the 2020 convention will be in St. Louis, but don't say I told you because it may be a secret. 2021 is in Santa Clara, California and 2022 will be in Birmingham England (health permitting, Julie and I will be there).

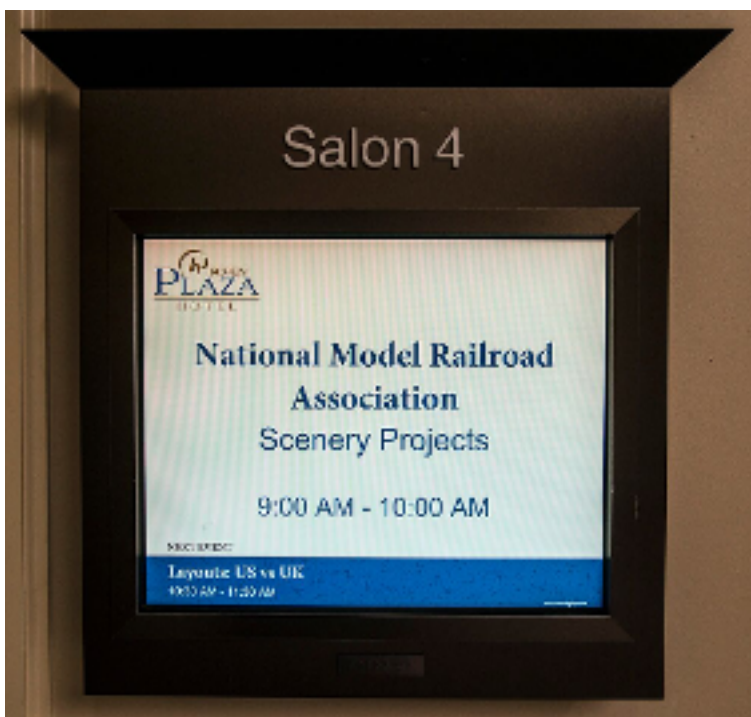
The silent auction started out in full force, in a large room with many nice items for sale, very well arranged. Things seemed to run very smoothly until Thursday morning, when the settlement wheels fell off. The volunteers worked extremely hard to correct things as buyers camped outside the door for a good part of the day to be slowly called in (I was glad that I lost on my one bid!). Everything was finally resolved and I'm happy to report that the crew recovered sufficiently to attend the banquet in good spirits on Saturday. (Yes, you can probably read multiple meanings into "good spirits", I wouldn't blame them).



The National Train Show was, by all accounts, small. A number of the usual vendors skipped this one. There were a large number of layouts, and the show seemed well attended by the public. Woodland Scenics had a large display selling their practice kits for different types scenery. Caboose Industries patiently demonstrated their manual turnout controls. JL Innovative was there, so my budget limits were met.

Am I glad that I went? Absolutely. Despite the issues, the high points of the convention made it worthwhile.

Next year's convention will be in Kansas City Mo. at the Westin across from the train station. The Westin was a beautiful hotel when I went there on business 30 years ago and I'm sure it still is. RMC editor Stephen Priest is the convention chair, and is being aided by his wife, NMRA Magazine editor Cynthia Priest, so expect it to be a great one. 🚂



Kansas City and Salt Lake City had displays for the 2018 and 2019 conventions. Surprisingly, there was no display for the 2020 convention. I asked different people all week where the 2020 convention was going to be held, and no one knew! I'm glad we showed up in Sacramento in 2011 to promote the Cleveland

**WELCOME TO
THE NMRA
INFONET
NEWS
(INFOBLAST)
FOR AUGUST, 2017
BY TOM DRAPER –
HLM, DSA, FA, MSA, PA
DIRECTOR – SUPPORT
SERVICES**

**A message from Charlie
Getz, NMRA President -**

Gallery Exhibit and Kalmbach Memorial Library move at the California State Railroad Museum status

It has been a long process but we are happy to announce that the long-promised Gallery Exhibit (“Exhibit”) and Kalmbach Memorial Library (“Library”) move at the California State Railroad museum are finally underway.

The Exhibit was first proposed over a decade ago. Benchmark Publications’ publisher and MMR Bob Brown once said: “To attract people to our hobby, you must show them what we do.” We know from the success of train shows and the World’s Greatest Hobby campaign, such public exhibits work well and inform and excite the public about our hobby.

Over the past six years, we raised \$250,000 from our members and corporate partners as we have promised that this Exhibit will not use dues money. The estimate for the project’s fabrication and installation is between \$500,000 and \$750,000. We will fund that amount by donation.

Implementation delays were due to a problem that involved CSRM’s parent agency, the California Department of Parks and Recreation. After much patience and entreaties, CSRM management worked out all of the obstacles preventing final approval and in late June, we finally received the long-promised agreement authorizing the Exhibit. The BOD unanimously approved that agreement in an electronic vote in June to meet a BOD-imposed July 15 deadline for finalizing the agreement.

The agreement could not be more fair nor inclusive. We are happy to report all of the elements described or represented over the years are included. There is no cost to NMRA for the space provided and utilities/outside maintenance will be performed by CSRM. We will be responsible for interior maintenance, which we prefer. We will own the exhibit which can be moved and used later in a permanent Museum. Although they no longer do so, CSRM has agreed to administer our Library and allow full access to their vastly larger library to NMRA members at no additional cost.

From Trains Magazine

Amtrak 'Capitol Limited' schedule modified after Sand Patch grade derailment

By Chase Gunnoe/August 3, 2017

A CSX Transportation freight train derailed at least 32 cars near Hyndman, Pa. on Wednesday morning impacting both freight and passenger railroads.

MP208

HYNDMAN, Pa. — Amtrak's *Capitol Limited* between Washington and Chicago will be running on a modified schedule for the next four days after a CSX Transportation freight train derailed more than 30 cars east of Sand Patch near Hyndman, Pa., on Wednesday morning.

Amtrak spokeswoman Kimberly Woods tells *Trains*

News Wire eastbound train No. 30 will terminate in Pittsburgh for the next four days, while its counterpart, westbound train No. 29, will have its passengers bused from Washington to Pittsburgh to meet up with the train consist. Passengers trying to get to Washington from points west will be bused from No. 30's terminating point in Pittsburgh.

On Wednesday morning at around 5 a.m., at least 32 cars of a 178-car eastbound CSX freight train derailed and caught fire near Hyndman on the railroad's Keystone Subdivision. The incident is affecting both freight and passenger operations on the railroad's famed Sand Patch grade route.

Fires were still burning and evacuations were still in place for a half-mile radius as of Wednesday evening.

The cause of the derailment remains under investigation. No injuries were reported.

NMRA Awards presented at the NMRA Convention in Orlando, FL

Fellow of the NMRA

Gary, Burdette, MMR

Ron Williams, MMR

Distinguished Service Award (DSA)

Jim Hediger

Meritorious Service Award (MSA)

Bob Hamm

Rick Coble

Dave Liesse

Scott Povlot

Martin Oakes

Presidents Award (PA)

Grant McAdam

Dave Lamberts

Larry Alfred

Chris Lyon

Ben Sevier

Donovan Lewis

Martin Boyask

Jack Dziadul

Rich Seymour

Mark Cowles

Doug Wagner

Al Hovey

Terry Davis

Alex Huerres

Roy Hord

Peter Watson

Shirley Sample

Walt Liles

Bob Chaparro

Bob Hamm

Clark Kooning

Joe Gelmini

John Stevens

Pete Magoun

Peter Youngblood

Leslie Eaton

On Saturday July 15 2017 Gayle and I made a trip to Fostoria in order to take pictures of the depots that still remain in town. A side trip was also made to the Fostoria Rail Park that has been advertised at the train shows, railroad magazines and on the internet.



Iron Triangle
Rail Fan Pavillion

Photo by Jim Ziebart

We arrived in Fostoria around 11 AM after a stop in Elmore Ohio to take pictures of the LS&MS Depot. The tracks have been gone for some time, but a rather large wooden depot still stands and is the home of the local railroad club. As you can see from the picture the club is in the process of getting ready to paint the depot. The tracks have been replaced with a Rail's to Trails Bike Path that goes from Elmore to Clyde Ohio.



LS & MS Depot

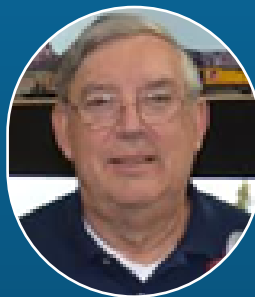


B&O Depot

A FAST TRIP TO FOSTORIA

BY RON MORGAN

PHOTOS BY THE AUTHOR
EXCEPT WHERE NOTED



B&O & Hocking Valley Depot



Fostoria Rail Park



C&O Freight House



Big 4 Green Springs Depot



Ohio Central Depot



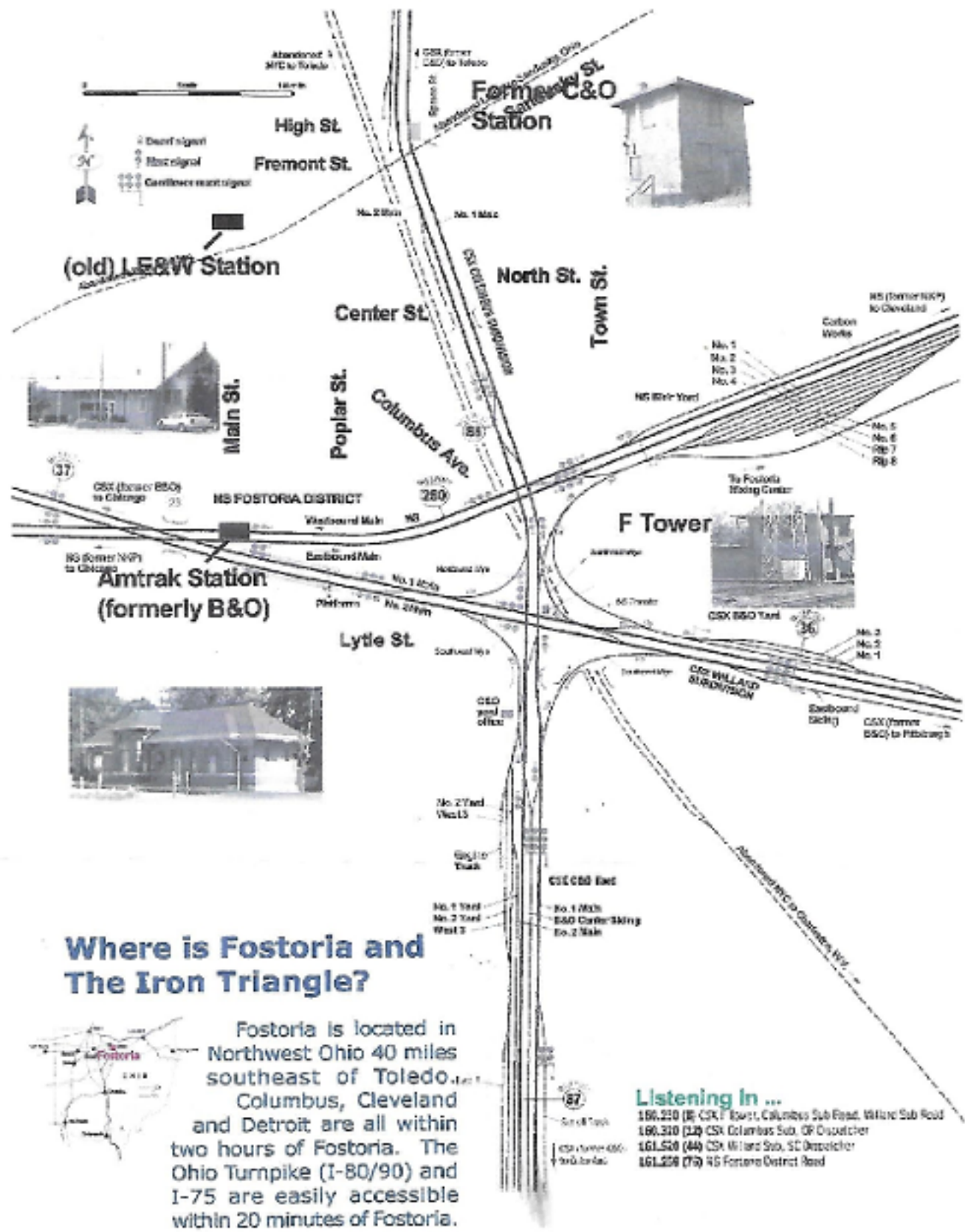
Lake Erie & Western Depot



This would be about 60+ miles one way. The trail looks like a future adventure.

In Fostoria I was able to photograph the old B&O Depot, the B&O and Hocking Valley Depot, the C&O freight house, the Ohio Central Depot and the Lake Erie & Western Depot. According to the local railroad guide there are only three depots in Fostoria. Not true. They don't tell you about the B&O and Hocking Valley Depot because it is on railroad property. If you look on the internet for Ohio Depots and go Dan West's web site it is listed there.

After taking pictures of the depots we went to the rail park. What a great place to watch trains on a Saturday while we enjoyed our lunch. The train traffic never stops. At one time there was the Hocking Valley (C&O/CSX), the B&O, the Nickle Plate (N&W/NS), the Ohio Central and the Lake Erie and Western that came through town. With just two railroads today they tie the city up for hours. Also, there are no quiet zones! The rail park has a small shelter with restrooms, benches and stand up tables for lunch. Many of the visitors bring chairs, easy-up shelters and their coolers. Also, there is a scanner with large speakers to keep everyone informed of what is coming through town. While we were there we met people from all around the country that were there to watch and to photograph the train movements. So if you have a chance, take a ride and enjoy a really good place to watch trains. 🚂



Where is Fostoria and The Iron Triangle?



Fostoria is located in Northwest Ohio 40 miles southeast of Toledo. Columbus, Cleveland and Detroit are all within two hours of Fostoria. The Ohio Turnpike (I-80/90) and I-75 are easily accessible within 20 minutes of Fostoria.

Listening In ...
 186.230 (R) CSX Tower, Columbus Sub Road, Wilbur Sub Road
 186.310 (L) CSX Columbus Sub, CP Dispatcher
 161.520 (44) CSX Millard Sub, SC Dispatcher
 161.250 (70) NS Fostoria District Road

I recently had the pleasure of riding on the Hocking Valley Scenic Railway. This small scenic railway is nestled in Neslonville, Ohio of the southeastern part of the state. The train operates twice a day on Saturday



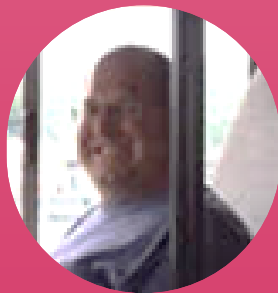
and Sunday from May through October. There are also some special trains that railway operates such as a Robbery Train, an All Caboose Train, and Fall Foliage Trains. The Fall Foliage Trains begin running on Thursday and Friday during the month of October. More information regarding the trains ride offered by the Hocking Valley Scenic Railway can be found at www.HockingValleyTrain.org. The standard price per ticket is \$17 each (not including "convenience" fees charged for phone orders or online orders.)



While waiting for the train to arrive at the station, there are several pieces of restored railroad equipment on display. There are numerous cabooses and other railroad equipment located outside on adjacent tracks to the restored station. Also there several pieces of



HOCKING VALLEY SCENIC RAILWAY



BY ADAM WOODIE

PHOTOS BY THE AUTHOR

NOTE: THOSE ARE NOT JAIL CELL BARS IN ADAM'S PHOTO, BUT MUTINS IN THE WINDOW OF THE CABOOSE CUPOLA HE WAS SITTING IN! - EDITOR

railroad memorabilia on display inside the station for your viewing pleasure.

Now there are a couple of secrets regarding the train rides that I would like to share with you. There are two upgrades that are available and not advertised on the website. You can ride in the caboose of a typical train ride for an upcharge of \$10 per ticket. You can also ride inside the locomotive but that will cost an additional \$50 upcharge per ticket. I highly recommend the caboose upgrade. My wife and I both enjoyed riding in the copula of the caboose. 🚂



Kato Rep visits Depot Trains.

Tuesday 6-20-17, Kato rep. Alex Kovach set up a nice display of Kato N scale products.



Alex was very interested in what modelers would like to see or what could be suggested. I pushed hard for "anything Nickel Plate!". The Kato display is going around to



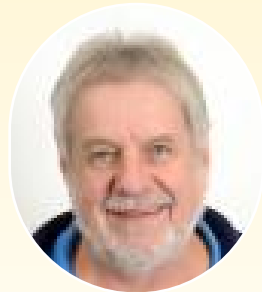
other local hobby shops.



Anyone who missed this opportunity would have enjoyed talking to the Kato rep! 🚂

A FOCUS ON AREA HOBBY SHOPS

ONE IN A SERIES BY
JOE KURILEC
MMR



PHOTOS BY THE AUTHOR

BELLEVUE, OH - Member George Keller excitedly contacted your editor in late July to pass along *SECRET* information for BIG, BIG doings at the Mad River & NKP Railroad Museum in nearby Bellevue. George then called a day or two later to advise the following news release had just gone public.

Please read the release for all the exciting information on the just kicked off effort to bring this classic steam locomotive back to its home in Bellevue.

There is still major fund raising to occur before this beauty can be back where she belongs. All members are encouraged to assist. Tax deductible donations of any size will be appreciated. - EDITOR 🚂

HELP BRING BACK 757



NEWS FROM GEORGE KELLER

GRAPHICS BY THE MAD RIVER & NKP RAILROAD MUSEUM





News Release

August 1st, 2017

Bring Back 757

The Mad River & NKP Railroad Museum (MR&NKP) is pleased to announce the creation of an agreement with the Railroad Museum of Pennsylvania (RRMPA) that would allow Nickel Plate Road Steam Locomotive #757 to return to Bellevue, Ohio. Plans are now underway to relocate the locomotive from Strasburg, PA, to the museum site in Bellevue for static display.

"We are very excited to be able to bring the 757 back to Bellevue. The absence of a mainline steam locomotive in our collection has been something we have wanted to correct for a long time. To have the chance to return the 757 to Bellevue is an incredible victory for our organization," said museum President Chris Beamer.

The locomotive is a Berkshire type (2-8-4 wheel arrangement), the staple design that was made famous by the Nickel Plate Road (NKP). It was built by the Lima Locomotive Works in 1944 and was last operated on June 15, 1958. As steam locomotives were retired on the Nickel Plate, several were saved by the railroad as monuments to the towns along the line and donated accordingly. 757 was saved for Bellevue, Ohio, Nickel Plate's largest classification terminal. Unfortunately, at that time, Bellevue did not have a railroad museum and the city was unable to provide and fund a display site. After being stored at Bellevue for several years, the railroad donated the locomotive to the Railroad Museum of Pennsylvania in 1966.

Ten years after Bellevue lost its steam locomotive, the Mad River & NKP Railroad Museum was founded. Since then, the MR&NKP has grown to encompass 50 pieces of equipment, 10 acres of property, five buildings, countless artifacts, and a rail viewing platform. The MR&NKP is a non-profit 501(c)3 organization that is operated and maintained by volunteers with no government assistance. Admission to the museum, fund raising events, and donations are the museum's primary sources of income. The MR&NKP has the most extensive collection of NKP equipment and artifacts of any museum, however owning an actual NKP steam locomotive has eluded the museum since its inception.

In early 2017, the MR&NKP and the RRMPA entered into negotiations to bring 757 back home. Within the past few months, the RRMPA and the Pennsylvania Historical & Museum Commission has agreed that 757 does not have as strong a connection to Pennsylvania's railroading history as some of their other locomotives and railroad cars, which also require considerable attention. They have made the difficult decision to deaccession 757 from their collection, with the intention of transferring the locomotive to an organization that has a better connection to the locomotive's history and is willing and able to immediately restore it.

The MR&NKP will begin movement preparations as funds permit and will be granted ownership of the locomotive after its removal from the RRMPA site. "The people of the Railroad Museum of Pennsylvania have been great to work with on this project and toward the common goal of preserving our country's railroad heritage," Beamer added.

This is a rare opportunity and may not be available again. The MR&NKP estimates the relocation, restoration, and preparation of a special exhibit site will cost \$250,000. The Mad River & NKP Railroad Museum needs your help to bring this iconic locomotive back home to Bellevue. Please visit www.bringback757.org for more information and/or to donate.

Mad River & NKP Railroad Museum
233 York St.
Bellevue, OH 44811
(419)-483-2222

www.madrivermuseum.org
madriver@onebellevue.com
Media Contact: VP Dwayne Fuehring
dwaynefuehring@yahoo.com

REAL RUST!



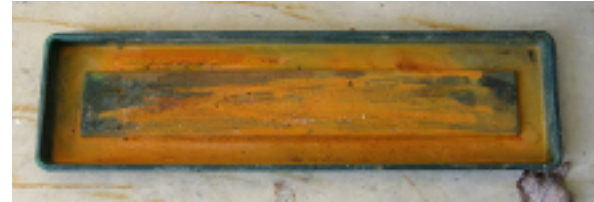
BY DAVE LAWLER

PHOTOS BY THE AUTHOR



Several years ago I noticed that the steel stiffener bar on the bottom of our snow shovel was leaving unsightly orange rust stains on the floor of our garage. (photo 1)

So, in order to not incur the wrath of Mrs.

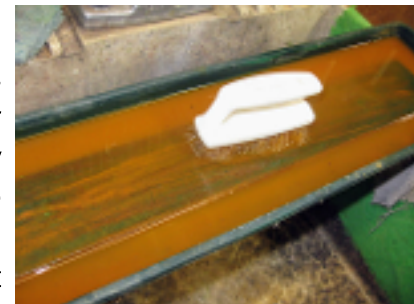


Cheerios, I found an old plastic planter box tray to keep the shovel off the floor. (photo 2)



At the end of winter, while putting the shovel away, I noticed that there was an accumulation of rust in the bottom of the tray. (photo 3)

It occurred to me that this rust might have a use for aging and weathering my models, so I added a little water to the tray and began scrubbing the rust with a small brush. Pretty soon I had a nice accumulation of orange rusty water. (photos 4 & 5)



I poured this mix through a strainer to remove any dead mice or other debris, into my trusty Rubbermaid pitcher then into a jar to let the rust settle out leaving the water on the surface. (photos 6, 7 & 8)





The water is then carefully removed with an old towel or an eye dropper leaving only the "rust concentrate" in the bottom of the jar. (photo 9)



To this I add a bit of alcohol (photo 10) and PRESTO a sprayable or brushable real rust concoction that can be applied to any surface where a little aging is required.

Remember to stir or shake the rust mix frequently while applying to keep it in suspension in the alcohol. It will settle out rather quickly.

Once dry on the model, I like to give it a light brushing with a stiff paint brush to tone it down and blend it in. 🚂



Nothing to do with rust, but a great page filler...in this photo shared by Gary Dunn you see the double track NS going over Seasons Rd. in Streetsboro. Note the road's unique "S" curve. Use such features to help your railroad stand out from the typical. - Editor

WHAT'S GOING ON?

Wabash Railroad Historical Society 2017 Annual Meeting



**Bellevue Ohio
September 8-10**



ON TO OHIO!

The fall Wabash Railroad Historical Society annual meeting will be held in the Maumee/Bellevue, Ohio, area Sept. 8–10, 2017.

Events will include Mad River and Nickel Plate Museum tours, where Wabash F7A #671 is located, area model railroad layout tours, the business meeting of the society, guest speakers about Wabash telegraphy and the fifth district operations, area railfanning opportunities and the WRHS company store will be open, too. A registration packet will be coming to you soon!

FOLLOW THE FLAG!

Amenities: Concession car

The longest (64 miles) and highest (10,015 feet) steam railroad in America, Cumbres & Toltec originally served southwest Colorado's silver mining district. Today this scenic railway totes only passengers as it chugs up a 4% grade in the San Juan Mountains and edges narrow gorge ledges with views 800 feet straight down. "It's a 'Williamsburg on wheels,' an authentic National Historic Landmark that moves," says Lee Bates, Cumbres & Toltec's marketing and communications manager.

Passengers can experience history from a parlor car, coach car or the open-air gondolas, which are especially popular in the fall when the aspens shimmer their golden glow. The train runs Memorial Day through October. Fun trivia: The train has appeared in more than 20 Hollywood movies including Butch Cassidy & the Sundance Kid.

8. Alaska Railroad's Coastal Classic

Route: Anchorage – Girdwood – Seward

Travel time: 1.25 hours (one way)

Amenities: Dining car

From mid-May to mid-September, Alaska's days are long, plants are



TRAIN FEST 2017

SAVE THE DATE!!

Saturday, September 9th

10:00AM - 4:00PM

**TRAIN FEST 2017 IS PART OF THE 2ND ANNUAL PLANES,
TRAINS, & AUTOMOBILES SHOW!!**

MODEL TRAIN & SELLING SHOW WITH VENDORS

BURNING RIVER (N) LAYOUT

MONROEVILLE MODEL RAILROAD GROUP HO GUAGE LAYOUT

NMRAMCRDIUN 4 MODULAR LAYOUT

ASHLAND RAILROAD ENGINE DISPLAY

B&O CABOOSE

WILLARD DEPOT MUSEUM

POST OFFICE MURAL

NORWALK LAKE ERIE & SOUTHERN NORTHWEST LIVE STEAMERS

SWANTON MODEL RAILROAD CLUB HO & N GUAGE

KIDS TRAIN AIR BOUNCE HOUSE

ASHLAND RAILWAY POLAR EXPRESS

B&O RAILROAD HISTORICAL SOCIETY CO. STORE

THE HOBO CREW

JOHN MORROW TRAIN MAN

PLUS MANY MORE LAYOUTS AND VENDORS

****FREE SHUTTLE BUS TRANSPORTATION**

BETWEEN DISPLAY LOCATIONS!**

FOR INFORMATION, PLEASE CONTACT : JIM HEFFLEY 419-935-0495

www.willardtrainfest.com

J.Heffley1940@hotmail.com



blooming, wildlife is on the move, and the Coastal Classic offers daily departures so you can experience it all.

The route, from Anchorage to Seward, follows the shoreline of the Turnagain Arm, where 3,000-foot mountains plunge straight into the ocean. Watch for beluga whales in the inlet and, farther along on the journey, Dall sheep on cliffsides and bear and moose in the backcountry wilderness. The conductor slows the train for wildlife and glacier photo ops. Once you reach Seward, there's a seven-hour stopover with plenty of touring options — including boat cruises, national park tours, glacier treks and sled dog rides — before you return by rail to Anchorage in the evening.

9. Amtrak's Adirondack

Route: New York – Saratoga Springs – Montreal

Travel time: 10 hours (one way)

Amenities: Cafe car

Leave New York City in the morning and Amtrak's Adirondack will take you through charming towns and along the beautiful Hudson River Valley, delivering you to Montreal by dinnertime. If you travel in autumn, you'll look out over deep woods and vineyards bathed in color.

Between New York City and

NOTE: You must be a member of the Society to attend the convention. Membership is \$35.00 per year. See Chuck Klein for more information on membership and the convention.



NICKEL PLATE ROAD
 HISTORICAL & TECHNICAL SOCIETY, INC.
 A 501(c)(3) Not-For-Profit Corporation
 Founded 1966

**2017 Convention
 Cleveland, OH
 September 28-30**

NKPHTS 2017 Convention Highlights

Hello everyone from the Cleveland Convention Committee. We welcome you. If you haven't attended an NKPHTS convention in a while we believe this is the one to attend.

The Convention will be held at:
Holiday Inn
 6001 Rockside Rd. and I-77
 Independence, OH 44131
 Phone: (216) 524-8050

The Holiday Inn is offering a special room rate of \$95.00 per night for a single, double or king room. Just mention Nickel Plate Convention when booking. The more nights we book, the more credit we receive toward the cost of the hotel.

We have several sponsors this year. Thanks to HGR Industrial Surplus for covering the room rental of the English Oak Room. On Friday September 29th we will have a luncheon in this facility. We will have a tour of the Terminal Tower. Ladies you might want to consider attending this luncheon as Tower City Center is a shopping mall.

Division 4 MCR NMRA is another sponsor. They will be setting up an HO module layout. You are invited to operate on this layout. Either your equipment or Division 4's. The layout operates on DCC.

Eastern Ohio Trains is another sponsor of the convention. Joe Andrews will have a suite and has invited Tony Koester to set up his "O" gauge modules in the suite. There will be a display room where Jim Carter will set up an additional "O" gauge module layout. Mark Fillard a noted scale bridge modeler will have several Nickel Plate bridges built to scale on display. You'll be surprised how big the scale size models are. We would like individuals to bring their NKP models all sizes and scales. How about some of those what if models?

On Thursday afternoon September 28th will be the BOD meeting. In the evening we will have two presentations. One Hundred Years of the Shaker Rapid Transit by Elaine Hayes, and the Movable Bridges in the Cleveland Flats by Michael Lytle, that includes the NKP lift-bridge over Cuyahoga River.

Our auction will be a little different as it will be a silent auction or as some people call it a "Chinese" auction. You will add your bids to a bid sheet it will close at the end of the banquet. Last bid gets the item.

Friday display rooms will be open. The Luncheon at English Oak Room, Terminal Tower Tour. Friday evening will have another set of programs. Chip Synes will present the first program on Hulett ore loaders. These giant machines were similar to those that were used at Huron. Then National Director David Yeughn will give updates on his O gauge two track layout that has received national coverage in model railroad publications.

Saturday morning is the annual membership meeting. Later in the day twelve people will have an opportunity to operate on the HO Cuyahoga Valley and West Shore club layout. We will have several self-guided layout tours. We are going to have a program by John J. Berner at the banquet. If you wonder how this is possible come to the banquet and see. We had a number of ladies at last year's banquet. You guys bring your ladies along. The Saturday evening banquet will also close our Convention. Don't forget your models and don't forget to bring something for the auction even if it is not NKP.

Chuck Klein
 cklein765@gmail.com

Albany, meticulously kept mansions line the banks of the wide blue Hudson River. It's easy to see how the natural splendor of this valley inspired an entire artistic genre. Other don't-miss sights along the route include the Adirondack Mountains, the Palisades, West Point Academy's riverfront stone battlements, and the Bannerman's Castle ruins.

10. Cass Scenic Railroad



Route: Cass, W.Va. – Whittaker Station – Bald Knob – Cass

Travel time: 4.5 hours (round-trip)

Amenities: Ticket includes museum admission and logging camp tour

In the mountains of West Virginia, steam-driven Shay locomotives still run on the same line once used to haul lumber to the mill in Cass in 1901. The old logging flat cars have since been refurbished to carry passengers from May through October.

NICKEL PLATE HISTORICAL & TECHNICAL SOCIETY

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Pistons pulse, black smoke puffs and the whistle sounds as the train chuffs out of the station. First stop: the recreated 1940s logging camp at Whittaker Station, where there's time to wander and grab a snack. On the full four-and-a-half-hour round-trip to Bald Knob, you'll continue on for the climb up to the state's third-highest point, stopping off at a spring so the train can take on more water to produce its steam power. This extra stretch includes lunch and spectacular views at 4,700 feet.

HOW MANY OF THESE HAVE YOU RIDDEN?

Personally, I have been on only three of them. Guess I need to update my bucket list!

- EDITOR

REGISTRATION FORM

FULL NAME _____ MEMBER # _____

Badge Name, Nickname _____

Badge Name Guest/Spouse _____ Guest 2 _____ Guest 3 _____

Street

Address _____

City _____ State _____ Zip

Code _____

Phone (____) _____ Email

Address _____

Indicate number of persons being registered for each.

____ Member Convention Registration

\$49.00 EACH \$ _____

____ Member Spouse/Affiliate Registration

\$25.00 EACH \$ _____

____ Children under 18 No Charge

NO

CHARGE

____ If Registrations postmarked after September 1, 2017 add

\$5.00

EACH \$ _____

____ Non-Members: One (1) Year Dues

\$35.00 EACH \$ _____

Convention Registration above covers all activities, except as listed below.

____ Bus Tour English Oak Room Luncheon

\$75.00

EACH \$ _____

(Includes Terminal Observation Deck Tour)

____ Banquet Dinner – Beef Tenderloin

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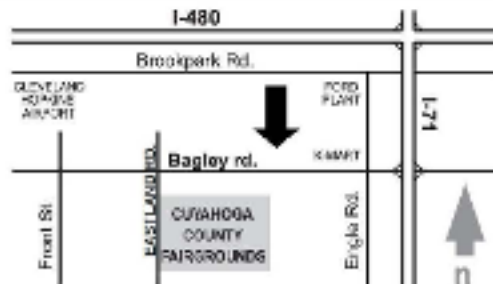
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www.div4.org



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Sunday November 5, 2017
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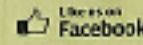
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- > Simple wiring topics
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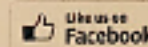
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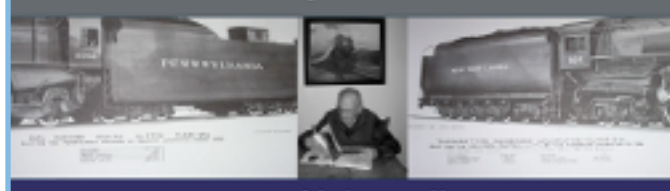


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The North Coast Division

The North Coast Division holds 10 meetings a year (none in July and August). Meetings are on the 2nd Friday of each month. A social half hour starts at 7:00 p.m. followed by a short business meeting at 7:30. After a short break, a railroad themed raffle and clinic complete the typical agenda. Meetings are held at The Church of The Redeemer, 23500 Center Ridge Road, Westlake, OH 44145. Visitors are welcome to attend any meeting.

The Division's newsletter, *The Flatwheel* is published monthly (except during July and August) by Division Four of the Mid-Central Region (MCR) of the National Model Railroad Association (NMRA). All comments are welcome. Views expressed in *The Flatwheel* do not necessarily reflect the opinion of the NMRA, MCR, or Division Four.

Uncredited photos courtesy of the editor or staff photographer Dave Williams.

The Flatwheel is typically electronically published no later than the Monday preceding the monthly meeting. Submissions are due no later than the 26th of the prior month, for example, August 26th for the September *Flatwheel*.

Yahoo - The Division has a Yahoo group available for members. Send your request to join to dave_wms@sbcglobal.net. It's best to include "Division 4" in the subject line and include your name. The group is private and does not appear on the Yahoo directory. 🚂



NKP #765 eastbound at Jaycox Road, Avon Lake - photo by Dave Lawler



ABOUT US

We are Division 4 of the Mid-Central Region of the National Model Railroaders Association. With more than 200 members from Cuyahoga, Erie, Huron, Lorain and Medina counties in the state of Ohio. The North Coast Division meetings are normally held on the second Friday of the month to hear guest speakers, share skills, have railroad related clinics, and to share common problems and successes. Many of us get together informally in round-robin sessions to operate and work on each other's layouts, or just to talk railroads and modeling.