



# The Trainwire.



## Off the Mainline...

by: Kirk Pohto

November is Model Railroad Month, so how are you going to celebrate? Do you have a new project you're going to tackle or one you'll be finishing up soon? If so, share your ideas with us! You could always take your project on the road. Friday, November 16<sup>th</sup> is Take your

Model Train to Work Day. What a great way to share the hobby with others! Prior to that, we have our 4<sup>th</sup> annual Model Railroad Promotional Day at the Western Reserve Model Railroad Museum in Mentor. Promo Day Chairman Bruce Lutheran has worked hard to put the event together this year. Besides seeing all of the trains running at the Museum, guests will be able to attend some clinics and take part in the pulling contests. There will also be videos playing throughout the day and some self-guided

layout tours around the area (including Harley Smith's Ohio Northern). There's a little bit of everything for everyone. Last month we began discussions on having another train show, besides Railfest, during the year. We had some good questions posed and will discuss things further at upcoming board meetings. For those of you who didn't get a chance to ask a question (or those who weren't able to attend the meeting), what are your thoughts? In order for this to get out of the siding and onto the main, possibly in 2009, we'd need the

commitment from the membership to help out. While we're discussing Division events, how do you feel about possibly hosting another regional convention? Matt Kross and Dale Smith brought up the topic at a recent board meeting and we've begun the preliminary work to explore potential locations, dates, and activities. I brought up our interest at the regional board meeting October 21<sup>st</sup> and made it clear that 2011 was the earliest we'd consider hosting IF we could

### Inside this issue:

Scheduled events	2
The Bet	3
EZ Throttle Holder	4
Div. 5 Minutes	5
Meeting Pictures	6
BOD Minutes	7
Rail Sighting	8
Tripmaster Report	9
Amtrak to Galesburg	10
Promo Flyer	14
Officer Info	15

get the membership's help. The reception was pretty positive, especially because of the great convention we put on in 2005. So what do you think about putting on another convention? We'll need to get your feedback on this. Give these ideas some thought and let me know what you think. With the

experience we've gained from Railfest and the 2005 convention, I feel we're in a good position to build upon what we've already accomplished. We've got great people within our Division and don't think our hard work goes unnoticed by other divisions. **See you down the line in November! ☘**



Kirk D. Pohto – Superintendent  
Division 5  
NMRA – Mid Central Region

*“The Western Reserve Division”*

## UPCOMING DIVISION 5 MEETINGS

*Division 5 monthly meetings normally start at 7:30*

### November 2

Location: Hambden Town Hall  
 Program: "Bridges to Buffalo"  
 Bring & Brag: Best models

**There is no meeting in December.**

### 2008

### January 4

Location: Hambden Town Hall  
 Program: DCC  
 Bring & Brag: Snow Theme

### "Bridges to Buffalo"

**Bridges to Buffalo is a video presentation the will be given by Bruce Lutheran.**

### The Western Reserve Model Railroad Museum

7471 Tyler Blvd. Unit "L"  
 Mentor, Ohio 44060

#### Hours

<b>Tuesday</b>	<b>5:00 PM - 9:00 PM</b>
<b>Thursday</b>	<b>5:00 PM - 9:00 PM</b>
<b>Saturday</b>	<b>10:00 AM - 5:00 PM</b>
<b>Sunday</b>	<b>Noon - 5:00 PM</b>

Contact Rick @ 440-251-0350 for more information.

[www.wrmrrm.shutterfly.com](http://www.wrmrrm.shutterfly.com)

## SCHEDULED EVENTS

<b>NMRA Div. 5 Promotional Day</b>	<b>Nov 3</b>
WR Model RR Museum Mentor, Ohio	
<b>Division 5 BOD Meeting</b>	<b>Nov 19</b>
Hambden Town Hall Hambden, Ohio	
<b>Christmas Party</b>	<b>Dec 7</b>
Carl's Overlook Restaurant Saybrook, Ohio	
<b>HO Module Setup</b>	<b>Nov 30</b>
Lake Farmpark, Kirtland, Ohio	
	<b>Dec 1 &amp; 2</b>
	<b>Dec 7-14</b>
<b>Holiday Open House</b>	<b>Dec 9</b>
WR Model RR Museum Mentor, Ohio	
<b>LENS N-Trak Module Setup</b>	<b>Dec 15-23</b>
Lake Farmpark, Kirtland, Ohio	
<b>HO Module Setup</b>	<b>Dec 15-31</b>
Mentor City Hall Mentor, Ohio	
<b>Division 5 BOD Meeting</b>	<b>Nov 19</b>
Hambden Town Hall Hambden, Ohio	

### 2008

<b>Railfest</b>	<b>March 15-16</b>
Lakeland Community College Kirtland, Ohio	

# A Bet is a Bet!

Facts and photos by:  
Tom Pescha

**D**id you ever wonder what happened to Rick Montgomery's beard? Now I don't know all the particulars, but it seems as though

there was a bet between Rick and Tony Spena. According to Tom Pescha, the bet was on Rick's ability to complete a certain project in a given time. The stakes were an undisclosed amount of money

against Rick's facial hair. As you can see by the photos below, Rick lost the bet and was man enough to accept his fate. Tony made sure the job was done and Bruce Lutheran was more that happy to help him.

All is well that ends well, but be assured that I will never bet facial hair against Tony Spena. ☘

You're not really going to cut this beard?



A bet is a bet, and you lost.



A man of his "Word".



**Spena Financial Services, LLC**

Personalized Insurance and Investment Planning...  
...Because There's Nobody Else Exactly Like You!!

401 (K) & IRA Roll-Over Specialists

**Anthony J. Spena**  
ChFC, CLU, CEP  
spenafinancial@sbcglobal.net  
Phone: 440-537-3204  
Fax: 440-639-1449



Since 1970

**Businesses Accepting Division 5 Certificates**

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

Stewart's Hobbies & Collector's Toys  
Willoughby, OH

Hobby Town USA  
Mentor, OH

Train Specialty Company  
Chardon, OH

Village Train Shop  
Perry, OH




Please support these dealers!

# Easy Throttle Control Holder Tip.

By: Ken Stroebel

One of the initial steps in designing my railway was the decision whether to go DC or incorporate DCC for the layout.

While many discussions can be held as to which system to install, this is not the focus of this tip, but rather what to do with one of the components, the portable throttle. Many vendors sell ready to install throttle pockets of some sort or an-

other, which usually can be screwed into a part of the layout fascia or a backboard. I seen these advertised for around \$10. However, a cheaper way to make a suitable throttle holder can be found at the local hardware store or big-box supplier (such as a Loews). A trip to the electrical department will provide you with what you need, a simple electrical outlet box known as a gang box. For less than a dollar, you can

purchase a plastic gang box. I found gang boxes at Lowes (part # BH122A) and purchased the cheapest version, which has pre-formed sides which can easily be nailed to the fascia or you can drill two holes across the top to accommodate a 3-inch screw. By simply cutting a 3/4-inch slot down one side of the box and partially through the bottom with a hack saw, you allow the cable to easily slide through the box and continue

to be plugged into the throttle socket or hang loosely to the floor. The size of the gang box will easily contain small throttles, as well as larger throttles such as the NCE Procab. The end result is a throttle control holder that looks great and can't be beat for the price. For multiple throttles, simply attach each box next to each other and label your throttles appropriately. ☘



## Division 5 Company Store Items

- O scale Sugar Houses @ \$36/each
- HO scale Sugar Houses @ \$24/each
- N scale Sugar Houses @ \$17/each
- HO scale Western Reserve RR Reefers @ \$12/each
- N scale Western Reserve RR Reefers (two numbers) @ \$12/each or two for \$22
- Division 5 Pins @ \$2/each
- Division 5 "Pentagon" Patch @ \$2/each
- Division 5 Hats @ \$10/each

## Division 5 Promotional day – "Promo Day"

By Bruce Lutheran

One last reminder, Saturday November 3rd is "**Promo day**" for Division 5. It will be held at the train museum on Tyler blvd. in Mentor, just like last year. It will depend on your help to make it a success. Most everything is set, but I still have need for a couple of volunteers to do the following:

1. Give away raffle tickets to kids and adults - one type for kids and one type for adults. I will have a table at the entrance.
2. Help sell division items – Sugar shack, division cars.
3. Monitor the food and pop give-away.

**Thank you in advance!**

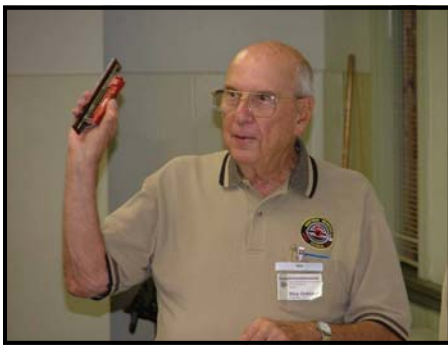


# Division 5 Meeting Minutes

October 5, 2007

1. **Division 4 Carnival of Trains Show** – Ken Stroebel will open the Division 5 table; others will come in to help cover the table for the two day show.
2. **Division 5 Christmas Dinner** sign up sheet – Contact Dale Smith – Dinner will be served at 7:00 PM
3. **Lake Shore Live Steamers** – sign up sheet was passed around – we have 10 adults and 6 children attending the event October 13th. Hobo Dinner at 5:00 PM
4. **Collinwood Masonic Lodge** – we received a \$50 donation for the display that the module group did for the lodge. Received a thank you from Robert C Hagger & Jack Metcalf.
5. **Clerk Report** – the finance totals were reported
6. **Railfest 2008** – Rob reported that we are a little behind schedule – he has had 15,000 flyers printed up and they will be at the Division 4 train show.
7. **MCR 2008 Convention** (Division 4) & NYC Convention – the two conventions are being combined – they are putting items together for clinicians and tours.
8. **Promo Day 2007** –
  - Bruce has contacted AAA to put the date in their newsletter, City of Mentor (which they said they would put in News Herald), he is going to put a two day ad in the News Herald too.
  - Bruce handed out flyers for members to put up at their local stores/schools.
  - Was asked if anyone wants to have anything judged at Promo Day – so far there are none – if you want to have something judged please contact Bruce Lutheran so Judges can be lined up.
  - Volunteers are asked to donate at least 1 hour of time that day to help with any job that needs done. i.e. the Company Store Table, traction contest, front door, etc.
  - Clinics – please contact Bruce if you would like to do a clinic
  - Layout Tours – please contact Bruce if you would like to open your layout up for the public to view
9. **Trips** – Ken Stroebel has a signup sheet at the front table for those interested in the North East PA railfanning/museum trip on October 20<sup>th</sup>. Please contact Ken if you have not signed up.
  - Blissfield group (South of Detroit) at this time it does not look like we will be able to do an operating session with them this Fall. Ken will continue to work with them for a date. They will have their Open House this Fall but you will not be able to operate.
10. **Modules** – Track Plan has started, some minor hurdles have been maneuvered over. Next Module meeting October 17<sup>th</sup> 7:00 PM at Rick's office on Tyler Blvd.
11. **A/P Program** – was reported that there was nothing new this month.
12. **Second Trainshow** – in 2008 or in the future – there was discussion of the pros and cons of having a 2<sup>nd</sup> train show put on by Division 5. Some good points was brought up and were addressed. There will be further in visitations with the possibilities of having a 2<sup>nd</sup> show – location, time of year, competition, having a flea market with only a few dealers, etc.
13. **Bring N Brag** – “Rags to Riches” – where you obtained the model inexpensively and modified to something that is worth a lot more. **Bill Berger, Lawson Stevenson, Bill Evill, Ken Stroebel, Skip Giddings, Bill Smith, Gary Shaffer, and Bill Brodie**
14. **Program of the evening** – “Pillars, Portals & Walls” – by Dick Roth
  - Showed how to dress up the pillars, portals and walls that you cast for your layout – Carving lines to give it character - Plus other pointers for making the castings. ☘

# Pictures from the October Meeting.



Next Division 5 Meeting – November 2, 2007.

# Division 5 BOD Meeting Notes

October 5th, 2007

## BOD Meeting Minutes

October 15, 2007 – 7:30 PM – Hambden Town Hall

**In attendance:** Kirk Pohto, Bruce Lutheran, Al Cap, Rick Montgomery, Dale Smith, Lenny Kessler, Bonnie Lette, Wayne Lette, Matt Kross

**Promotional Day** – Bruce gave an update on the status of Promo Day.

Still need someone to head up the N-scale & HO traction contest

There will be a raffle for the kids & adults with prizes

We will have a mystery item to guess what it is

Things are progressing nicely

Will have advertising on City of Mentor TV channel

News Herald is going to do an article and run it just before Promo Day

### **Budget**

All budgets must be submitted to the BOD before their next meeting, November 19<sup>th</sup>, 7:30 PM Hambden Town Hall.

It would be helpful if the person submitting a budget would be present at the BOD meeting to answer any questions that may arise.

Remember to have great detail for your budget proposal

### **Lake Farm Park & City of Mentor Module Dates**

HO Modules will be at

Lake Farm Park - Nov. 30<sup>th</sup> – Dec. 2<sup>nd</sup>; Dec. 7<sup>th</sup> – 14<sup>th</sup>

City of Mentor – Dec. 15<sup>th</sup> – Dec. 31<sup>st</sup>

N-Scale (LENS) will be at Lake Farm Park – Dec. 15<sup>th</sup> – 23<sup>rd</sup>

Regional BOD Meeting in Columbus – Kirk will be attending – he will report on what the division has been doing, what it is doing, & what is in the future

2<sup>nd</sup> Train Show – more discussion but no final decision has been made

MCR 2011 Convention – was talked about – the date will be the end of April for better rates at the possible venue.

### **Bring-N-Brag & Programs were decided on**

	<u>Bring-N-Brag</u>	<u>Program</u>
Nov.	Best Model	Bridges to Buffalo – Bruce Lutheran
Jan.	Snow Theme	DCC – possible still need to contact
Feb.	Favorite Fallen Flag	Working on contacting an interested party
Mar.	Green Scheme	Dale Madison
Apr.	Thumbs/Turkey/Fools	Working on contacting an interested party
May	Club Car (Private Model RR)	Working on contacting an interested party

### **Nominating Committee**

Elections will be coming up next Spring – for the new officers to take over June 2008

*“Continued on next page”*



# BOD Meeting Notes *cont.....*

**W**e need one person from each of the three counties to serve on the Nominating Committee – your job is to

approach people to run for the different positions – remember if you serve on the Nominating Committee you can't be nominated for an office. Please let any of the BOD

know if you are interested in serving on this committee – otherwise there maybe some drafting involved. Along with the Nominating Committee we are looking for a

person to serve as the Teller – they receive and tally the ballots for the election. Matt Kross will be mailing out a new roster to the Division Members. ☘

# Rail Sightings.



Recent photo of Amtrak's Acela train and SEPTA commuter line train as they pass through south Philadelphia. Both trains were southbound, although by the time I tried to snap another photo, Acela engine 2004 was well past the SEPTA train. - *Ken Strobel.*

Here's an interesting grade crossing sign that I haven't come across before. The words "Stop" are illuminated beneath the flashing lights. This was shot outside the BNSF's Vancouver, WA yard. - *Ken Strobel.*



# Lakeshore Limited Rerouted *By: Kirk Pohto*



**B**ecause of the derailment CSX had in Painesville on October 10<sup>th</sup>, rail traffic had to be rerouted. For about four days, CSX traffic was detoured onto NS trackage from Ashtabula to Berea. Those detours also affected Amtrak's Lakeshore Limited. Here's a picture of the eastbound Lakeshore as it crossed the NS bridge in Painesville early on Saturday morning, October 13<sup>th</sup>. I was amongst a group of about eight railfans who had gathered to catch this rare appearance of Amtrak on the ex-NKP. By the next day, one CSX mainline had been reopened so detours were no longer necessary. ☘



# November Tripmaster Report.

I've been talking to several local clubs about their upcoming open houses, holiday shows and/or conducting a joint run session with Division 5 members. Unfortunately I had to cancel a late minute invite from the Blissfield Group since I only got one response after we posted an electronic invitation on the Division website and an email message for those members that get the Trainwire electronically. Hopefully more members will be interested if we plan a trip to the Blissfield club sometime in 2008. For those that might have missed the previous write-up, the BMRC are actively working on building a

2300 square foot model railroad, with over 1,500 feet of mainline track on two primary levels. The layout is loosely based on a section of the Clinchfield Railroad and a portion of the C&O railroad in Appalachia in the 1955-1975 era. The main line is over 1500 feet long with mountain coal mines, a Kentucky steel mill, a major division point yard, a large engine facility, a river port, and many industries and scenes in between. There is a combination of single and double track mainlines, with passing sidings that allow running 16 foot trains. The layout occupies a 33 foot by 70 foot room, allowing us over 2300 square feet of operating space. The layout is basically a double deck, around-the-walls

design with three large peninsulas extending into the center of the room. There are several club open houses that can be visited in November if you're interested. **Youngstown Model Railroad Association** – Nov. 3-4 & 10-11 open house; 12:00-6:00pm; held at the corner of Raccoon Rd. and Four-Mile Run Rd. in Austintown - the Youngstown Model Railroad Association is a 50-year old club, which has both an HO and layout. From their web page "... the "HO" layout, located on the lower level, occupies an area of approximately thirty by sixty feet. It is almost fully detailed and provides a variety of industries, urban areas, mountains and wooded rural settings. A large city area, representative

of Youngstown, Ohio in the late 1950's dominates the layout's south end. To the west of the city, a replica of the Pennsylvania Railroad's coaling tower from Girard stands over the Mackey Freight Yard. In the center island of the layout a steel mill complex is under construction. It is a reminder of the golden age of steel making in the Mahoning Valley. The northern leg of the layout presents an operating amusement park and industrial complex." An "O" scale group was added in February of 1980, and built a large layout that is primarily industrial and rural. Their web site indicates "... an impressive eleven-stall roundhouse and coaling tower dominated the northern end of the

classification yard. Of special note is the scenery filled river area crossed by a large, curved concrete viaduct. Behind the layout is a specially constructed caboose end utilizing hardware from a genuine New York Central caboose. The platform is a favorite viewing area for the youngsters. The controls for the "O" scale layout are located in a balcony overlooking the entire railroad." Some other open house events that I picked up information at the

**Division 4 Carnival** include: **Route 30 Express** - sixth annual Route 30 express layout tour featuring 13 layouts on the tour (barring any last-minute cancellations). Tours can be started in Canton with Gary Mott's driving west or starting in Ashland at Ken Heyl's driving east. Some of the layouts will also be open on Sunday, but not all, so please call ahead for Sunday availability. Further details, directions to layouts and pictures can be found on the web site <http://www.route30>

[express.org/index.asp](http://www.route30express.org/index.asp). Layouts include Dean Freytag's HO scale South Ridge Lines, Wooster Society of Model Railroaders, and Ken Heyl's Cincinnati & Southern HO model railroad among others. **Sebring Model Railroad Club** - Nov. 10-11 & 17-18 open house; 10:00am-6:00pm; held at the 216 East Pennsylvania Avenue in Sebring. **Blissfield Model Railroad Club** – open house Nov. 17-18, 2007 and Dec. 15-16, 2007. Please note that the three open houses listed

are not planned as Division 5 trips currently but offered in case you're interested. If enough members express an interest in the Route 30 Express tour, I will arrange transportation. Please note that I will be traveling for business during the November Division meeting so anyone interested in participating in the Route 30 tour will need to call me at home (440-257-8367) or email me (preferred) at the Tripmaster link by **November 12<sup>th</sup>**. ☘

# Amtrak to Galesburg and Back

May 2007 *By Warren Lindner*

**T**hursday morning was a bit on the chilly side even for May when my wife delivered my son and I to the Cleveland Amtrak Station. Then again, it was 3:30 AM and dawn was still two hours away. We were at the start of what I had carefully planned out as a wonderful 5 days of rail fan indulgence. With two sleeping car tickets to Chicago in our pockets my son and I were shivering out on the platform, more likely from excitement and anticipation than from the chill of the pre dawn morning. For a moment, I felt as much a kid again as my six year old son. Train 29, the

westbound Capitol Limited was running about 30 minutes behind schedule. Eventually my scanner tipped me off to its impending arrival. We boarded and were quickly shown to our Superliner Roomette. The car attendant had already pulled both our beds down for sleeping and it was not long before we were comfortably settled in for the 8 hour trip. Rather than make my son sleep in the smaller upper bunk where there is no window, we did what he refers to as "Cat-Dog", with both of us in the lower bunk but heads at opposite ends so we could both look out the window as we lulled off to

sleep. That is, of course if one *can* sleep. Easy for me, not so for an excited 6 year old. We did manage to drift off for a couple hours before first call to breakfast in the dining car. It seems everyone else was still sleeping in as we entered an almost empty dining car. The sun was up and breakfast was on. I have always looked forward to Amtrak's french toast but sadly this time it was served cold and tough. I was a bit disappointed but not surprised. I had heard about the cost cutting that has gone on with meal service on Amtrak since the last time we rode. Seems the proof was on my

plate. Before we retired to our room again we took a side trip to the lounge car for something that has not changed. The Amtrak apple cinnamon muffins. They are just the best and I bought several to bring along on our trip. For the rest of the trip we took in the scenery from our room as we steadily neared Chicago. The Chicago area just amazes me. From the window of a train it seems like just what it is. A maze of never ending train tracks branching seemingly in and out to everywhere. I see it as it is today and wonder what it was like when railroads were still the main means of transportation in the area. How did they sort it all

out with so many different railroads in one area heading in so many different directions? As we pulled in under Chicago Union Terminal we checked out the sights in the Amtrak coach yard and took a few pictures from the window. We arrived a mere 50 minutes late. Not too bad. As we disembarked, we walked past the roaring pair of P-42 Amtrak locos that had pulled our train. The front of which was just covered in mud and bugs. Yuck! The inside of Union Station has undergone a renovation since the last time we were there 2 years ago. It is very nice and makes one feel welcome. We walked directly to the First Class Lounge to store our carry-on luggage. With 3 hours to kill before boarding the California

Zephyr for Galesburg, Illinois, we spent our time walking over to the Sears Tower to do the tour. We then ate at a storefront Mc Donald's nearby before heading back to Union Station. The wait for our next train was not long in the lounge. We entertained ourselves with a portable video game. Even though we had coach tickets for the westbound California Zephyr, we came in to Chicago on sleeper class tickets which allowed us to board the Zephyr first from the 1<sup>st</sup> Class lounge along with the sleeping car passengers. Onboard the train, we staked a place out in the appropriate coach car in the first row of seats on the left. I personally like the first row of seats because of the extra leg room and storage area. The

downside to them is the constant parade of passengers coming in and out of the cars. Passing through from car to car with the opening and closing of the passage doors. Not really a problem for us since we were only going 3 hours west. I probably wouldn't want to spend the overnight in these seats though for that very reason. The trip to Galesburg was pretty much uneventful. We made the obligatory trip to the lounge car for a snack and drink, and then we caught about an hours worth of sleep. Later in a conversation with a native Galesburger, I was pleased to find out that the car rental office I had booked from was merely a stone's throw from the Galesburg Amtrak Station. As we approached

Galesburg around 5:10 PM, we were held for a passing BNSF freight train before we pulled into the station just 5 minutes late. We got off the Zephyr but of course waited to watch it pull out before schlepping over to the car rental office with our luggage in tow. I had wisely reserved a compact car when I planned this trip assuming that gas prices would be at their peak. It was a good move. We saw gas prices in the area consistently averaging about \$3.40 per gallon and later saw one place in Chicago at \$3.65. The car I was given was a Chevy Cobalt. Now I am not complaining mind you, but I thought that all modern cars had done away with manual locks and crank-up windows. Guess not. We loaded our

*(Continued on page 11)*

# Amtrak to Galesburg *Continued....*

By Warren Lindner

*(Continued from page 10)*

stuff into the trunk and I popped my wife's GPS unit onto the dash of the car. I followed it's directions to the Super 8 Motel just outside Galesburg where I had made a reservation for the night. That little GPS made the trip just that much better saving us from wasting time searching for places to eat and such, or driving around dangerously glancing constantly at a road-map. The Super 8 Motel just outside Galesburg was nice. We checked in and carried our gear to our room. We then set out to get a decent dinner. We found an Applebee's in Galesburg and ate before we went back up to the Amtrak station in time to see a couple BNSF

freight trains pass. As the daylight faded so did our energy and we went back to the motel for a swim in their indoor pool and some well earned rest. What a great day. It was another mild sunny day Friday morning as we set out to see some of the more noted train watching spots in the Galesburg area. We checked out of the Galesburg Super 8 and after a quick breakfast, went to a place called Peck Park. Peck Park is a small grassy area in a suburban Galesburg neighborhood where the east-west BNSF 3 track line crosses over a north-south BNSF 2 track line. One could spend hours here if not for wanting to see other sights. We spent about 45 minutes here and saw 3

trains. We noted that the lower tracks had recently been repaired from a wash-out. We were told more about this by the elderly gentleman who is lucky enough to live right next to this rail fanning Mecca. The next stop was the Thirwell Road Bridge. This recently built bridge spans the entire width of the BNSF yard in Galesburg. This was one of my favorite spots as one can easily watch the everyday operations of the yard from a high vantage point in relative safety (save for the occasional speeding semi-truck going by). The bridge is lined as a 2 lane road but is easily as wide as a 4 lane highway. This makes the shoulders a full lane wide and fairly safe to stand in. To

keep from being hassled by local police, cars should be parked off the bridge. We spent about 90 minutes on that bridge and got some great proto photos and a sun tan. The next stop was a place called the Cameron Connection. This connecting track and rail overpass was built in 1996. I was told it was a good place to watch eastbound freights enter the Galesburg Yard. We spent about a half-hour there and all we saw were 2 stopped container trains but no movement. By this time it was close to noon so we headed back to Galesburg for lunch and then set out for our next stop, Rochelle, Illinois. Two hours north and east of Galesburg. The trip to Rochelle was pleasant if not a bit tedious. Leaving

Galesburg, I entered I-74 North with speed and instinctively reached for the cruise control button to set it for the 2 hour journey northeast. Except that there was no cruise control on this car. I can't remember the last time I had a car that didn't have it. Economy car I wanted. Economy car I got. We arrived in Rochelle about 3:30PM and checked into the very nice Super 8 that we had stayed at last year. After again dumping our gear we made tracks for the tracks. Rochelle Railroad Park was just as we had left it last year. To me it is by far one of the best places to rail fan and to meet other rail fans. There was plenty of action that afternoon, so much so that we completely lost track of

time and didn't leave to have dinner until dark. About 9:30PM. We had seen 13 trains in the span of 5 hours, mostly Union Pacific. It had been another long day so after a dinner at Pizza Hut we retired to our room where after a shower we went to bed. Saturday morning in Rochelle dawned another beautiful day if not a bit warm. We got going early for the planned trip to the Illinois Railway Museum about an hour north. The Museum was very nice and there were plenty of trains to look at and ride. First we rode an interurban trolley car and then we rode in a coach train pulled by a beautifully restored Burlington Northern U30-C. My son also got to sit in the cab of that U30-C while

it idled between trips. Being a Saturday it got very crowded at the museum so after seeing most of the relevant sights, we decided to head back to Rochelle Park for the rest of the day. We met some very nice people from Iowa at the park and my son was able to find some much needed play time with their son who was of similar age. The train action was a bit slower than the day before so we decided not to stay so late and to have a decent dinner at a sit-down restaurant. Afterward, we went back to our room for showers and rest. Sunday morning was cloudy and slightly cooler. It had stormed overnight with the passing of a cold front. We checked out of our room in Rochelle and

had breakfast before a final short visit to the Rochelle Railroad Park. We stayed for about an hour. Long enough to see 4 trains before we hit the road back for Galesburg. The trip back took a while longer as we passed through several fierce thunderstorms. The Illinois Highway Patrol had several areas road blocked for some such reason we never did find out about. When we got back to Galesburg we checked back in to the Super 8 there. We returned to Peck Park for an hour or so and were lucky to see several trains including 2 Amtrak trains and a BNSF taconite pellet train. Afterwards, we had a nice meal at Applebee's again before reluctantly heading back to the room to pack for the trip

*(Continued on page 12)*



# Amtrak to Galesburg *Continued....*

By Warren Lindner

*(Continued from page 11)*

home tomorrow. **Monday** dawned another sunny mild May day. We were up bright and early to have breakfast before heading down to the car rental office to turn in our rental car. Afterwards we walked over to the Amtrak station and settled in on a bench to wait for the eastbound Illinois Zephyr to take us back to Chicago. Our train was right on time and we quickly settled into a pair of seats. The Illinois Zephyr is one of Amtrak's regional trains. That day it consisted of one P-42 locomotive, 4 Horizon Coaches and one Amfleet Cafe car. Since it was Monday, it was fairly full of people either going to work in Chicago or mostly heading to the

Cubs game that day. The train became very full by the time we reached the Chicago suburbs. This was the only time on the whole trip that we ran into a questionable Amtrak employee. One of the train conductors copped an uncalled for "attitude" with several elderly passengers. Like so many other surly Amtrak crew we have run into over the years, she seemed bent on continuing to spread her ill will throughout the train. Treating her paying passengers more like prisoners. It was a minor annoyance and didn't personally affect us for once, but I admit that I am very sensitive to it considering the problems I have had with Amtrak personnel in the past. I do tend to "tune in" whenever I hear any of it go-

ing on. The ride to Chicago Union Terminal took just over 3 hours and we arrived at around 9:40AM. It was interesting along the way to witness the daily routine of Chicago commuters. The trains are a lot better than spending hours driving on the road. I wish Cleveland would figure that out sometime soon. My son and I had big plans for the day in Chicago. Our train did not leave for Cleveland until 10:00PM that night. We checked our bags into the first class lounge and headed out into the city. I had planned several different things for us to do and had printed out routes for us to use CTA and Metra to get to our destinations. Our first destination was the Shedd Aquarium. We walked about

4 blocks over to the Metra station and bought tickets for what amounted to a ride that was only two stops south. I like the double deck coaches Metra uses. We had ridden in similar ones some time ago on Tri-Rail while in South Florida. They are very comfortable for the long or short commute. It ended up being quite a walk from the run-down Metra station over to the Shedd Aquarium. We saw the sights at the aquarium and had lunch there, all of which took until about 4:00PM. We walked back to the Metra station and bought tickets 2 stops north. As we stood in the hot sun on the open northbound platform it became apparent that I should have checked the schedule for northbound trains. It was now rush hour and all trains were

southbound, one every ten minutes. We waited 50 minutes for a northbound Metra train to finally show up and we were glad to finally get on it and out of the hot sun. Our next destination was Geno's Pizza. I had mapped out where it was and it wasn't too hard to figure out the right CTA trains to get us close. We did get some help from a very friendly CTA Policewoman who told us just how far the walk was from the CTA station to Geno's. It was something like 16 blocks but we did it. My poor son had just about reached his physical limit when the Geno's sign finally came into view. The pizza was just as good as I had remembered it from 19 years ago and the sit-down time at the restaurant was just what

we needed to recharge even though my bad knee was really starting to give me some pain. After dinner I thought it best that I stop being such a cheapskate and get us a cab back to Union Terminal. I am so glad we did this. It was pretty far to walk and we were more worn out than I had originally thought. It was 7:00PM when we got back to Chicago Union Terminal. We went down to the shops to buy a memento of our trip and then returned to the first class lounge to wait for the boarding of the eastbound Lakeshore Limited which was scheduled to leave at 10PM. My son settled in with a portable video game while I watched a White Sox game on the lounge TV. As passengers were called to their long-

distance trains the crowded lounge slowly emptied out until there were scarcely a dozen people left in the lounge. At 8:30PM we were pleasantly surprised by an announcement that the Lake Shore Limited would board sleeper ticket passengers at 9:00PM, a full hour before departure. This is something new with Amtrak since they changed the Lakeshore Limited's departure time from 2 hours earlier. Now sleeper passengers can board an hour before departure, get settled into their rooms and then go to the dining car for a wine and cheese sampling. At 9:00PM we boarded our train, found our room, tossed our bags and headed for the dining car for the free wine and cheese. While in the dining

car we sat with a nice retired couple from the Boston area. They were veteran Amtrak riders who vacation exclusively by train several times a year. It was fun sharing Amtrak stories with them. They had had several horrific experiences on Amtrak but still were undaunted about loving travel by train. I guess down deep I feel the same way too. Still it's a shame that almost without exception the veteran Amtrak riders I have talked to all have at least one of these "horror stories", usually about a rude or surly crew member. It's no secret these problems are inherent to Amtrak and could easily be remedied by tighter employee screening and harsher disciplinary actions for problem employees. **Sad...**

*(Continued on page 13)*

# Amtrak to Galesburg *Continued....*

By Warren Lindner

*(Continued from page 12)*

After a wonderful conversation I noticed that there were some very big yawns coming from my son so we said our goodbyes and retired to our Viewliner Roomette. Our car attendant soon checked in on us, set up our bunks, and told us that he would call us about 15 minutes from our stop in Cleveland. The Viewliner is my favorite of the Amtrak sleeping car accommodations. I love the fact that the toilet and sink are right there in the room yet so compact that they are out of mind until you need them. The other great thing is the upper bunk has its own window above the main window. I spent most of my time in that upper bunk on my trip to Florida and back on the

Silver Star 2 years ago. Figuring that my son would love the view and experience riding the upper bunk I let him have it. I assumed that he would be able to easily stay awake well past the train's departure. I guess I was wrong because before the train ever left Union Terminal I heard the heavy breathing of a contently sleeping child coming from above me. I knew he was exhausted and in a way it was good that he went to sleep because the plan was for us to get into Cleveland about 7:00AM, have some breakfast and drop him off at his regular scheduled kindergarten class. Life in the fast lane, six year old style... With a barely perceptible nudge, the Lakeshore Limited pulled out of Chicago Union

Terminal on time for its journey through the night to take us back home to Cleveland. Like usual on night train trips, I was more into watching the scenery and passing trains go by than into trying to sleep. Eventually though, when the city faded away and the surroundings became more rural I began to succumb to the steady rhythm of the rails and fell asleep. Several times during the night I woke up either to the silence of a station stop or to the jarring of the train doing 79 MPH on questionable trackage. My son never budged the whole night. About 6:00AM the car attendant knocked on our door to tell us that the train was running early and we needed to get a move on. Figuring that we

still had the fifteen minutes he had originally talked about I started out taking my time getting ready. That was until I put up the window shade just in time to see Berea Tower whiz by in the pre dawn light. It was then that I fully realized just how early we were. In a near panic I called my wife knowing full well she probably had not left home to pick us up yet. I was right. By my guess, we were now less than 5 minutes out of Cleveland with the speed we were going. After talking to my wife, I hustled my still sleeping son awake and out of his bunk and grabbed up our stuff. I had slept in my clothes but my son was still in his "jammies". Realizing I had forgotten to lay out some clothes for him to wear, out came the suitcase in a rush to

find him some clothes to wear. He had just gotten dressed as we crossed the drawbridge over the Cuyahoga River. No time to brush the teeth or comb the hair. We had arrived, as we smartly slid into Cleveland Station. Our train was running a full 35 minutes early. It was a regretful feeling to have to get off that train. You know that feeling, when your vacation is over and reality sets back in. My son and I had had such a great time together the last 5 days I just didn't want it to end and I know he felt the same way. In

today's world, the time we spend with our family and especially our children is more precious than ever. I feel it was a privilege to be able to do this trip with my son. To experience the trains that we both love up close and first hand was truly one of the highlights of my life. I thank my wife for her patience and enthusiasm for our trip. Forrest Gump's mother said "Life is like a box of chocolates. You never know what you're going to get." Riding Amtrak is pretty much the same. Sometimes things

work out great and sometimes they don't. I suppose this holds true to any means of vacationing or mode of travel. My past experiences with Amtrak and the love for trains allows me to overlook more than the average traveler probably could and somehow, somehow keeps me coming back for more. I now consider myself a fairly savvy Amtrak traveler and know how to handle certain situations that can and sometimes do arise while on an Amtrak train. Before this trip started I convinced myself

that for my own sake as well as my son's, I would never again let a few bad Amtrak employees ruin another trip for me again. I thank God it never came down to that on this trip. It's not just train travel I love. My love is also for the trains themselves. The sounds. The smells. The swaying movement. The rhythm of the rails. The very mechanics of it all. Seeing our country from 10 feet instead of 30,000 feet. *To me it's just the best... ☘*

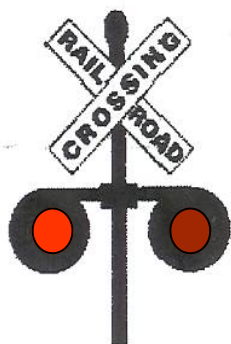
# 4<sup>TH</sup> ANNUAL



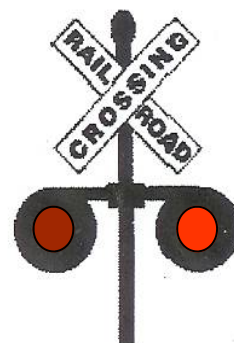
## NMRA – MCR - Division 5 National Model Railroad Month Promotional Day



Saturday, November 3, 2007  
10:00 AM – 5:00 PM  
“Free Admission”



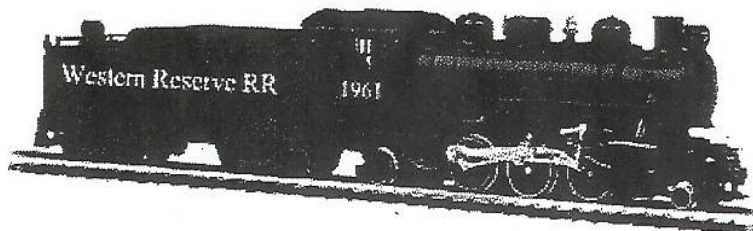
Western Reserve Railroad Expo  
7471 Tyler Boulevard,  
Units K and L  
Mentor Ohio



Half-mile east of Rt.306  
on the north side of street  
“Look for the RR Crossbucks”

### *Activities*

- Model Judging
- Clinics
- Ohio Northern Railroad  
Operating Sessions
- LEGO Layout
- Self guided Layout Tours
- Company Store
- Videos
- HO, O-Gauge, & N-Scale  
Traction (pulling) Contest
- Operating & Train Running



Coffee, Pop, Donuts and Snacks Through Out the Day!

*For Information:*  
e-mail: [Promoday@MCR5.org](mailto:Promoday@MCR5.org)  
or phone 440-257-2105



**Team Track**[www.MCR5.org](http://www.MCR5.org)

## Division 5 Officers

(Terms expire June 2008)

Superintendent	Kirk Pohto	440-352-9813
		<a href="mailto:Super@MCR5.org">Super@MCR5.org</a>
Asst. Superintendent	Al Cap	440-729-1458
		<a href="mailto:AstSuper@MCR5.org">AstSuper@MCR5.org</a>
Clerk / Treasurer	Bonnie Lette	440-298-3075
		<a href="mailto:Clerk@MCR5.org">Clerk@MCR5.org</a>

**Division 5 Trustees:** (Terms expire June 2008)

Rick Montgomery	440-251-0350	Bruce Lutheran	440-257-2105
Wayne Lette	440-298-3075	Dale Smith	440-286-4932

Division 5 Board of Directors: [BOD@MCR5.org](mailto:BOD@MCR5.org)**Division 5 Appointed Positions:** (Terms expire June 2008)

Railfest Chairman	Rob Bowers Jr.	440-942-3039
		<a href="mailto:Railfest@MCR5.org">Railfest@MCR5.org</a>
Promo Day Coordinator	Bruce Lutheran	440-257-2105
		<a href="mailto:PromoDay@MCR5.org">PromoDay@MCR5.org</a>
Achievement Program	Bill Brodie	218-780-0938
		<a href="mailto:AP@MCR5.org">AP@MCR5.org</a>
Contests	Bill Brodie	218-780-0938
		<a href="mailto:Contest@MCR5.org">Contest@MCR5.org</a>
VCR / TV	Al Cap	440-729-1458
Auditors	Mike Schaab	440-255-2530
	Matt Kross	440-729-3045
		<a href="mailto:Audit@MCR5.org">Audit@MCR5.org</a>
HO Module Coordinator	Rick Montgomery	440-251-0350
		<a href="mailto:ModuleCoordinator@MCR5.org">ModuleCoordinator@MCR5.org</a>
Trainwire Editor	Lenny Kessler	440-478-6661
		<a href="mailto:Trianwire@MCR5.org">Trianwire@MCR5.org</a>
Refreshments	Ron Biddell	440-352-3730
		<a href="mailto:Refreshments@MCR5.org">Refreshments@MCR5.org</a>
Membership Roster	Matt Kross	440-729-3045
		<a href="mailto:Membership@MCR5.org">Membership@MCR5.org</a>
Division Tripmaster	Ken Stroebel	440-257-8367
		<a href="mailto:Tripmaster@MCR5.org">Tripmaster@MCR5.org</a>
Programs / Clinics	(open)	
Webmaster	Wayne Lette	440-298-3075
		<a href="mailto:Webmaster@MCR5.org">Webmaster@MCR5.org</a>
Company Store	Al Cap	440-729-1458
		<a href="mailto:CompanyStore@MCR5.org">CompanyStore@MCR5.org</a>

**November Division 5 Meeting**

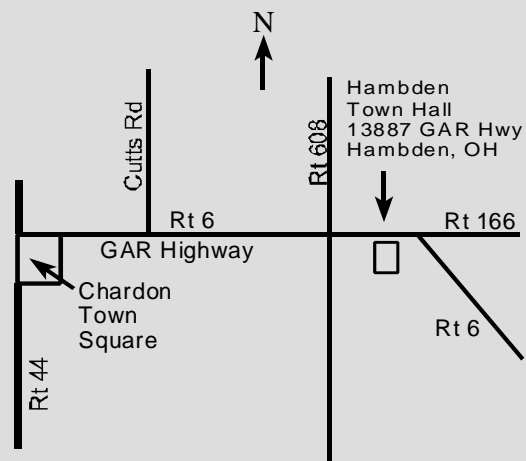
November 2nd, 2007.

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: **“Bridges to Buffalo”**Bring & Brag Theme: **Best models**

*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

**December Trainwire**  
**Deadline November 20th.**

# 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*

## NOVEMBER, 2007

### Electronic Version

Division 5 Membership  
as of October 1st, 2007



# 117

## The Trainwire

*The Trainwire* is an official publication of Division 5 "The Western Reserve Division", Mid Central Region, of the National Model Railroad Association. It is published approximately once a month and mailed to all NMRA members residing in Lake, Geauga, and Ashtabula counties (Ohio) free of charge, as

long as the Division has funds for mailing. Others wishing to receive it may do so for the annual fee of \$12.00. Information regarding *The Trainwire*, Division 5, or the NMRA may be obtained by writing to 3257 Center Road, Perry, Ohio 44081 or sending an e-mail to [Trainwire@MCR5.org](mailto:Trainwire@MCR5.org). The Train-

wire 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](http://www.mcr5.org)

A non-profit educational organization



<b>Trainwire Editor:</b> Lenny Kessler	3257 Center Rd. Perry, OH 44081	440-478-6661	<a href="mailto:Trainwire@mcr5.org">Trainwire@mcr5.org</a>
<b>Superintendent:</b> Kirk Pohto	226 Courtland St. Fairport Harbor OH 44077	440-352-9813	<a href="mailto:Super@mcr5.org">Super@mcr5.org</a>
<b>Asst. Super:</b> Al Cap	11463 Willow Hill Dr. Chesterland, OH 44026	440-729-1458	<a href="mailto:AstSuper@mcr5.org">AstSuper@mcr5.org</a>
<b>Clerk / Treasurer:</b> Bonnie Lette	17541 Thompson Rd. Thompson, OH 44086	440-298-3075	<a href="mailto:Clerk@mcr5.org">Clerk@mcr5.org</a>