



THE



FLATWHEEL

OCTOBER 2017

VOLUME 52, NUMBER 8



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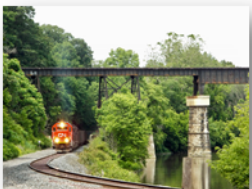
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This month's cover photo was taken by Billy Ferry on his and dad Bill's trip to Conneaut this summer. See their article for more information on the trip.

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ELECTED OFFICERS

Superintendent - Steve Kaplan (216) 561-1648
spk@skaplanassociates.com

Assistant Superintendent - Lee Sheffield
lakeshorenyc@yahoo.com

Secretary - Dave Williams (440) 838-4996
dave_wms@sbcglobal.net

Treasurer - Greg Noeth (216) 789-2086
gjnoeth@yahoo.com

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chevy5664@sbcglobal.net

Director Quad County - Jim Moore (419) 684-5833
moorez@aol.com

Director West - Gary Schaefer, trains.ohio@yahoo.com

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

Director at Large - John Hemsath (440) 871-9676
hemsathj@gmail.com

APPOINTED POSITIONS

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david.j@brtcharter.com

Achievement - Bruce Brintnall MMR,
brintnall@mindspring.com

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Contests - David Lawler, davelawler@oh.rr.com

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

Training Day - Gary Schaefer, trains.ohio@yahoo.com

DIVISION 4

THE NORTH COAST DIVISION

OUR NEXT MEETING WILL BE
FRIDAY, OCTOBER 13TH.

DOORS OPEN AT 7:00 P.M. FOR SOCIALIZING.
MEETING STARTS AT 7:30 P.M.

WHEN & WHERE WE MEET

The North Coast Division holds 10 meetings a year (none in July and August). Meetings are on the 2nd Friday of each month. A

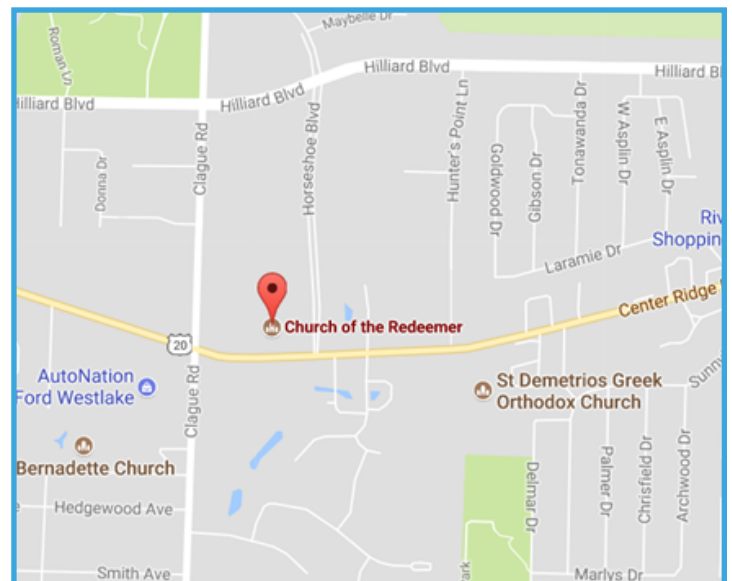
social half hour starts at 7:00 p.m. followed by a short business meeting at 7:30. After a short break, a railroad themed raffle and clinic complete the typical agenda. Meetings are held at the Church of the Redeemer, 23500 Center Ridge Rd, Cleveland, OH 44145. Visitors are welcome to attend any meeting.

The Division's newsletter, *The Flatwheel* is published monthly (except during July and August) by Division 4 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 4.

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*.

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

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.



AN EDITORIAL

I can't change the direction of the wind, but I can adjust my sails to always reach my destination.
Jimmy Dean

Change sometimes occurs to or around us without our intervention. C'est la vie (such is life).

However, when it comes to our hobby, we most often control the agents of change that drive our pursuits. I started in the hobby as a youngster building layouts in our basement with my dad. Notice the plurality, layouts! My mother would watch as we would spend countless hours building a layout, only to tear it down and start a new one a couple years later. My dimming recollection says we built three, each progressively larger and more complex. Mom did not understand how we could make such monumental change on something we enormously enjoyed. Dad and I received our enjoyment through the planning and construction of the layout. We opted to change, e.g., tear down and start over, because once the layout was built, our enjoyment dwindled.

My good friend and your Quad County Director Jim Moore built a wonderful, large sized layout a few years ago. Jim has since held numerous operating sessions as well as hosted several open houses. Anyone and everyone who has seen the layout is in awe of his design

and construction. Us lucky enough to operate on it are struck by how well it functions both mechanically and electrically as well as the operating system he utilizes.

Did Jim build a perfect layout. No. At least not in Jim's mind. Watching his operators sending their trains across the layout, making stops to drop off and pickup freight, Jim thought there might be a need for change to improve how the trains interact with each other. After consulting his operators, who agreed with Jim's basic assessment, Jim used the summer operations hiatus to literally chop out a beautiful, handlaid double crossover along with several feet of double track main. Jim then reinstalled the double crossover a few feet east of its original position. The new location allows switching operations to occur at Bay View without impacting mainline traffic as it had previously.

It is no small matter to build and install a well functioning double crossover. Jim drove himself to make a significant change to his layout when his guests were perfectly happy with the original design. I recently attended and thoroughly enjoyed an operating session on Jim's layout. I can attest the change made a good improvement. Thank you to Jim for having Change Courage.



This past March, I announced to Jim I was constructing an operating four track bascule bridge to be located over his Portage River location. To install the completed bridge, Jim had to remove a four feet wide section of his layout from the backdrop to the fascia and all the way down to the supporting structure to make space for the new bridge. To say Jim is open to change is an understatement!

Look at your layout. Is it perfect as is? Don't be afraid to remove some scenery, or track or even the whole layout if that is what you need to do to make the changes you want to improve your layout. You might be surprised how change can inspire and motivate you to do more in this great hobby we share!

Find the Change Courage inside you and make it happen!! 🚂

BRUCE BOWIE
EDITOR



HERBIE'S RUMBLINGS



HELP EVERY MODEL RAILROADER BECOME INJURY EXEMPT

Our Division has a very full public schedule coming up. Starting with the module group set up at this weekend's Nickel Plate Historical Society convention, immediately followed by the Great Berea Train Show (GBTS). Then in November we have Training Day followed by a full month at the Black River Landing in Lorain. That's pretty much a typical Fall for the module group, (plus the Nickel Plate) and the Division, but this year is anything but typical. We have taken on the responsibility of setting up a three month display – live as well as stationary – at the Great Lakes Science Center. Scott Benson is in charge of the module group setup, and Joe Kurilec, with Jerry Krueger, is coordinating the “static and hands on displays. See the write-up elsewhere in this issue.

However. right now, we need to address the GBTS volunteer needs: The sign-up sheets have been available for you at the last three meetings, and in general, you have really pitched in. The areas where we still need some help are as follows:

HELP NEEDED!

Front Gate – Saturday 12-2 and 2-4; Sunday 9:30-1 and 1-4

Back Gate – Sunday 1-4

Membership table – Saturday 10-12 and Sunday 10-1 and 1-4

Building Entry Monitor 6:45-10 AM – need one more for each day.

And, we can use raffle ticket sellers – both days, assisting George and Sandy Keller

THE FRONT GATE NEEDS ARE THE MOST CRITICAL.

At the upcoming meeting, we will have the drawing for the engine that will go to one of the 15 members who signed-in at the 4-H Module setup at the Medina Fair.

Now - read Joe Kurilec's writeup on the Science Center exhibition. This is a very important opportunity for our NMRA. It should inspire a lot of potential members who will get to view some how-to's, some finished models, and some operating trains.

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**



THE GREAT BEREA TRAIN SHOW 2017

Dealer Appreciation Raffle

**'#' Ahead of name indicates their table -
Stop by and congratulate them!**

Grand Prize

34 Jay Himes \$100

Second Prize

33 LED back lite Billboards \$50

48 Dick Paul \$50

Third Prize

16 Harry Builder \$25

44 Kims Trains \$25

49 State Tool and Die \$25

21 Great Lakes Diecast \$25

BOD MEETING MINUTES

AUGUST 26, 2017

REMINDER - ALL BOD meetings are open for all members to attend. Thinking of running for office next spring? Attend a BOD meeting to get a feel for how the Board and Chairmen make things work.

Location: Erie Metro Live Steamers, Sandusky Ohio

In attendance: Steve Kaplan, Lee Sheffield, Greg Noeth, Dave Williams, Fred Obreza, John Hemsath, Brian Haas, Jim Moore, Chuck Klein, David James, Dave Lawler, Gary Dunn, Joe Kurilec MMR, Bruce Bowie, George Keller. It was noted that Director Gary Schafer and Webmaster Ben Lanza were unable to attend due to work commitments.

Division 4 Superintendent Steve Kaplan called the meeting to order at 10:00 a.m. Steve reported that the Great Lakes Science Center Project was proceeding, and said that while a number of people have shown an

interest, the Division currently needs to limit communication

with the Center to those so assigned: Jerry Krueger, Joe Kurilec MMR and

Scott Benson. Joe

said that Scott and Jerry are handling the modular aspects while he is discussing model displays and the possibility of providing brochures. There was some discussion on the cost of different styles of brochures. Steve said that he would talk to the NMRA about keeping cost low.

Steve reminded everyone that a field trip to Oil Creek had been approved by the general membership in attendance at the last meeting by a show of hands. Joe

Kurilec MMR will contact Brecksville Road Transit for possible bus dates. Steve asked about establishing a range of dates, and stated that spring 2018 might be a possibility. Going on a Sunday could be a possibility since Saturdays are very busy at Oil Creek, especially during fall foliage time. Joe said that he would proceed in identifying possible dates..

David James spoke on the Great Berea Train Show, saying that vendor reservations are coming in nicely (70 to date). We have Scenic Express and Scale Trains as nationally known vendors new to the show. A representative from Peco will probably also be in attendance as a guest of John Ormandy.



Dave Hickok (Dave's Book's) will no longer be at our show due to health reasons. He was very appreciative of the support that he had

received from the Division during recent shows, which did extend his attendance. The table price increase (in line with other area shows) has not been an issue. Brats are on schedule. Dave said that we'll be working toward getting sweatshirts as well as the standard Train Show shirts. Joe Kurilec MMR stated that a rep from Kato may be available as well if a table can be secured.

On Training Day, Steve said that Gary Schafer is receiving items from vendors and will have a report at the September meeting.

Joe Kurelic MMR said that he has received a good response from the Medina 4H group concerning writing an article on their organization and activities for the NMRA Magazine. Joe also commented on the quality of the microphones at the Division meeting, noting that speakers still have to work to be heard when using them. Joe also mentioned the possibility of his providing a matching membership fund, aimed at anyone but his intention is meant for new youth. Joe also asked the Division to consider providing funds for a platform to be erected near



the Berea Tower (Berea Ohio near the Berea Union Depot restaurant). There was some discussion on available funds, which we still have, thanks to the 2014 National Convention. Steve said that we have a good buffer to keep the Division solvent, and reminded everyone that our "grant focus" would be mainly addressed during the November budget meeting.

Steve said that we need to have someone review recently lapsed members and contacting these people. This would be in addition to the letter sent by NMRA. Jim Moore volunteered. Steve said that we need to review all committees to see if any are overwhelmed by their duties.

Chuck Klein said that this will be an election year. The nominating committee will be Joe Kurilec MMR, Chuck Klein, and Mike Klein. Steve Kaplan, Superintendent, and Lee Sheffield, Assistant Superintendent, are not eligible to run for their positions again. Lee has stated that he will run for the position of Superintendent. Chuck solicited intention to run again from all eligible officers in attendance and all agreed. Chuck stated that he would like to see a contested election.

Chuck Klein's request to use the Division's projector as a

back-up for the upcoming Nickel Plate convention was OK'd.

Chuck Klein said that he was getting ready to arrange ordering Division shirts. He has a vendor. It's been awhile since members have purchased shirts, so he feels the time is right.

Dave Foster identified himself as the president of the host group, Erie Metro Live Steamers, and gave a brief overview of the facility and inviting us to ride trains after the meeting. The Board thanked him for providing us with a nice meeting location (outdoors under shade on a nice day, with an indoor room available if it had been needed). Steve reminded the Board to remember the organization in November when determining grants.

Lee reported that this year's Awards Banquet will be at Carrie Cerino's (8922 Ridge Rd, North Royalton, OH 44133). The banquet will be on December 8th – our normal second Friday night meeting day. Members of the Board who have been to Carrie Cerino's expressed their approval with the choice. (The 2014 National committee dinner was held there.) We've got the ballroom at the back with our own entrance. Cash bar

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. 🚂

GENERAL MEETING MINUTES

SEPTEMBER 8, 2017

Lee Sheffield, Assistant Superintendent, called the meeting to order at 7:30 pm and greeted all present.

Gary Schaefer reported for membership. No new members, one visitor introduced himself.

Greg Noeth, Treasurer, stated that the assets currently stand at \$46,680. Two payments have been made to the Berea Fair Board for the Great Berea Train Show facility rental. Greg is working with Train Show Chair David James on incoming vendor payments for tables.

Larry Madson, Clinic Chair, said that the evening clinic would be Brian Barnt on basic electricity for your layout. Larry said that October's clinic would be on mold making, with following months to be determined.

Scott Benson, Modules Chair, reported that the Fall season would be busy. Modules will be set up at the Nickel Plate Society's convention, followed by our Train Show, then Training Day in November, followed by the International Trees and Trains during the Holiday season. We will also be involved with displays at the Great Lakes Science Center. Finally, planning for the modular group to display at the NMRA National Convention 2018 in Kansas City has begun. Joe Filipiak thanked the module group for its display at the recent Grafton Train event.

In a related topic, Joe Kurilec MMR spoke on the Division's participation at the Great Lakes Science Center. The event will run from

November of this year until February of next year. We will have static displays, preferably models of local area railroading. Volunteers will be needed for various aspects of support for this effort, including work beyond the need for module support. Joe said that he would be giving a presentation to the Science Center membership about the NMRA and the hobby in general, possibly along with Jerry Krueger. A discussion ensued concerning volunteer hours and time slots, with further information to be determined. Volunteers will be needed for all hours that the Science Center will be open, with a backup of Science Center personnel being qualified to run trains if necessary. Jerry Krueger indicated that the Science Center is very interested in promoting the NMRA, and that this event should be viewed as a Division event, not just something for the module group.

It was announced that Bruce Brintnall MMR had just had knee surgery and would present the scheduled Achievement Program awards at a later date.

John Hemsath reported that the evening's contest is Fallen Flag cabooses, with 11 entries. John reminded everyone that entries can be either models (by themselves) or as part of a diorama, and members may vote for one of each. Next month's model contest will be for models in jars or bottles. People with Show and Tell items were given a chance to describe items that they'd brought in.

Ron Morgan spoke about upcoming layout tours in November (12th and 18th). There will be two

new layouts on the tour. Ron is looking for more layouts to be open on the 18th, somewhere near the Lorain/Elyria area.

Chuck Klein, Company Store, reported on current inventory. Steel sided reefers will now only be sold as part of the set and not individually. Chuck also gave a brief invitation to attend the Nickel Plate convention in tow (September 28 – October 1), which he is chairing (secretary's note – I'm the secretary for that event as well). Mark Fillipell's bridges will be on display.

Mike Klein gave a description of the evening's raffle prizes.

Bruce Bowie, Flatwheel Editor, thanked everyone for their summer pictures and stated that the deadline is the 26th.

Chuck Klein reminded us that this is an election year (2017-2018). The nominating committee is Joe Kurilec MMR, Chuck Klein, and Mike Klein. Those interested in running for any office should contact one of these committee members. The positions of Superintendent and Assistant Superintendent will be open since Steve Kaplan and Lee Sheffield have reached the time limit for those positions. Lee has indicated his willingness to run for the Superintendent position. (Secretary's note: all eligible incumbent officers have stated that they are running for reelection for their current positions –DMW)

Joe Kurilec MMR said that the proposed field trip to Oil Creek and Titusville will likely occur in the Spring of 2018.

Great Berea Train Show: Lee reminded everyone that the show is about one month away and encouraged everyone to sign up for volunteer slots. One of the sheets from the Spring could not be located, so Lee asked that we review the replacement and re-enter our names where appropriate. David James, Great Berea Train Show Chair, reminded everyone that this is our

one big fundraiser. He said that there will be 15 new dealers and 2 new manufacturers represented (Scenic Express and Scale Trains). Ormandy's may also have one or more manufacturer reps. Darren Ernst will be doing brats again on Friday afternoon. Check the Facebook entries, and remember to share and like what you see. Joe Kurilec MMR has been delivering flyers to over 50 locations. Volunteers are needed for the 50/50 raffle. There may be short clinics. Hours this year are 10 am to 4 pm for both days. There are no other events (e.g., Comic Con) using the buildings mixed in with ours.

Gary Schaefer said that Training Day this year will be on November 5th at the Black River Transportation Center in Lorain; volunteers are needed. We had a great response from the Division last year.

From Lee: The Awards Banquet will be at Carrie Cerino's in North Royalton on the regular meeting night in December. It's \$15 for anyone 15 years old or over. The sign-up sheet will be available beginning next month at the general meeting.

Lee congratulated the Medina 4H Group on their excellent modular display at this year's Medina County Fair. Steve Kaplan will hold the raffle next month for Division 4 members who registered their visit to the 4H display.

Don Glass invited everyone to his Hobo Stew on the following Saturday.

Frank Bongiovanni said the New York Central Historical Society will be having its annual convention next May at the Independence Holiday Inn. They are looking for area layouts to be open in the area (not necessarily NYC). Frank encouraged NYC modelers to consider membership.

George Keller spoke on the return of Nickel Plate Berkshire steam locomotive #757 to the city of

Bellevue. \$100000 will be needed to move the engine from The Pennsylvania Transportation Museum to Bellevue, with an additional \$100000+ to build a proper shelter. Donations are coming in at a good pace. T-shirts promoting and supporting the engine's return will be available at the train show for \$20. The website for this effort is www.bringback757.org. The engine will be a static display since many of the critical running parts were taken to keep other preserved Berkshires in service.

George Keller reported that the Mad River and NKP Museum is hosting the Wabash Society this weekend in Bellevue, to include a flea market/train show.

Lee said that ideas for the summer 2018 picnic are needed.

Fostoria Railfest is coming up October 23rd.

Scott Benson reported that Midwest Rail Preservation Society would be having an open house this Saturday. A guitar made from one of the original roundhouse beams will be raffled off as a fund raiser.

Scott also said that author Craig Sanders will be speaking Tuesday night at the Brunswick Library at 7 pm.

Thank you notes are on display from the Nickel Plate Historical & Technical Society and the Northeast Ohio Live Steamers thanking the Division for our recent donations to their groups.

The meeting was adjourned at 8:31 pm. 🚂

DAVID M. WILLIAMS
SECRETARY



THIS & THAT

PENNSY T-1 - The Pennsy T-1 Trust was formed to build a Pennsy T-1, 4-4-4-4 steam engine from scratch! And..... they are moving forward! I first learned about this around a year ago in an issue of Trains. This group is amazing!

Please visit:

<https://prrt1steamlocomotivetrust.org/index.php>

The gallery on the home page show photos of all the work being done! - *Joe Kurilec, MMR*

TRAINING DAY - If you plan to participate or volunteer at Training Day, Sunday November 5th, please contact Gary: trainingday@div4.org

DETAILS WEST - Details West castings for a BUCK! (\$1.00) You will need the part number to see if it is available. Contact: *LARRY VINARCIK 216-524-2018*

PAINTING TIP - I found an easy way to paint ladders with curved tops.

Using Central Valley Steps & Ladders, kit



number 1602, I assembled the type of ladder needed for a caboose project.

I took two paint bottles and taped a brass (or wooden) rod to the top of the paint jars. I then painted the ladder and" hung them out "to dry. - Joe Kurilec, MMR

FALL LAYOUT TOURS - I have the following members set to open their homes to us on Sunday, Nov. 12th:

Scott Benson

Jerry Krueger

Larry Kuczynski

John Puch

I currently have for Saturday, Nov. 18th:

Brian Wiseman

LAYOUTS NEEDED FOR SATURDAY, NOVEMBER 18TH!

The Nov. 12th date is solid but there is a real need for one or two more layouts out in the West Cuyahoga County/Lorain County area. Please volunteer to be open on Nov. 18th. Please contact me at ronalco@sbcglobal.net - Ron Morgan, Layout Tours Chairman



THE FOLLOWING INFORMATION ON THE NKP WAS TAKEN FROM THE NKP HISTORICAL SOCIETY'S WEBSITE. FOR MUCH MORE ON THE NKP AND THE HISTORICAL SOCIETY, GO TO THEIR WEBSITE AT WWW.NKPHTS.ORG

The New York, Chicago & St. Louis Railroad Company (NYC&StL - Reporting Mark NKP) had a storied 83 year existence. Starting as a single road built with cash, it ended with four districts as a result



of acquisitions made over the years. It survived control by the New York Central and a joint venture with the C&O and Pere Marquette, and evolved into a leader in the delivery of freight with its renowned "Nickel Plate High Speed Service" and mighty Berkshires. The material offered on this page and related links provide a capsule of this once great railroad. The NKPHTS hopes you find the information useful in furthering your

MODULE GROUP

The Fall season looks to be busy. Modules will be set up at the Nickel Plate Society's convention, followed by our Train Show, then Training Day in November, followed by the International Trees and Trains during the Holiday season. We will also be involved with displays at the Great Lakes Science Center. Finally, planning for the modular group to display at the NMRA National Convention 2018 in Kansas City has begun. 🚂

SCOTT BENSON
MODULE GROUP



The NS was upgrading the mainline in northern Ohio this summer. I wonder if they bought these through Amazon Prime with free two day delivery?? - Editor

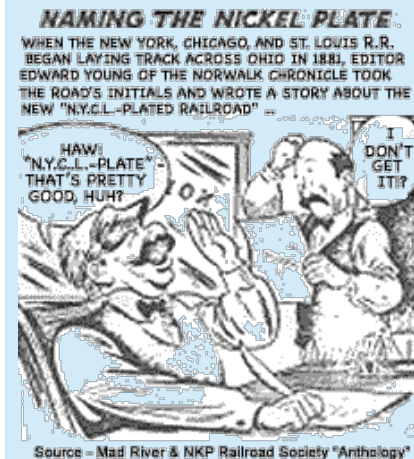


Photo taken on siding in Huron, 2017 - Editor

knowledge and appreciation of the Nickel Plate Road. ¹

ORIGIN OF THE NAME NICKEL PLATE ROAD

As told by former president of the NYC&STL Railroad Company, Lynne L. White. The following is an excerpt from the book "The Nickel Plate Road, A Short History of the New York, Chicago & St. Louis R.R." printed in 1954. The book is a record of an address given by Mr. White to the Newcomen Society in North America, held in the ballroom of the Hotel Lawrence, Erie, Pa., November 11, 1954. Mr. White was guest of honor at this "1954 Lake Erie Dinner."



"Through northern Ohio, already served by four railroads, location of the line developed intense rivalries among cities. Three routes were surveyed and communities along each proposed route vied in the raising of public subscriptions to donate rights-of-way. The road's general offices at Cleveland frequently were besieged by delegations hoping to bring

MEMBERSHIP

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

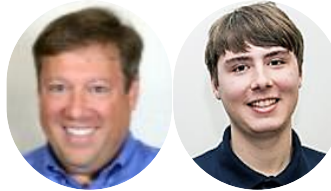
John Buttoner
James Burkhart
Michael Casey
David Flebbe

Neal Gearhart
David James
Rolf Krotseng
David Lawler

James Moore
Joanne Obreza
Doug Seifert
Robert Varga

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

October's raffle will be another fine variety of prizes with one special prize. Included this month will be two coins as described in the following article, submitted courtesy Ben Lanza. Thanks Ben!

THE RAFFLE DUDES



about the routing of the line through their communities. During these inter-city rivalries was born the nickname for the New York, Chicago and St. Louis - The Nickel Plate Road - which rapidly became the name most commonly used.

Numerous legends have grown about when and how the name "Nickel Plate" was first applied. The accepted version is that it appeared first in an article in the Norwalk, Ohio, Chronicle of March 10, 1881. On that date the Chronicle reported the arrival of a party of engineers to make a survey for the "great New York and St. Louis double track, nickel plated railroad."

Later, while attempting to induce the company to build the line through Norwalk instead of Bellevue, Ohio, the Chronicle again referred to the road as "nickel plated" - a term regarded as indicative of the project's glittering prospects and substantial financial backing.

In 1882, the Nickel Plate recognized F.R. Loomis, owner and editor of the Norwalk Chronicle, as originator of the term and issued him Complimentary Pass No.1.

Thus Norwalk named the road - but Bellevue finally got it." ²

The book is copyrighted by Lynne L. White, 1954. "Permission to abstract is granted provided proper credit is allowed."

LIGHT RAIL

Aluminum was used for trains and tokens in the early 1930s.

One of the first things I do every Monday morning when I turn on my computer is read the *E-Sylum*. Produced by Wayne Homren for the Numismatic Bibliomania Society, this newsletter is e-mailed at no charge to everyone signed up to receive it. Included each week is an amazing amount of numismatically related information, and I highly recommend it to anyone who has more than just a passing interest in the hobby. (For a free subscription, contact Homren at whomren@gmail.com. ANA members whose e-mail addresses are on file receive copies as an Association benefit.)

Among the numerous items illustrated in a recent edition was an aluminum token issued in 1934 by the Aluminum Company of America (ALCOA). Homren commented, "It's of interest to me personally because I'm a native of Pittsburgh, home of the ALCOA company. But

I find it most interesting because of the great Art-Deco style of the piece, which I'd never seen before."

Reading Homren's remarks made me realize that all too often I tend to ignore items like this because they are, at least to me, extremely common and, thus, uninteresting. But others might have the opposite reaction when seeing one for the first time. I immediately e-mailed Homren and asked if he'd like to have one; I knew that somewhere I had stashed away an envelope containing quite a few of them.

The reverse of the 32mm token reads A SAMPLE/OF THE ALUMINUM/IN THE NEW/UNION PACIFIC TRAIN/BUILT BY/PULLMAN CAR & MFG. CORP./ALUMINUM CO./OF AMERICA. The ALCOA logo

appears above "Aluminum Co." and in small letters at the bottom are the words GREENDUCK CHI. On the

“

I knew the token was common, but I didn't realize just how common.

”

obverse a train is depicted in the center, with UNION above and PACIFIC below. The date, 1934, is at the upper left, and in smaller letters below the train is LUCKY PIECE.

I knew the token was common, but I didn't realize just how common until I searched the ANA's digital archive of *The Numismatist*. The February-April 1934 issue revealed that "a total of 1,000,000 of the pieces have been struck. They will be given to school children and to visitors to the train on its exhibition tour. Five tons of aluminum alloy—10,000 pounds—were used to make the million tokens." The writer also noted that "to commemorate the completion of the new high-speed, light-weight, streamlined Union Pacific passenger train, a Union Pacific 'lucky piece' has been issued. The first of those struck were sent to American editors. They



ALCOA ISSUED TOKENS
in 1933-34 struck of the same
aluminum as this Union Pacific
train. The pieces, dated and undated,
share a common reverse. Actual Size: 32mm

PHOTOS: DAVID SCHENKMAN (TOKENS) & WIKIMEDIA COMMONS

Tokens & Medals

continued

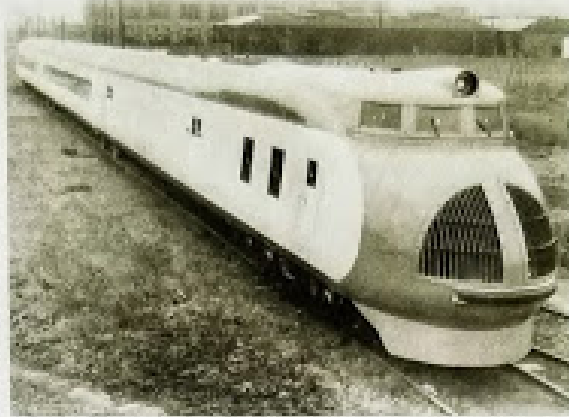
are made of aluminum alloy, the same material of which the new Union Pacific train is built—as strong as steel of the same dimensions, but of only one-third the weight. The train was completed in January.”

Continuing my search for information in the 1934 Numismatist, I learned that the tokens were popular giveaways at coin club gatherings. At the February meeting of the Northampton Numismatic Society, each member received one, and a couple months later, an example was given to every member of the Dallas Coin Club. ANA President Nelson T. Thorson brought about 200 of them to the 1934 convention, where they were passed out to people in attendance.

Eventually I located my tokens—more than 30 of them. As I looked through the group, I noticed that a few didn't have the 1934 date but were otherwise identical. I decided to revive the

tradition started in 1934 and bring one for every attendee at the next dinner of my Numamis Nova social group.

I wondered why tokens were struck with and without a date, so I decided to



see if they were included in Nathan N. Eglit's *Century of Progress* catalog of numismatic items from the 1933-34 Chicago World's Fair (published by the Token and Medal Society in the August-October 1965 issue of its

TAMS Journal). Eglit listed both types—as CP70 with a date and CP71 without—and commented that the one without a date was issued in 1933.

The tokens were manufactured by the Greenduck Company of Chicago, Illinois. The business was formed in 1906 as a partnership between George G. Greenburg, a former employee of another Chicago die-sinker, S.D. Childs & Company, and Harvey Duegheisel. “Greenduck” is derived from the two partners' names. The firm eventually began operating as Green Duck Metal Stamping Company, and it remained in business until 2004.

I welcome readers' comments. Write to me at P.O. Box 2866, La Plata, MD 20646. If a mailed reply is desired, please enclose a self-addressed, stamped envelope.

schenkman@money.org

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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. 🚂

NYC MDT Reefers 4 Numbers available

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***SHIRTS WILL BE AVAILABLE
THIS FALL!***

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

**Division 4 Ball
Caps \$20 ea.**



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**



Division 4 Apparel Order Form		
Name:		
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Qty	Item	Size (circle)	Price	Amount
	Polo Shirt with pocket	S M L XL 2XL 3XL	\$25.00 \$27.00 \$28.00	
	Polo Shirt no pocket	S M L XL 2XL 3XL	\$24.00 \$26.00 \$27.00	
	Button Front short sleeve	S M L XL 2XL 3XL	\$32.00 \$34.00 \$35.00	
	Button Front long sleeve	S M L XL 2XL 3XL	\$32.00 \$34.00 \$35.00	
	Baseball Cap		\$20.00	
			Total:	

Note: All orders must be paid in full in advance.

For mail orders, send order form and check
made payable to **Division 4 MCR/NMRA** to:
Larry Madson
37863 N Doovys St.
Avon, OH 44011

PRINT THIS PAGE & ALONG WITH FUNDS MAIL TO LARRY MADSON

CLINIC

October 2017

Mold Making

Jerry Vinarcik

Have you ever wanted to mold those special parts for your scratchbuilding project? Jerry will show you how with his video of how he makes molded parts for model Packard cars. Note: the technique applies equally well to model railroads, and you don't need a 3D printer.

CLINICS WANTED **Help!!!!** I am looking for programs for October 2017 through June 2018. If any of you would like to share your 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



CONTEST TABLE

SEPTEMBER CONTEST SUBJECT: Fallen Flag Caboose

THERE WERE 11 ENTRIES AND 39 VOTES 🚂

DIORAMA

1ST PLACE: Rich Mayich

2ND PLACE: Ken Orchard

3RD PLACE: Emil Orenick

HONORABLE MENTION: Jeff Lauren, George Keller, Jim Grell

MODEL

1ST PLACE: George Gelehrter

2ND PLACE: Gary Schaefer

3RD PLACE: Mr. Cheerios



DAVE LAWLER
CONTEST
CHAIRMAN



The following correspondence was sent to The Great Berea Train Show Chairman David James. David correctly felt it should be shared with the membership given our longstanding relationship with Dave Hickcox of Dave's Books - *NOTE, a few edits were made of personal information - EDITOR*

Dear Dave

This is the email I never thought I would have to write and indeed I dread having to write it tonight.

I will not be at the Berea show this October and, worse, fear this will be permanent; i.e., the end of the line in railroad terms.

I do not make this decision lightly as your show is a cash cow, all the Division guys have given me huge amounts of help over the years and I have come to be good friends both with the Division guys and many of my customers.

The bottom line is health issues. My body, and especially my lungs, say it is time to stop.

I also am having problems making my business profitable due to extremely high overhead costs. The price of a rental van for 4 days is exorbitant; credit card charges are way too high, and tables costs are also quite high, especially for 7 tables. There is also the cost of a motel for 2 nights, food for 3 days, and gas for a round trip between home and Berea.

Contributing to my decision is the fact that during the summer I live in my native Vermont and I really do not want to return to Ohio until after the leaves fall and the weather turns nasty. You would probably have to be a native Vermonter to understand the reasons I want to stay here well into October.

A SAD
GOODBYE AND
THANK YOU
FROM DAVE HICKCOX,
DAVE'S BOOKS

But, all things considered, it is both my body and mind that tell me that I have precious few years left on this earth and it is time to slow down.

I have nothing but high praise for the Berea show and all the Division guys who have helped me and purchased books from me over the years. I started in 1988 (I think) with one table way in the back corner of the building I have occupied over the years. I could easily fill more than the 7 tables that have been standard over the years. Your show was something that I looked forward to every year and it was the event. The fact that both dealers and customers referred to your show as simply "Berea" is a good indication of the high regard in which the show is held.

I hope to do a handful of mostly smaller shows fairly close to my central Ohio home but I will only

have a few tables at these shows. The 7 table show for me is no more as is hitting the road every weekend and 4am or 5am wakeups.

Again, it is most difficult to write this email as essentially I am saying goodbye to a great group of people, most of whom I will see only infrequently at best.

Consider me an old soldier who is just fading away. The vets will understand that.

With all best wishes to you and the Division

Dave

Dave's Books

David H Hickcox

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*

TRAINING DAY SUNDAY NOVEMBER 5TH, 11-4



BY GARY SCHAEFER
PHOTOS FROM
TRAINING DAY 2016



TRAINing Day is right around the corner after the train show. Many of you have approached me with interest in doing something for the day. We had a fantastic showing of members last year and I believe we can do so again this year.

SEE SIGN-UP SHEET ON NEXT PAGE

The list/sign up that I have provided is basically what we had last year. If you'd like to do one of these topics, great. If you'd like to do something else great. Some areas have suggested numbers of people for that location. Some names are already listed. question, ideas, suggestions, signing up? Call or email me. Thank you for your continued support.



TRAINING DAY 2017 SUNDAY NOV 5 11 - 4

Registration Table	Welcome, sign in. sign up
3 to 4 people	
Membership Table	Membership and Door Prizes
Bill Ferry	
2 people	
Make It Take It	Help build kits
2-4 work in shifts ideally	
Electronics	Model railroad electronics, soldering, wiring, etc.
DCC Installation	Demonstrate DCC installation
Fast Track Switches	Build / demonstrate Fast Track Switches
Car Tune Up	Demonstrate how to fine tune cars Intermediate to
2-Jan	
Create Scenery	Making scenery from nature or other
Brian Haas	
Boy Scout Merit Badge	Discuss/ begin Railroading Merit Badge etc,
Weathering	Weather rolling stock, locomotivesm buildings etc.
Kitbashing / Scratch Building	Working with Styrene
Make it real	Realistic scenery:, grass rocks,
Make it real	Ballasting
Model Railroading 101	Comparing systems DC/DCC Car Tuning for KIDS
Module Kit	Bulding a Module
CV&WS	Time Saver and Club Table
Jeff Lauren, Bill Cramer	
Project	
Project	
Approximately 48' of modules	

THE BYLINE...

BY GARY SOLE



PHOTOS BY THE AUTHOR

Well it is hard to believe that I'm writing this for the October Flatwheel. My summer has been active so far. This morning my wife and I woke up in Morgan Town, West Virginia. Yesterday was move in day at WVU and we had to drop our daughter off at college. While there, I had reason to go downtown to a reception and after it had ended we were standing outside with other parents. Suddenly, I heard what I knew was a freight, a few seconds later my wife and daughter realized Dad heard a train coming! This quick encounter reminded me how many great scenery opportunities there are in West Virginia for modelers.

In this limited space between two mountains there are, the CSX mainline, a four-lane highway, a hotel/conference center, river and another mainline on the other side of the river. This area I'm describing was the site of the 2006 NMRA MCR Regional Convention. If you struggle with modeling scenery in a compact mountainous area, West Virginia can sure provide some great "real life" ideas.

Seeing this scenery can be done by riding Amtrak. A couple of weeks ago the family & I rode the Capital Limited from Cleveland to Chicago. As we went through Gary, Indiana you pass the steel operation there. What a great view from the train. You can see a lot of the operation, rail equipment, buildings, track and road layouts etc....the portion of the ride though south Chicago is also interesting from a rail perspective. Starting around Gary the train usually slows down as there is a lot of commuter traffic and industrial switching to contend with. FYI these areas are great to see from the train, but I wouldn't visit them in person unless you're with a lot of your friends!!!



KANSAS CITY

I noticed that the “Gary Works” looked a lot like our Steel Mill Modules!

Our purpose for going to Chicago was to catch the Southwestern Chief. We arrived around 9 AM and the Chief was scheduled to leave at 3:15 that afternoon, giving us about 5 hours in Chicago. Now I’m a Santa Fe modeler and this ride is always a fun experience for me. One of the more interesting modeling points is the 3,347 foot rail/highway bridge used to cross the Mississippi River. Built in 1927 it has a 525 foot swing span for river traffic.



A view from the club car headed to Raton tunnel

My favorite portion of the trip is from La Junta, Colorado to Williams, Arizona. La Junta was important to the Santa Fe because just to the west starts the branch line to Denver. Pueblo was the start of the Joint-Line and its history is too long to go into here. However, the Chief will head south over Raton Pass and make a crew change in Albuquerque. This portion of the railroad is

no longer owned by the Burlington Northern & Santa Fe. But, what I really wanted my wife and daughter to experience is the “Flag Stop” our train would make at Williams Junction! It is in the middle of the woods! So, if your modeling an era after May 1, 1971 and include Amtrak, they still make flag stops for your operating pleasure. The platform is only 150 feet long, concrete and they stop the train so your car is directly in front of you.



Phantom Ranch

The above trip was planned a year in advance. The real destination for my daughter & I was the Phantom Ranch, while my wife covered the 60 miles of sites on the South Rim. I was reminded how special this trip might be when I received my July 2017 copy of Trains magazine. On page 14, Fred Frailey (I’ve read his commentaries for years) writes an interesting view of Amtrak and its current challenges in Congress. If you have a chance to read the article, all the long-distance trains he mentions are great rides. The Empire Builder (not mentioned) is a personal favorite, and our daughter who was only 5 at the time, still talks about our trip on the Coast Starlight. This could be a good time to take a train ride.

Next month I’ll talk about building Intermountain tank cars.

Until then, Have Fun! 🚂

Gary

A SUMMER DRIVE TO CONNEAUT



BY BILL FERRY
PHOTOS BY BILLY FERRY

Earlier this summer, my son Billy and I jumped into the car for an aimless, unplanned drive out to Conneaut to see what we could see. It turned out to be a great day!

Before we start our journey, a word of background. Many of you know already, but I am the lite-beer version of a model railroader and rail-fan. Billy is the real deal. The thing I really get excited about is water and boats. I grew up in Vermilion, itself not a bad rail-fanning town, but it's an even better boating town.

So this trip along Ohio's eastern shores promised to make us both very happy.

We started by making our way over to the East Side via the Shoreway. We passed Collinwood Yards, which is where Billy began his rail-fanning, even before he could talk. We lived in South Collinwood when he was born and used to park next to the yards ... he stood on the seat of my pickup truck to watch! Because this is an already-explored area for us, we continued eastward on I-90.

Our first stop was near downtown Willoughby, where the CSX and NS come pretty close together. We caught the NS Erie heritage unit, another couple of unremarkable trains, then moved along.

Next stop was Ashtabula. Coming into town, we entered an industrial area, snaked around an overpass near a rail-yard, and ended up, by fortunate mistake, near the old NYC Ashtabula Depot. What a big, magnificent station it once was, and presently endangered, according to newspaper articles. The City



Ashtabula Station

has ordered CSX to clean it up or demolish it, even as a private group works to find funding for its preservation. From the station, we viewed a bit of

switching action just past the diamond to the west.

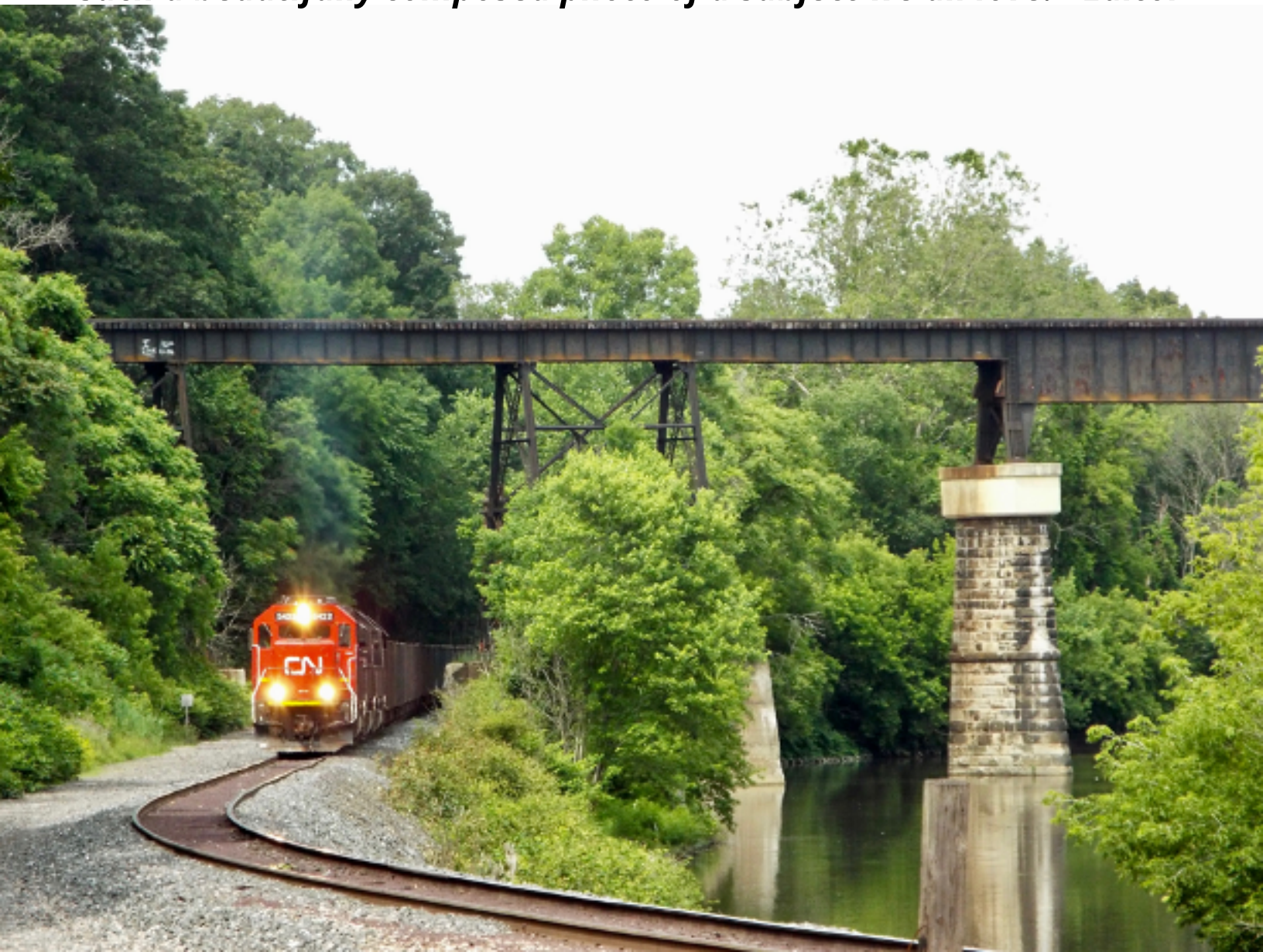
After leaving the station, we circled around to Ashtabula's Harbour District. The closer we got, we could tell we were in for something nice. The district itself, a collection of well-kept historic buildings, had restaurants, retail stores, services, and a great little coffee house. The first thing I noticed were the "hipsters", young 20- and 30-somethings hanging around in the restaurants and walking the street. While I personally find these people irritating, they are a sign of life in a community suffering from all the woes of the rust-belt. The very hip and trendy coffee house roasts its own coffee and they made a fantastic brève cappuccino for me *(For us non-hipsters...A caffe latte is steamed whole milk and espresso. A caffe brève would be steamed half and half with espresso, very rich. - Editor)* Maybe I'm not so different from those hipsters. Except

... I have no piercings.

I took that coffee to go, and we ventured over to the river. There, we saw the US Coast Guard Station Ashtabula and their two vessels: each a 25' RB-S (for Response Boat - Small), one of the workhorse boats the Coast Guard uses on Lake Erie. We watched the Lift Bridge in action, letting sailors pass through, and saw a bunch of Fishing Charters returning from the morning's fishing.

We then left the Harbour District *(Note, Bill did indeed spell this correctly. Apparently the District fathers had a British predilection. - Editor)*. Crossing over and up out of the river valley, we could see Ashtabula's commercial shipping docks and wharves to the north. All manner of bulk material comes in and out of Ashtabula by boat or train. A little side note: those huge vessels which move this material, which are obviously "ships", are referred to

Bessemer River - This month's cover photo, repeated here because it is such a beautifully composed photo of a subject we all love. - Editor



as “boats” on the Great Lakes, by a custom of unknown origin. Thus, an ore carrier, traversing the lakes from the Mesabi Range on Lake Superior to our harbors, would be an “ore boat”. This is no insult to the ships or to the mariners ... it is their custom.

Boats and trains are really intertwined in the history of Northeast Ohio. The reason Cleveland and the other harbors grew beyond mere fishing villages is the intermodal transport of passengers, lumber, ore, stone, automobiles, and etc. Though the cargo has changed, these transport systems are alive and well today; the efficiency of water transport helping our economy to be competitive.

We made our way eastward, off the highways, toward Conneaut. The neighborhoods between Ashtabula and Conneaut are beautiful, wooded, and peaceful countryside. The route we chose delivered us right near to Conneaut’s lakefront marina area. Conneaut Creek is the waterway that created the port, and creek is not a bad name for this wee river, which has an incredibly short navigable portion right at its mouth. The pleasure-boat marinas are really in the harbor, on the lake, sheltered by the breakwalls. The commercial shipping is limited to an east-side wharf, a west-side wharf, and one slip.

What keeps this little port going strong? Steel. Originating in the Mesabi Range of Minnesota, iron ore is taken by rail to ports on Lake Superior, shipped down the lakes to Conneaut, and loaded into hoppers for the trip to Pittsburgh’s Edgar Thomson Works, one of the last remaining steel plants in Pittsburgh. Interestingly, the railroads that collect the ore in Minnesota, the ships that carry it down the lakes, and the railroad to Pittsburgh are all owned by Canadian National: the former Duluth, Mesabi, and Iron Range lines; the Great Lakes Fleet; and the Bessemer & Lake Erie.

While driving on the road above the river, we heard the bell of a locomotive. Knowing that this must be a train bound from or for the docks, we made our way up river to the first crossing over the tracks—Old Main Street, down in the river valley—a beautiful setting. The train came southward out of the yards alongside the river, stopped right at the road crossing, and backed into the yard to couple up the other half of its cars. Then this massive train started inching toward Pittsburgh. Ore cars are leaky ... taconite pellets were dropping from several cars. I was nearly reminded the hard way that

taconite pellets are, basically, marbles—when you walk on them.

After the train left up river, we continued east to grab lunch. We found a kitschy little spot called The White Turkey, which is a roadside root-beer stand that makes a great sliced turkey sandwich of their own invention. This little place is about the most Americana place I have ever visited ... and is a family owned, friendly little business. If you visit Conneaut, I hope you’ll share your hard earned dollars with these good people. Your reward is certain.

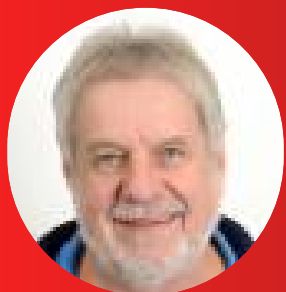
After our very late lunch, we were ready to start heading home. Then we received a sign. Or rather, we saw the sign, “Conneaut Railroad Museum” ... this way! Housed in an historic railroad station, originally built for the Lake Shore & Michigan Southern in 1900, this was an unexpected surprise. Not a huge museum, but full of railroad history. They have a modest operating layout, great exhibits indoors, and the NKP 755 outside! Plus, they’re right next to the tracks ... and we saw a couple trains during our short half-hour visit. We would have stayed longer, but they were closing at the end of that half-hour.



We left Conneaut very satisfied with our day. Our unplanned trip resulted in seeing two new stations, all kinds of trains, a Heritage Unit, an entire new railroad (the B&LE), and a new sandwich! We enjoyed the hospitality of two new towns, many nice people, and we’re looking forward to doing it again. I hope you’ll enjoy your trip there. 🚂

GREAT LAKES SCIENCE CENTER PROJECT

BY JOE KURILEC
MMR



Myself & Jerry Krueger are part of a team that is putting together a display at the GLSC (Great Lakes Science Center) the presentation All Aboard: Trains. The event will run from 11-3-2017 to 2-18-2018.

Our Division 4 modular layout is to be used. A dog bone set up is requested. Model railroad items in all scales will be put on display along with real railroad items. These models should be of railroads that served or are serving the Cleveland, Ohio area. These models will be in enclosed cases.

DISPLAY ITEMS ARE ANY OF THE RAILROADS THAT SERVED THE CLEVELAND, OHIO AREA!

PLEASE contact me on what you are willing to display. These items "should" displayed in enclosures provided by GLSC.

This is a GIANT undertaking for Division 4!

We NEED volunteers to staff the module, set up modeling events (building RR items of ANY type) and any other "PR" that YOU might want to do!

Parking will be covered!

Printed ID of the models still needs to be worked out with GLSC.

This is a FOUR month event running 7 days a week between 10AM and 5PM.

First: The Railroad show "All Aboard, Trains" opens to the public Friday, Nov. 3 2017 and runs till Sunday, Feb. 2, 2018.

The GLSC is CLOSED every MONDAY.

Other closed dates are;

SUN. Nov, 19, 2017.

THR. Nov. 23, 2017.

SUN. Dec. 10, 2017

SUN. Dec. 17, 2017

MON. Dec. 25, 2017

SETUP of model displays and the Division 4 module begins on: Mon. Oct. 23, 2017.

You would be required to have a Division ID badge and or a Division 4 shirt.

I need to put together a "schedule" of DAYS/DATES, TIMES that you are willing to volunteer.

One time during the event OR as much time as you can spare.

This is a VERY SPECIAL event that the Division is LUCKY to be part of!

We all need to promote the future of the hobby of model railroading!

Contact me with your needed volunteer time or questions.

Joe Kurilec, MMR

jkurilec@earthlink.net

440-243-2337 PLEASE leave a voice mail!

PLEASE consider helping your Division....

440-243-2337 PLEASE leave a voice mail! 🚂



My wife and I went east for vacation this year. We stayed near Baltimore Maryland a couple days. We went to the B&O Museum and took a few pictures. The



museum had a H.O. layout in a C&O Imperial Salon passenger car. The B&O Maryland coach had to be a dirty time. The D-2 Derrick Crane would be nice to make in H.O. scale.



A TRIP EAST



BY LARRY KOWICKI
PHOTOS BY THE AUTHOR



On our way to Myrtle Beach South Carolina we stopped at the Wilmington Railroad Museum in North Carolina. At the Museum there was a H.O. layout. Please see pictures of the layout and museum.

I had time to talk to the two gentlemen and the young man running and maintaining the layout. The three gentlemen are Yates Kirby (young man), Kurt Schwerdt (orange shirt) and Dan Longenecker (purple shirt).



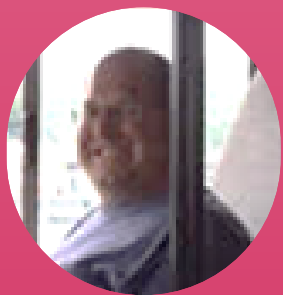
room and in the backroom where they have their modules. Kind of missed lunch time as the wife got a little hungry. I made it up to her. *(Happy wife, happy hobby life. - Editor)*

Also the Guinness World Record for longest model train was set nearby at 925 ft on April 23 2011.

You can go to their web site at WRRM.org. I would recommend both museums if you are in the area. See you at the next meeting. 🚂



ANOTHER HOBBY SHOP TO VISIT



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

The Smoke Stack Hobby Shop

342 Lincoln Avenue (US 22)

Lancaster, Ohio 43130

740-653-0404

Hours: Mon. - Fri. 10:00am - 7:00pm
Sat. 10:00am - 6:00pm
Sun. Closed

Website: www.smokestackhobby.com

Email: sales@smokestackhobby.com

The Smoke Stack Hobby Shop is located at 342 Lincoln Avenue (US 22) in the City of Lancaster. Although it is nearly a three hour drive to this location from the northern parts of Ohio, it is a worthwhile stop on your way to the Hocking Valley Scenic Railway.

This hobby shop carries a well stock supply of track, structures, and scenery material. Locomotives and rolling stock of all scales are also available for purchase. For those model railroaders who do not want to make the journey,



The Smoke Stack also purchases model railroad estates. Most items from the estates are listed online for purchase. This may very well be the place to find that rare out of production item that is on your must have list.

One last thing: The Smoke Stack Hobby Shop is also the location of the Hocking Valley Model Railroad Club www.hockingvalleymodelrr.com. Currently, the club the layout is in the bench work/track laying phase of construction as of the beginning of August. It can be viewed anytime the hobby shop is open. Talk about a great location for a model railroad club! 🚂

Member Bill Cramer recently lost his wife Christina. Christina was also the sister of member Ron Morgan. The Division passes our sincere condolences to both members. - Editor

**CHRISTINA E. CRAMER of
Strongsville, Ohio | 1953 - 2017 |
Obituary**

FROM: Chambers Funeral Homes, Inc.

CHRISTINA MORGAN CRAMER, age 64. of Strongsville, OH went to join the Lord September 17, 2017. Born June 4, 1953 to the late John and Jane Morgan of Columbus, OH. Survived by her husband of 36 years William Cramer, twin sons Branden (Crystal) and Justin and step-son Matt of Pasadena, CA. Grandmother of Finn and Eloise. Sister of Margie Morgan Stump (Charles, deceased) and Ron Morgan (Gayle); aunt of many. Christina was a graduate of West High School of Columbus. Graveside Service Friday September 22, Sunset Cemetery 6959 W. Broad St., Galloway, OH 43119 at 1:00 P.M. In lieu of flowers the family suggests memorial contributions to The American Cancer Society P.O. Box 897, Hershey, PA 17033.

A SAD
NOTE



AGE OF STEAM ROUNDHOUSE STATEMENT ON THE PASSING OF JERRY JOE JACOBSON

The photos and text of this article are taken from The Age of Steam Roundhouse website - Editor

Jerry Joe Jacobson has died. After a long illness and surrounded by members of his family, Jerry passed away peacefully on September 13, 2017. He was 74.

Visionary, businessman, anesthetist, philanthropist, entrepreneur, family man, railroad tycoon and friend to many. Of the many words used to describe Jerry Joe Jacobson perhaps his most favorite was “paratrooper”; more specifically, Sergeant Jacobson, parachute rigger, Company B, 407 PIR, 82nd Airborne Division, US Army. He continued his military service with the U.S. Army Reserve, eventually rising to the rank of Captain.

Born in Jacksonville, Illinois, and spending his youth in the shadow of northern Indiana’s sprawling steel mills, Jerry’s character was forged by his tough-as-nails father, yet tempered by his loving mother. The family moved to Ohio where Jerry enjoyed high school activities of playing drums and wrestling, but most of all he loved watching the last steam locomotives still operating on the Baltimore & Ohio’s Akron Division main line near his home in Cuyahoga Falls. Jerry vowed that one day he would own his own steamer, realizing that in order to run his own locomotive he would have to own his own railroad.

Jerry studied at Kent State University for two years and then went on to receive his degree in anesthesia from a teaching hospital in Lancaster, Pennsylvania, right in the middle of a Pennsylvania-Dutch country. Spending available weekends at the steam-powered Strasburg tourist railroad, he came to appreciate the simple, quiet life of the surrounding Amish community. Jerry moved back to Ohio and began his anesthesia career in maternity suites and operating rooms at local hospitals.

During the early 1980s Jerry became involved with the operation of two Ohio short lines, and dreams of owning his own railroad came true when in 1988 he purchased a little-used branch of the Norfolk & Western. Running 90 miles between Brewster, Ohio, and Zanesville, this former W&LE/Nickel Plate line was renamed the Ohio Central (OC). One of the first things Jerry did was to acquire from Steamtown its ex-Canadian National 4-6-0 #1551 in trade for his Jackson Iron & Steel 0-6-0 #3 (formerly Baldwin Locomotive Works plant switcher No.26, recently rebuilt and again operating at Steamtown). Jerry rebuilt the 4-6-0, acquired open-window passenger coaches, and began operating daily-except-Sunday steam-powered tourist trains on his new railroad line...that just happened to pass through the largest Amish community in the United States. It was a natural fit—people came from miles around to shop and visit the quaint Amish community of Sugarcreek, and, while in town these same tourists would ride OC passenger trains. There was the occasional freight train, but on some days the line’s sole income was derived

from the tickets sold to eager steam train passengers.

Little-by-little freight traffic increased as Jerry acquired, rehabilitated and operated more and more down-on-their-luck railroads until he had amassed the ten lines that comprised the greater Ohio Central Railroad System. Stretching from Columbus to the Ohio River with satellite rail lines in Youngstown and Pittsburgh, the OCRS had grown to 550 miles with more than 200 employees. Instead of abandoning rights of way or giving-in to non-revenue producing bike trails, Jerry had revived 10 faltering railroads that now paid taxes and purchased millions of dollars' worth of fuel, supplies and services. Offering fresh competition to the monopolizing trucking industry, Jerry's railroads caused shipping costs to fall and businesses to relocate beside his railroad tracks. His railroads created jobs whose employee's paychecks stimulated local economies, and whose payroll taxes supported on-line communities. As an added bonus, upon an employee's 10th anniversary with the OCRS Jerry took them on his annual trek to Fort Bragg to celebrate the 82nd's All-America Week.

Jerry eventually acquired ten steam locomotives and two-dozen passenger cars, and for nearly twenty years OC's summertime tourist trains and day-long excursions were pulled by steam locomotives to the delight of millions of people, both aboard the trains and those watching from trackside. But OC's main focus was hauling freight, and the little railroad prospered beyond all expectations by hauling plastic pellets, aggregates, grain, paper, chemicals, pipe, bricks, steel and unit coal trains.

In 2008 Jerry reached retirement age and sold his railroad empire to the Genesee & Wyoming. He pursued other interests, including the establishment of an investment business and the Jerry & Laura Jacobson Foundation, Inc., a charitable institution. Along with

devoted wife, Laura, the Jacobsons funded the \$10 million construction of a new student dormitory at Fork Union Military Academy in Virginia where their two sons attended high school. Back home in Ohio, Jerry built a functioning steam locomotive repair facility right out of the 1930s, including an 18-stall

roundhouse, 115-foot turntable, back shop, wood water tank, huge store house and depot/office, etc., to restore and exhibit his collection that had grown to 19 steamers, 28 diesels, two-dozen passenger cars and other historic railroad items. The Age of Steam Roundhouse is the world's largest, privately funded, railroad historical project, and the roundhouse is one of

the largest timber framed structures in the world.

Jerry Joe Jacobson's childhood dream had come true. Everyone who loves trains—and many who only know trains as an occasional annoyance at grade crossings as they wait for a slow-moving freight to pass—also enjoy the many benefits, public and private, created by Jerry Joe Jacobson's dream.

On September 14, 2017, the Fort Wayne Railroad Historical Society honored the late Jerry Joe Jacobson by displaying his name on the cab side of former NKP 2-8-4 #765 that the FWRHS will be operating this weekend on the Cuyahoga Valley Scenic Railway in



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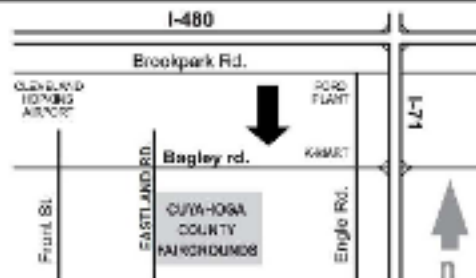
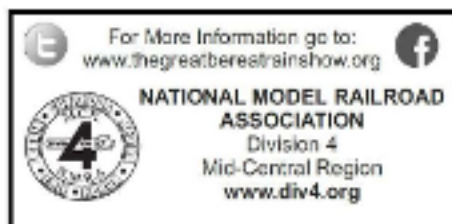
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Independence, OH 44131

Rt 440/73 - Rockside Rd Exit
East to Rt 23, Rockside Rd - right turn
South to Selig Blvd - right turn
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The City of Independence and the Elmwood Parks and Recreation Department does not endorse this event.



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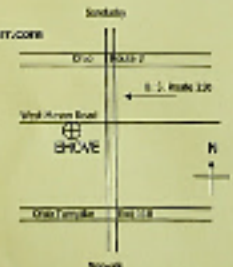
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10a-3p

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Open to the Public 10am - 3pm

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Tables \$25.00 includes 1 entry fee
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SR CITIZENS 45 or older: TCA Members & Great Lakes Division members pay \$2 admission.

GUESTS may not have a table. If you are pre-registering a guest, include a guest's name and \$6 admission.

ALL TCA NATIONAL DIVISION-CHAPTER RULES WILL BE ENFORCED

Please visit our website: www.greatlakesTCA.org



Building a Model Railroad

Saturday, November 4, 2017

9:00 am to 2:00 pm



Open Free to the Public

The "How To" of Building a Model Railroad

- Basic layout planning
- Basics of laying track
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- Simple wiring topics
- Basic scenery
- Model building
- your railroad support system (benchwork)
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- to run your trains
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➤ Note: Under the age of 13 must be accompanied by an adult

➤ Each Topic is taught by experienced model railroaders

➤ Bring a current project

➤ Bring your questions! Take home a wealth of knowledge.

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Revised 1.12.17

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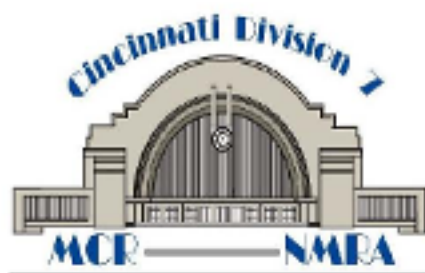


NEXT LAKE ERIE CHAPTER MEET: APRIL 28TH, 2018

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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. 🚂



View from the Napa Valley Wine Train, circa 2006



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.