

Don't forget to register for the Jamboree!

April 2015

 nmra
org

Vol. 57, Issue 4

THE *Keystone Flyer*

MCR
Div. 2



Editor's Model of the Month by Keith & Janet DeVault

Saturday, April 25, 2015 - Division 2 Jamboree -
Sewall Center, Robert Morris University, 6001 University Blvd, Moon, PA 15108

May 17, 2015 - McKeesport Model RR Club, 2209 Walnut St, McKeesport, PA 15132

June 28, 2015 (T) - Youngstown Model RR Club, 751 North 4 Mile Run Rd, Youngstown, OH 44515

Meeting dates in July and August await resolution of a conflict between the traditional August picnic and NMRA national convention.

Visit us on the World Wide Web at
<http://www.keystonedivision.org>

Bring'n'Brag

Jan	Anything Goes
Feb	Homes & Residential Structures
Mar	Built Resin Kits
May	Diesel Locomotives
Jun	Diners & Lounges
Aug	Commercial Structures
Sep	Paper Industry
Oct	Refrigerated Cars
Nov	Open Hopper Cars

Submission Deadline for the May Flyer:

April 29, 2015



From the Super's Desk

Know Your Place

Read almost any magazine article about a model railroad and the first thing you're told is time and place. Steam Era. Diesel Era. Obvious. Transition Era. Not so obvious at first. Read about railroads in other countries and a new vocabulary

must be learned. Pre-grouping. BR era. Within these eras the enthusiast reads about periods of First and Second Generation Diesels. All part of the fun of learning, modeling.

Place usually reveals itself quickly through the name of the railroad, but that leaves divisions, differing in scenery, traffic, motive power, and architecture. Railroads covering large chunks of our nation pass through many physiographic and social regions, true for even mid-size and many smaller lines. When you think about it, transportation systems convey materials from one environment to another quite different, even a shortline a few tens of miles in length. I'm thinking about everything from the two-foot New England railroads bringing stone or timber from the uplands

to the shore, or Appalachian coal haulers connecting mines with population and industry in the big cities.

Building a layout, we must decide what part of our railroad we intend to model even if that railroad is purely fictional. Will I model the mines where coal is loaded or the destination: steel mill, power plant, ship, or coal shed? Perhaps neither; my choice will be small towns along the route where long coal drags pass as they progress between staging yards. Freight turns work the small industries, team tracks and freight houses while dodging through trains, making sure the main is clear for those coal drags that represent the real revenue source of my line.

Like people, railroads have several lives, but unlike people they tend to be separated by geography rather than time: professional life versus home life. Take my prototype of choice, the Lehigh Valley, a major anthracite hauler in the early days. In upstate New York, the LVRR built, bought or leased track to get coal from Pennsylvania fields to the Great Lakes, to be shipped to Buffalo, Cleveland, and other centers of heavy industry. These through trains passed from the deep valleys of the Appalachians to the gentle hills, swamps and drumlins of the Finger Lakes, through wealthy little towns and cities, amidst farms and orchards, fields of cabbage for slaw and sauerkraut and barley for ale. Meanwhile, local business thrived and short locals of boxcars and coal hoppers traveled between places with classical and Native American names.

The Lehigh Valley also hauled coal and goods to the east, through rural and metropolitan New Jersey across the river on barges to New York City, using its small fleet of tugboats.

Once decided on a place, how do we convey that to the visitor? Is it enough to say I'm modeling the Auburn Division of the Lehigh Valley RR? What we say and what we display should give visitors a consistent message. While fundamental, scenery can be difficult to represent accurately beyond the obvious features such as mountains, plains, deserts and forests. Probably most of us know to limit

See "Super," p. 4 ...

The Keystone Flyer is published ten times a year by Division Two of the National Model Railroad Association, Mid-Central Region.

Subscription to the Flyer is included with your NMRA membership if you reside within the geographical boundaries of Division Two. Additional, or non-member, yearly subscriptions are available for \$5.00. Make checks payable to: Division Two, NMRA-MCR and send with name, address, and phone number to Vagel Keller, Editor, P. O. Box 5130, Pittsburgh, PA 15206.

Pike ads are available to publicize your home or club model rail empires for a \$15.00 yearly fee. You may supply artwork or have it produced by the editor for a nominal fee. Pike ads are also posted on the Division's website: <http://www.keystonedivision.org>

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Minutes

John Gallagher

The meeting was convened by Superintendent Hohn at 2:30 p.m. This month, we met at Morgantown Model Railroad Club. Approximately 50 people were present. The Superintendent thanked the Black Bear Restaurant for hosting the meeting. The owner welcomed members of the Division for attending. Superintendent Hahn suggested we view the changes to the model railroad downstairs.

There were no new members or guests. We did have one visitor from Division One.

The minutes from the previous meeting, as published in the Keystone Flyer, were approved as printed. The motion passed by unanimous voice vote.

Reports

The Editor of the Keystone Flyer: Vagel is again attending a Boy Scout function, so Carl Volkwein reported for him. Checks for the Pike Ads are starting to come in.

The Treasurer: Carl reported that after deposits and paying bills, we have a small positive balance.

Programs: Keith also thanked the owner of the Black Bear restaurant for opening the doors to us. It's a much more comfortable meeting space than downstairs. He reported that we will meet at the McKeesport Club in May, but there will be no program due to a lack of space. The June meeting is scheduled to be at the Youngstown Club when Keith gets confirmation from Bud Brock.

Company Store: Dick Flock reported that he has the books and some items from an estate sale downstairs. Please purchase estate sale items as he's tired of carrying them around. He also stated that the Company Store will also be at the upcoming Railroad Prototype Modelers' Meet.

Membership/Website: Tom Gaus reported that we have 246 members in the Division. We did not get any new recruits from the Greenberg Show, but there are several possibilities in the area. The web site is up and running. If anyone has any new pictures they'd like to see posted or suggested improvements, see Tom.

Free-Mo Modules: Jerry Kyslinger reported that the last Greenberg Show went well. The South Hills modular group has said they will link up with us at July's show. Our Division modular group is always looking for new members.

Bring N' Brag: Don Austel reported that there are quite a few entries this month. Be sure to vote for your favorite.

Video Library: There was no report as Bud Brock was not present.

Achievement Program: Dennis reported that he is working on one certificate. If you feel intimidated by the paperwork or the modeling requirements, see Dennis.

The Welcoming Committee: Susan is looking for volunteers to help her.

Old Business

Grier reported that they still need clinicians for the Jamboree. It seems that when they gain someone, another person cancels out. He thanked the ONRy group from the Steubenville area for helping locate more clinicians. We have only 56 registrants so far, which is less than past years. However, we also usually see a flood of registrations as the Jamboree grows nearer. He also said to remind people that non-NMRA members may attend.

Dick Flock reported that the approaching RPM Meet is also looking for clinicians and people who are willing to open their layout for tours. They have about 100 registrants so far. A motion was made to have Division 2 officially sponsor the RPM Meet as a division function. A second was made and the motion passed by unanimous voice vote.

Ken Hanawalt still has three Division 2 hats for sale. See him if you're interested.

New Business

There was a discussion about the July and August meetings. We usually don't have a meeting in July because it would conflict with the NMRA National Convention. However, this year, the National Convention is in August instead of July. At least three people plan to attend. August is when we usually have our annual picnic. That creates a conflict for people who like to attend both events, plus our by-laws state that we cannot have a meeting in the same month as an NMRA national function. The Chief Clerk was asked to see if the picnic grounds will be available in July as well as August, as that may have an effect on our course of action. The issue was tabled until more information is available.

Susan Werner made a motion that we officially move the June meeting from the 3rd Sunday to the 4th Sunday, since, as in past years, the 3rd Sunday is Fathers Day. The motion was seconded and passed by unanimous voice vote.

Superintendent Hahn reminded the members that the next meeting is the Jamboree at Robert Morris. We will have a short business meeting during lunch.

For the Good of the Order

There was nothing for the Good of the Order.

The meeting was adjourned to tally up the Bring N' Brag votes and watch a presentation on the impact of railroads on WW I.



Bring'n'Brag

March's contest was hosted by the Mon Valley Railroad Historical Society held at Morgantown, West Virginia. This month's contest category was "Built Resin Kits" and we had a great turnout of 8 entries. It was great to see new faces with some very impressive kits that they had made, and thank you for all that come and took the extra time to vote.

Marge Meehan won first place with 18 of 61 votes cast, for her HO scale Resin tower and Country house.

Second place was Jim Kubanick with 15 votes, for his HO scale six Resin Car kits.

Third place was won by Marty Kruase with 7 votes for his ho scale Flood loader coal yard.

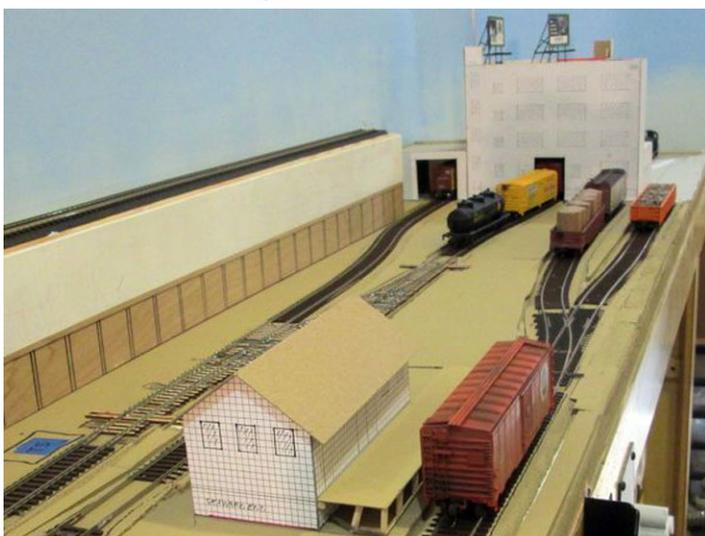
Other entries where Mark Vinsh's HO scale Resin tank and two Bottle cars, Mark also had info on how he had kit bashed one of the bottle cars. Dick Flock had his HO scale resin trucks and trailers. Dennis Vaccaro had two entries,

Rail-Marine Layout Needs a Home

Don Reed is looking for someone to adopt his 19" wide by 19-foot long layout based on the D&LW 25th Street Brooklyn terminal. The yard was served by car floats and trucks and had a lot of very interesting structures – large coal dock, poultry and automobile platforms, three freight houses, etc. Turnouts are operated by Tortoises. Many folders of research and several structure mock-ups are included. The layout breaks down into three modules, but some disassembly is required to avoid cutting through turnouts. The layout could be expanded or added to a larger layout. Pictures are on the railroad-line internet forum at this link:

http://www.railroad-line.com/forum/topic.asp?TOPIC_ID=30496&whichpage=35

Benchwork, track, Tortoises, research, & mockups are available at no charge. Kits for the tugboat, float bridge, car barge, and some rolling stock are available for sale. Please e-mail donreed5136@gmail.com for more information.



Donald Austel

one a Silver City Models Log Loader and a Resin Train set. Mike Hohn had two HO resin box Cars. To top off everything Hans Werner brought in a very nice diorama of a HO scale steam engine at a depot.



Bring'n'Brag Standings:

Name	Points	Name	Points
Marge Meehan	19	Steve Ross	5
Neal Schorr	12	Steven Schorr	4
Dick Flock	9	Dennis Vaccaro	4
Bryce Walat	8	Mark Vinsh	3
Marty Kraus	7	Hans Werner	3
Jim Kubanic	6	Mike Hohn	2
Bob DiBenedetto	5	John Polyak	1



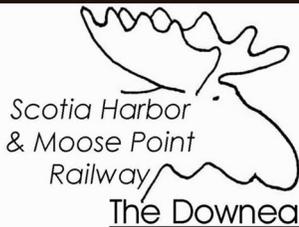
"Super," cont'd ...

aspens and decomposed granite to the Colorado narrow gauge layouts. But can we model mountains in such a way that visitors know they are amongst the Green Mountains of Vermont, not the folded Appalachians? I'm not sure I can.

We can use architecture to define place. Here's where the advantage of modeling prototype structures kicks in, but it usually means scratchbuilding unless modeling an area noticed by kit manufacturers. NMRA regions like ours help when they arrange for kits to be made for prototype structures. Even when we do not wish to model actual buildings, we can develop an eye for typical architectural styles for the area we wish to model. Sometimes the discerning modeler can move a structure from one region to another with a few changes. Some of you saw my recently-completed Santangelos Fruit Company, a Campbell kit. Intending it for our club layout, I painted it white, the default color for West Virginia. Were it destined for New England I might have painted it red with white or cream trim.

Our layouts are stories. All stories occur in a time and place.

... *Mike Hohn*



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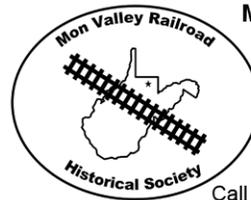
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Follow our construction progress online at:
http://www.railroad-line.com/forum/topic.asp?TOPIC_ID=22893



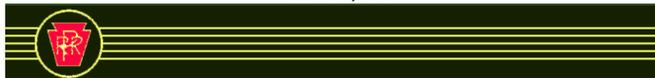
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Memories of Steam, Pt. 1: MoPac's Sunshine Special

Bill DeFoe

In Feb. of 1951 my Dad bought a small 40 acre farm on the outskirts of Cabot, Arkansas. Cabot sits 23 miles north of Little Rock, right on the Missouri Pacific main line between St. Louis, Missouri and Brownsville, Texas. Adding to this already heavy traffic were trains coming up from New Orleans and over from Houston, and also from the east from Memphis. Everything passed through Cabot. It was railroad heaven. Rarely did you need to wait more than 15 minutes for another train, and in 1951 almost everything was powered by steam.

The Cabot business district was hardly more than two blocks long with all the buildings on the west side of 1st Street. Paralleling 1st Street on the east side was a strip of grass about 50 feet wide with a few trees here and there, and then came the MoPac tracks. From Feb. 1951 until Sept. when I started back in school, I lived on that strip of grass, under the trees, along with a group of old men and their checker game.

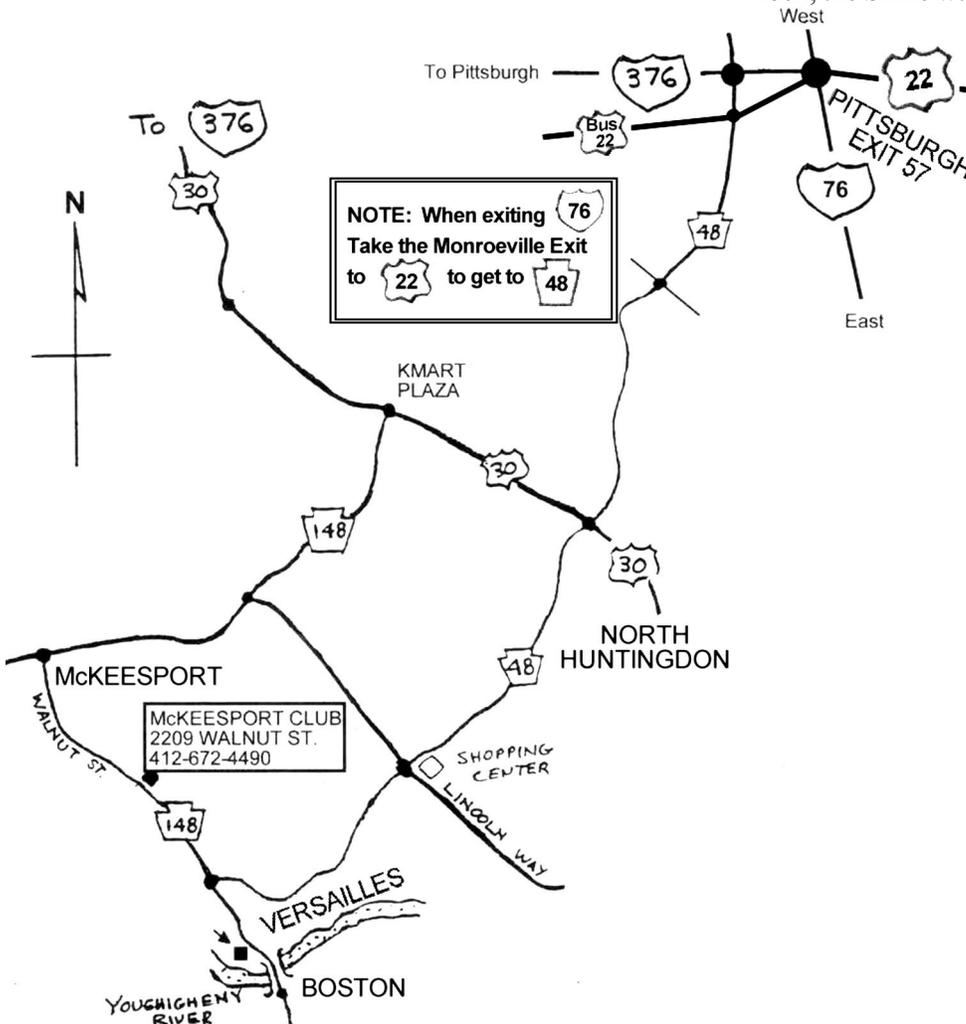
The game always paused when a train passed, and this



THE SUNSHINE SPECIALS—BETWEEN ST. LOUIS—MEMPHIS AND LOUISIANA, TEXAS, MEXICO, ARIZONA AND CALIFORNIA

was especially true when the Sunshine Special blasted through town. The Sunshine Special was the leading lady of the MoPac passenger fleet and the railroad had bought 10 huge 4-8-2 Mountain locomotives to power this train. These locomotives were as big and as heavy as many 4-8-4 Northerns. The “Shine”, as she was nicknamed, always ran two sections, sometimes three. Accelerating her long string of heavyweight Pullmans for the 23 miles out of Little Rock, the Shine was running at maximum speed by the time she reached Cabot. The stationmaster would time her with his stopwatch, look at me and say, “She’s hitting 90!”.

There were only 4 grade crossings in Cabot, and these were each only one block apart. At 90 mph there wasn’t time for the engineer to blow two longs, one short, and another long for each crossing, so he would just lay down on the whistle cord for one long screaming blast from one edge of town to the other. This would be repeated when the next section arrived. I would fall asleep at night remembering that sound.



**MAP TO THE
MAY 17, 2015
MEETING**

Don't forget to register for the Jamboree!

Name _____
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Jamboree Registration Fee Per Person - Includes lunch & continental breakfast.

NMRA Members BEFORE APRIL 11th	\$24.00 x _____ = _____
Non-NMRA Member BEFORE APRIL 11th	\$34.00 x _____ = _____
Children under 12	\$11.00 x _____ = _____
Banquet (not included with registration)	\$25.00 x _____ = _____
Add \$5 after April 11th	\$5.00 x _____ = _____
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Bring a model to enter in a contest and items to sell on the White Elephant Table!

The following is a list of scheduled **clinic titles**. More info can be found on our website www.keystonedivision.org as the event draws closer.

The Story of the CL&W - Arley Mitchell

Advanced Weathering 201 - John Gallagher

DCC Keep Alive Circuits - Bill DeFoe

A Beginner's Guide to JMRI Operations: From Download to Printing Manifests - Charlie Blenko

The Super 7 Locomotives of the Monongahela Railway - Jim Weinschenker

Castings and Details - Jack Keen

The Allegheny Valley Railroad - Ken Kobus

3D Printed Trains - Dennis Vaccaro

Mail to:
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 3357 New Texas Road, Pittsburgh, PA 15239
 Email: webmaster@keystonedivision.org
 Ph (412) 731-8846

Please note: This is not a model train sale or show. More details can be found on the back of this flyer.

Painting and Weathering - Harry Crouch

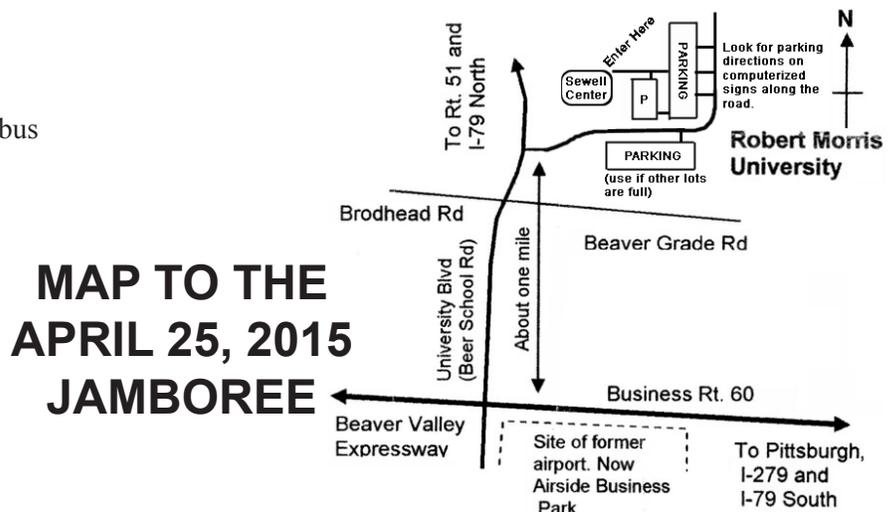
The B&O from Grafton to Altamont - Alden McBee

Tank Cars for Natural Gas Products and By-Products - Steve Ross

After Dinner Program

It's About Time - Ken Kobus

The story of the roles that the Pennsylvania Railroad, the Allegheny Observatory and the City of Pittsburgh played in the development and evolution of the American Time System, how time was distributed and why it was necessary. This advancement was more important than is readily apparent. Artifacts of the system used to determine and distribute accurate time can still be seen today.



The Keystone Flyer

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NEXT MEETING:
Saturday, April 25, 2015
Keystone Division Jamboree
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<p>Western Pennsylvania Est. 1938 Model Railroad Museum</p> <p>(724) 444-6944 5507 Lakeside Drive, Gibsonia, Pa. 15044 Formerly the Pittsburgh Model Railroad Historical Society</p>	<p> MID-MON VALLEY MODEL RAILROAD CLUB </p> <p>159 Main Street, New Eagle, PA Meetings: Fridays 7:30 pm</p>
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