



The Trainwire.



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Superintendent's Message.

First, I want to thank those who attended the January meeting and gave us your ideas on the Bring & Brag and Programs. You came up with some different thoughts and we will try to use them. I would have done this earlier, but I forgot about the deadline for the February Trainwire. I know when it is, but it comes up on me too fast. There are too many distractions to deal with. As you all are well aware of, Railfest is a couple weeks away. Because of the economy some changes were instituted, one of which directly affects Division members. Being a member of the Division does not get you free admission. If you volunteer to

work at the show than admission is free, **but you must work**. There will be a volunteer sign-up sheet at the March meeting. We have also had to cut back on the number of free admissions for exhibitors and vendors. It doesn't help GATS having a show at the IX Center that same weekend. Railfest is our primary source of income. We have to control our costs whenever we can. It will have probably already passed by the time you read this, but Feb. 28th was the deadline for early registration for the MCR convention in Columbus Apr. 30-May 3rd. There will be plenty to see and do, as well as learn something new. Plan on attending. Have you submitted



Al Cap – Superintendent
 Division 5
 NMRA – Mid Central Region

your Naming Contest Entry Form for our convention of 2011. It's our 50th anniversary. Celebrate with us by participating. ☘

Businesses Accepting Division 5 Certificates

The businesses listed below are currently accepting Division 5's award certificates:



Stewart's Hobbies & Collector's Toys
 Hobby Town USA
 Train Specialty Company
 Village Train Shop
 Toy-N-Hobby Headquarters

Willoughby, Ohio
 Mentor, Ohio
 Chardon, Ohio
 Perry, Ohio
 Geneva, Ohio



Please support these dealers!

UPCOMING DIVISION 5 MEETINGS

Division 5 monthly meetings normally start at 7:30 PM.

March

Location: Hambden Town Hall
 Program: Big Sky Memories-Railfanning the MRL
 Bring & Brag: Green Theme

April

Location: Hambden Town Hall
 Program: NMRA Achievement Program
(Bring your certificate)
 Bring & Brag: Foolish Models

May

Location: Lake Farmpark
 Program: HO layout set up
 Bring & Brag: Stock Car

The Western Reserve Model Railroad Museum
 7471 Tyler Blvd. Unit "L"
 Mentor, Ohio 44060

Fall Hours

Monday thru Thursday 3:00 PM - 9:00 PM
Friday — Closed
Saturday 10:00 AM - 5:00 PM
Sunday Noon - 5:00 PM

Contact Rick @ 440-251-0350 for more information.
www.wrmrrm.org

SCHEDULED EVENTS

Railfest	Mar. 14 & 15
Lakeland College Mentor, Ohio	
Division 5 BOD Meeting	Mar. 16
Hambden, Ohio @7:30 PM	
WRMRRM	Apr. 18
Spring Open House Mentor, Ohio 10am-6pm	
Division 5 BOD Meeting	Apr. 20
Hambden, Ohio @7:30 PM	
Mid-Central Regional Convention	Apr. 30 - May 3
Columbus, Ohio	
Railroad in the Park	May 2 & 3
Lake Farm Park Kirtland, Ohio	
Division 5 BOD Meeting	May 18
Hambden, Ohio @7:30 PM	

Division 5 Meeting Minutes.

February 6, 2009

Note: No official minutes were taken for the meeting due to the absence of the Clerk. The following is a general summary.

Assistant Superintendent Dale Smith ran the meeting at Hambden Town Hall. Approximately 40 people were present.

Dale Smith and Bruce Lutheran presented their concept for Div 5 Promo Day 2009 and solicited comments from the members. A number of comments were provided by the membership and will be reviewed by the Promo Day planners.

Gary Shaffer provided a program on "Nickel Plate Past". ☘

Pictures from February Meeting.



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Railfest 2009

Sat & Sun March 14th & 15th

10am to 4pm

Model Railroad Show and Flea Market

Operating Layouts

N Scale Layouts
(Regional NTrak)

HO Scale Layout
(NMRA)

**S Scale &
American Flyer**
(Cuyahoga Valley S. Gaugers)

**Lionel O Gauge
LGB G Gauge**

Live Steam Display
(Lake Shore Live Steamers)

Features

Dealers

Flea Market

Exhibitors

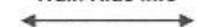
Operating Layouts



Video Tapes

Historical Displays

Train Ride Info



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For Information Write:

NMRA Division 5
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Phone (440) 942-3039
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Email - Railfest@MCR5.Org

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8:30am - 4:30 PM



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MCR - Division 5 Event
Since 1984
www.MCR5.Org



Division 5 BOD Meeting Notes

February 16, 2009

Present: Dale Smith, Bonnie Lette, Wayne Lette, Don Bittner, Mike Buehner, Matt Kross, Lenny Kessler, Bruce Lutheran, Rob Bowers, and Harley Smith.

Dale Smith and Bruce Lutheran provided an overview of their current plans for Div 5 Promo Day 2009. They presented a first pass of a flyer for the event. A number of issues were discussed. Due to the nature of the event, we will require children under a certain age to be accompanied by an adult. We are debating whether to have a set schedule of activities so that people can plan on when they want to come to the event. There was debate whether the layouts in various stages of construction would be saved from year to year or whether we would give everything away each year and start over the next year. The main issue with keeping the materials and layouts is storage. There is still debate over what scale to use for the layouts. There were some ideas as to how we could have the layout stages in various scales. There was debate over how much hands-on activity we should permit due to liability and quality concerns.

Rob Bowers provided the status of Railfest 2009 planning. Approximately 90% of the tables have been sold. He is working on a new layout for Gym C. Postcards will be sent out to the people that provided us with their names and addresses last year (approximately 2700).

The BOD passed a motion to give the Railfest Chairman the authority to raise table fees as needed for Railfest 2010 to cover cost increases.

Items for the April Trainwire will be due a week earlier than usual due to the Trainwire Editor's schedule.

Matt Kross and Dale Smith provided a convention planning update. Five people have submitted entries so far for the convention naming contest. There are a number of good ideas for us to work with. People have until March 9th to submit entries. A number of people have stepped forward and volunteered to work on the convention committee. There are still a number of positions that need to be filled.

Next **BOD** meeting will be March 16, 2009 at Hambden Town Hall at 7:30 pm.

Submitted by Matt Kross, Div 5 Clerk ☘

Crossing the Sierra Nevada Mountains via the California Zephyr.

By: Ken Stroebel

Earlier this year, I had an opportunity to ride a portion of one of the great train journeys, if not the greatest, in the United States. Launched in 1949 and then again in 1983, the *California Zephyr* runs from Union Station in Chicago, to Emeryville, near San Francisco, California. While I was only on board for day one of the three-day eastbound trek, it was quite a trip with snow in the Sierras and rain along the San Francisco coastline. The journey started in San Francisco Bay, running along the coastline, winding north and eastward along San

Pablo Bay, before heading northeast towards Sacramento, and then eastward to the Sierra Nevada mountains at the California/Nevada border, and the arid Nevada flatlands. The train continues east through the majestic Rocky Mountains via Denver, and then descends through the plains until finally reaching Illinois. What better way to cross the Sierra Nevada mountain range in the winter months than on a train such as the *Zephyr*. Before we begin the journey, let's spend a brief moment looking at the history of the *Zephyr*. The *Zephyr*

was originally launched in 1949 as a joint operation of three railroads: the Chicago, Burlington & Quincy, the Denver & Rio Grande Western, and the Western Pacific. Initially designed as a luxury cruise train to allow passengers to see the spectacular site of the Colorado Rockies and California High Sierras from its Vista Dome cars, the *Zephyr* operated in much the same manner until its demise in 1970. The CB&Q handled the train from Chicago to Denver, Colorado where it was then handed over to the D&RGW. The D&RGW

would then handle it until reaching Salt Lake City, Utah where it was received by the WP for its final leg into California. The *California Zephyr* wouldn't come back into existence until 1983, when Amtrak went about to revitalize the service. Under Amtrak service, a daily eastbound and westbound train began to operate over a hybrid route between the route of the original *Zephyr* and the route of its former rival, the *City of San Francisco*. Many of the

cities and towns along the way owe their existence to the boom and bust times of the wild west, only surviving because they were on the railroad lines that make up the route of the *California Zephyr* today. My trip starts in Emeryville, which is just across the bay from San Francisco. While San Francisco has a skyline dominated by modern skyscrapers, red-tiled roofs of Spanish architecture, and quaint Victorian homes, Emeryville is a city that is in a transition from an industrial origin to one of commercial and residential. The area around the Amtrak depot has become another city block filled with the latest retail establishments and big boxes, such as Ikea, Borders, and soon to be vacant Circuit City, as well as hotels and condos/lofts. The train will start its journey on the tracks of the former Southern Pacific

Lines, which it follows as far east as Winnemucca, Nevada. Our starting elevation will be approximately 15 feet above mean sea level. Our Sunday train today consists of two Amtrak GE P42 locomotives (63 and 1), baggage car (1701), three sleepers (32104, 32070, 32062), dining car 38019, observation/lounge car 33047, and three coaches (34044, 34034, 34000). Most of the units have been well cleaned of any previous road grime by the strong California rains that the region had been experiencing that morning as well as the past several days, making viewing and photographing through the window acceptable. However, the rear window on the last coach was still quite grimy, making photographing through it very difficult. This would be very disappointing as we cross the

Sierra's as most of the tunnels would only be visible after passing through them. Another passenger and I had hoped that we could get this window cleaned at one of our stops but to none of the crew seemed to hear our wishes. We depart Emeryville station at 0910, and are quickly off through the coastline region. We run along several miles of San Pablo Bay and the Carquinez Strait, which I had visited the previous day to see if I could catch some trains along the scenic beach areas and cliff sides. This waterway is home to the Mare Island Shipyard, which can be seen across the water on the left side of the train, as well as the California Maritime Academy. Just before passing under the Carquinez Bridge, we passed a large oil

refinery; while immediately past the bridge we'll pass by the old California and Hawaii (C&H) Sugar plant. Within a few minutes, our train will have passed over the Strait at the mouth of the Suisan Bay, which is home to a fleet of ships has been mothballed. I easily counted 7 or 8 clusters of ships that are tied together, with an unknown number of ships in each cluster. Our first major stop is Sacramento, which was the starting point for the Central Pacific Railroad in 1863. While at Sacramento, our train meets westbound Amtrak California #724, which consists of engine 2004, an EMD F59PHI, and five coaches (8024 Cosumnes River, 8022 Pit River, 8810 Owens Valley, 8028 Mad River, and 8031 Mount Whitney). After

(Continued on page 7)

The California Zephyr cont.....

(Continued from page 6)

boarding some additional passengers, the *Zephyr* is off again, crossing the Sacramento River and by the California State Railroad Museum. Most of our journey to this point has been relatively flat, and we have only climbed approximately 10 feet in elevation. Approximately 30 minutes later, we begin to enter the limits of Roseville, home to the Union Pacific's Roseville Yard. Roseville, which was known formerly as Junction, is home to the former Southern Pacific Lines' huge diesel shops.

With the merger with the Union Pacific, the 4-mile long yard is now the home to the armour yellow UP power. However, a few ex-SP engines still in their gray and red paint scheme can be seen

as we pass through the yard. The last 30 minutes have included a gradual climb upward, as the elevation at Roseville approximately 165 feet msl.

Our climb towards the Sierra Nevada's begins in earnest now, as we head toward Colfax. Colfax is a former fruit-packaging town, located at an approximate elevation of 2,400 feet, which is still below the heavy snow line that we are about to experience. However, the rain that we have experienced during most of the trip shows signs of quickly changing to snow as we pass through the town. Within a quick span of 10 minutes, the rain has changed over completely to snow as we reach milepost 152. By



milepost 155, the snow is falling quickly enough that it reaches the top of the rails on the adjacent northern track. Approximately 40 minutes after departing Colfax, the westbound *Zephyr*, Amtrak #5 consisting of two engines, rolls through on the northbound track as it heads in the direction we have just come from. The #5 is only about 30 minutes late today, which is not bad for a train nearing the end of its 3-day journey.

Ten minutes later, Amtrak's #6 enters the first of the tunnels on the Roseville Subdivision as we proceed further up the mountain and toward Emigrant Gap. The train crosses Interstate 80 at Emigrant Gap (milepost 171.2), and quick glance over to the road shows that vehicular traffic is slowly making its way up the snow covered roadway. The elevation at Emigrant Gap is 5280 feet or one mile above sea level. Here we will pass through a series of tunnels as we pass by Yuba Gap (MP 174.5, elevation 5,500 ft.), which is where the train the *City of San Francisco* was stuck in snow for several days in January 1952. Just east of Soda Springs (MP 192.5) we meet a westbound UP autorack, which is in the hole

waiting our arrival. This is also where several of the 16 original snow sheds are traversed. The snow sheds were built to protect a full 38 miles of track from snow, which averages over 34 feet yearly. The rail line runs along the mountainside high above Donner Lake, on its south side. While a portion of the line used to run along the mountain's edge, the line currently bends underneath a ski area, and Donner Summit (elevation 7,940 ft.) is actually reached while traversing inside 10,324 ft. long Tunnel 41 (MP 192.6). Donner Pass is named for the Donner Party, which was led by George and Jacob Donner, and became stranded when an early winter came as they tried

to reach California. After many attempts to escape, all but 47 of the 89 original pioneers died of starvation. Our next stop is the resort town of Truckee. Truckee, at elevation 5,900 ft., once housed a locomotive facility, and there still are some facilities for servicing the helpers that use this as their eastern base. Rotary snowplows are also sometimes stored here for use in the heaviest snow fighting conditions. Another westbound freight train, UP 8248, is waiting here for our Amtrak train to pass.

(Continued on page 8)



The California Zephyr cont.....

(Continued from page 7)

The train now begins to follow the Truckee River downward through the canyon to Reno, the "Biggest Little City in the World". Shortly after we pass through Truckee and begin our descent through the steep walled canyon, the snow has turned back to rain, and rain will accompany us the remainder of

the trip into Reno. Along the way, we'll pass several water flumes, which are wooden troughs, which were used to convey water to a hydroelectric plant at Verdi. Verdi is also the site of the first train robbery in the west in 1870. The Reno Amtrak depot (MP 240.7) is my destination for today. Located on the south side of the tracks, it's a new

station, which was built as part of the installation of the "trench". Completed in December 2005, the Reno Train Trench was a \$250 million project to reduce street running through Reno. The two-mile trench runs approximately 30 feet below street level. I had the opportunity to see one of the first trains run through the trench in

2005, and it was quite a site to be street level and looking down to see trains running through the city. Of course with the trench completed, city planners decided then to cover the trench between Virginia and West Streets, making railfanning this unique feature impossible but allowing for development of a pedestrian mall.



While my journey ended in Reno, the *Zephyr* was soon ready to depart after picking up more passengers. I had traveled some 240 miles from my start, reached a peak elevation of over a mile above sea level and experienced heavy rains and heavy snows during my 7-1/2 hour journey. While the

Amtrak #6 train had not overtaking any slow moving freights, we had encountered Amtrak #5 as well as several westbound UP freights during our trek. A very enjoyable trip aboard the *California Zephyr*, which I hope to repeat again sometime on a sunnier day. ☘



If you want to make use of the Division fleamarket table at Railfest, you **MUST** fill out the form on the other side of this sheet. Use as many copies of the form as needed to list **ALL** the items you are selling. Each item on the table must have a sticker that contains the member's initials and a sequence number corresponding to the items on the form. Multiple items, bagged or boxed, are only counted as one item if they are being sold as a set.

Please keep prices in even dollar increments (\$1, \$2, \$3, etc.) if at all possible. This makes it a lot easier for the people manning the table to make change and handle the money.

Also, **you need to provide a Business Size envelope** to put the money in from the sales of your items. Mark your name clearly on the envelope. You also need to put some money in the envelope to allow the people manning the table to use for making change. We would like at least ten \$1 bills in the envelope. Please mark on the envelope the amount of money you provided for making change. ☘

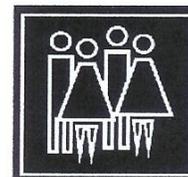
Deadline For Convention Naming Contest Entries!

You only have until March 9th to get your contest entries submitted. We have five people who have submitted their convention naming ideas. We would like more people to get involved. The rules and entry form were in the January and February Trainwires. Additional copies will be available at the March meeting. You can download the January or February Trainwire from the Div 5 website and get the forms that way. ☘



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(Terms expire June 2010)

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Asst. Superintendent	Dale Smith	440-286-4932	AstSuper@MCR5.org
Treasurer	Bonnie Lette	440-298-3075	Treasurer@MCR5.org

Division 5 Trustees: (Terms expire June 2010)

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Wayne Lette	440-298-3075	Don Bittner	440-257-7555

Division 5 Board of Directors: BOD@MCR5.org**Division 5 Appointed Positions:** (Terms expire June 2010)

Clerk	Matt Kross	440-729-3045	Clerk@MCR5.org
Railfest Chairman	Rob Bowers Jr.	440-942-3039	Railfest@MCR5.org
Promo Day Coordinator	Bruce Lutheran	440-257-2105	PromoDay@MCR5.org
Achievement Program	Bill Brodie	216-780-0938	AP@MCR5.org
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HO Module Coordinator	Bill Eville	440-974-9230	ModuleCoordinator@MCR5.org
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Convention Co-Chairs	Dale Smith Matt Kross	440-286-4932	Convention@MCR5.org
Webmaster	Wayne Lette	440-298-3075	Webmaster@MCR5.org
Company Store	Al Cap	440-729-1458	CompanyStore@MCR5.org

March Division 5 Meeting

March 6th, 2009.

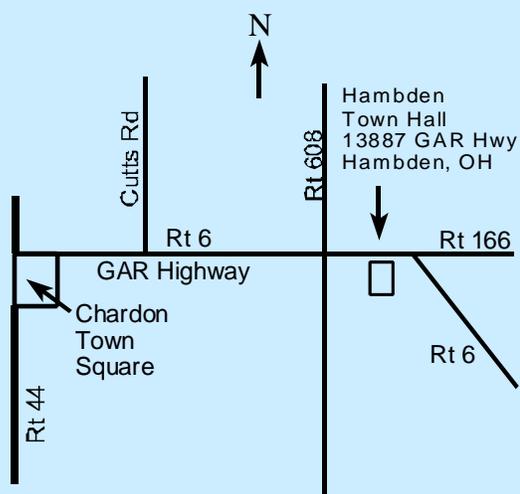
Division 5 monthly meetings normally start at 7:30 PM.

Location: Hambden Town Hall
13887 GAR Highway (Route 6)
Chardon, Ohio

Located on Rt. 6 between the intersection of Rt. 608 and Rt. 166 next to Hambden Elementary School east of Chardon.

Program: Big Sky Memories-Railfanning the MRL**Bring & Brag Theme:** Green Theme

*Reminder: Bring & Brag entries **DO NOT** have to adhere to the Bring & Brag theme for the evening. The themes are meant to add some variety to the types of model work shown and to encourage members to work on something they may not have tried otherwise. The themes are not meant to discourage you from bringing in other model work that you have completed in the last 6 months. By all means, bring it in and show it off!*



Map to Hambden Town Hall

April Trainwire Deadline
March 15th.

The Trainwire Newsletter

3257 Center Road
Perry, Ohio 44081
Publication of Division 5
"The Western Reserve Division"
Mid Central Region
National Model RR Association, Inc.
A Non-Profit Educational Organization

March, 2009

Electronic Version

Division 5 Membership
as of February 1st, 2009



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The Trainwire

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Trainwire@MCR5.org. The Trainwire and Division 5 activities are funded by flea markets, raffles, contributions, and donations. All comments and opinions are welcome. Those views expressed in *The Trainwire* do not necessarily reflect the policies or opinions of the NMRA, the Mid Central Region or Division 5

The Western Reserve Division 5



www.mcr5.org

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