



The Trainwire.



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Superintendent's Message.

On Sunday, October 12th Dale Smith and I went to Columbus for the Mid-Central Region board meeting. Most of what transpired is recapped in the minutes from the Division board meeting of October 20th. I do want to mention a couple things from it. The MCR would like to start a database of persons willing to do clinics. This list would be referenced when a Division is hosting a convention or something similar. Some of you have done clinics on a Division level. Why not bump it up a notch. Don't hide your expertise. Division 1 wants to have a joint event of some type at which their modules, ours, and possibly Division 4's would be exhibited. This is probably a year in the future, as they are just starting

to build modules. A side note, one of their members is revising and updating module specifications. They intend to submit them to the National for approval. This brings me to repeating what I mentioned last month. What do we do with the modules? We are committed to Lakefarm Park for Country Lights. We need a Module Coordinator and an Assistant. I need a couple members to step forward and take charge. I understand there was a lively discussion at the last meeting. I wish I could have been there, but business called me to Berea for the Div. 4 Carnival. I am going to hammer on this until there is a consensus of what you want done. Do we refurbish them? Do we continue with the plan to build new ones and gradually retire the originals? Do



Al Cap – Superintendent
 Division 5
 NMRA – Mid Central Region

we scrap them? Would the module “owners” please make an effort to attend the next meeting. I would also appreciate some input on Programs and Bring & Brag themes. A final note, budgets were finalized at the board meeting. Copies will be available at the November meeting. ☘

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.

November

Location: Hambden Town Hall

Program: "18 Wheels of Steel"

Bring & Brag: Best of Show

No December Meeting

2009

January

Location: Hambden Town Hall

Program: TBA

Bring & Brag: TBA

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

Youngstown Model Railroad Association	Nov. 8 & 9
751 North Four Mile Run Road Austintown, OH 44515 www.youngstownmodelrailroadassn.org	Nov. 15 & 16
WRMRRM Reverse Raffle	Nov. 15
Patrician Party Center Eastlake, Ohio	
Sebring Model Railroad Club	Nov. 15 & 16
Pennsylvania Station 216 East Pennsylvania Avenue Sebring, OH 44672 330-506-1956 www.sebringmodelrailroadclub.org	
Division 5 BOD Meeting	Nov. 17
Hambden, Ohio @7:30 PM	
Division 5 Christmas Party	Dec. 5
Hambden Town Hall Hambden, Ohio	
Holiday Open House	Dec. 6
WRMRRM	
Mentor, Ohio	
Farmpark Country Lights	Dec. 4 - 23
Farmparks Kirtland, Ohio	
HO modules	Dec. 4 - 13
N-Scale modules	Dec. 14 - 23

Division 5 2008 Christmas Party.

When: Friday, December 5, 2008 at 6:30 pm

Dinner served at 7:00 pm.

Where: Hambden Town Hall (our normal monthly meeting location) 13887 GAR Highway (Route 6) Chardon, OH 44024

Entertainment: Catered Buffet Dinner (catering by Carl)

Chinese Gift Exchange

Lucky Loser's Raffle Drawing

This year's costs are as follows:

\$8 for Division 5 member

\$8 for one guest of a Division 5 member

\$10 for each additional guest or non-Div 5 member

Advance sign-up and payment is required. Cut-off date is November 29th. There will be a sign-up sheet at the November

7th Div 5 meeting. Bonnie Lette will be collecting the money for this event at the meeting. If you can't make it to the meeting, make your reservation by calling Dale Smith at 440-286-4932 or emailing Dale.Smith@mcr5.org. Payment needed November 29th.

Chinese Gift Exchange Rules for the Christmas Party.

For those people wishing to participate in the Chinese Gift Exchange, bring a **new or unused model railroad related gift** costing approximately \$15 to the party. Mark on the gift what scale it is such as "HO", "N", "Any", etc.

Note: Only those bringing a gift may participate!

All those participating will draw a number out of a hat. The person with #1 picks a gift from the table, opens it, and shows it to

everyone. The person with #2 can then either pick a gift from the table or take the gift from #1. If he takes the one from #1, then #1 gets to pick another gift from the table. The person with #3 can then either pick a gift from the table or take the gift from either #1 or #2. If someone has their gift taken, they get to pick a new one from the table or take one of the gifts from someone else. They cannot take back the gift that was just taken from them! This continues with each person having the choice of either picking a gift from the table or taking a gift from one of the other participants until everyone has a gift. At the end, the person with #1 then gets to trade their gift with any of the other people. If you want, you can bring more than one gift so that you can get additional picks. It is a lot of fun and everyone is

encouraged to participate!

Division 5 Losers Raffle at the Christmas Party

At the end of each year, we take all the losing raffle tickets from our Division meetings since the beginning of the year, dump them all together, and then draw 15 tickets. The prizes are Division Award Certificates in various dollar amounts, depending on the order your name is drawn. Thus, you have a second chance of winning something with your losing raffle tickets! Only one prize per member, though. Once your name has been drawn, you are not eligible for another prize. You do not have to be present to win. Only Division 5 members are eligible. ☘



Member NMRA,

Anthony J. Spena, CLU, ChFC,
CEP
Spena Financial Services, LLC

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- About meeting the financial obligations to your family when you die??
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Division 5 Meeting Minutes.

October 3rd, 2008

Assistant Superintendent Dale Smith called the meeting to order at 7:35 pm at Hambden Town Hall. Approximately 26 members and 4 guests were present.

Communications received recently included the announcement of Nick's hobby shop in North Canton will be having its Fall Kickoff on October 11, Division 5 will have a table at Division 4's Carnival trainshow, and a thank you from the Collinwood Masonic Lodge for our support of their Railroading Night.

The main part of the meeting was a discussion of what direction the Division should go with the HO modules. The following are some of the main points that were made:

- O This has been discussed for the last 5 years. We thought a decision was made.
- O Do we still want to proceed with current new module concept? There are those that support it and others that are against it. There is no consensus.
- O The old modules are heavy, wearing out, and definitely need to be replaced.
- O The details are in place for the new modules: track plan completed, materials purchased, and module frame designed
- O We need more Division members to participate. We only get a few people to help with the setup and teardown of the existing modules. Only a handful of people are participating with the new modules.
- O Supposedly the module coordinator is planning on stepping down. We need a new leader for this group.
- O Current module committee: Bill Eville, Bill Brodie, Ron Biddell, Lenny Kessler, and Alan Arthur.
- O We have already purchased the materials to build approximately 50 basic module frames.
- O Why aren't people showing up to the module meetings and the modular setups? (Location, time, cost of gas, personalities ???)
- O Plans are done for the new modules. We are ready to start building.

Would it be better to hold several intensive all-day work sessions to get a bunch of the modules built instead of trying to have a couple of people spend a few hours a week on them?

Bill Eville said he would write up a summary of the module situation for the Trainwire.

Bruce Lutheran gave an update on Promo Day 2008 planning. All members were encouraged to handout fliers to family, friends, and co-workers as well as post them wherever they could. A number of advertising outlets have been arranged. Div 5 members are needed to help with the various activities. We will try to have the Division yellow vests on hand for members to wear.

Rob Bowers reported that all is going well with Railfest 2009 planning. We need to push on our advertising to try and get more people to attend. Rob will talk to Division 4 show coordinators after their show to see how things went with them.

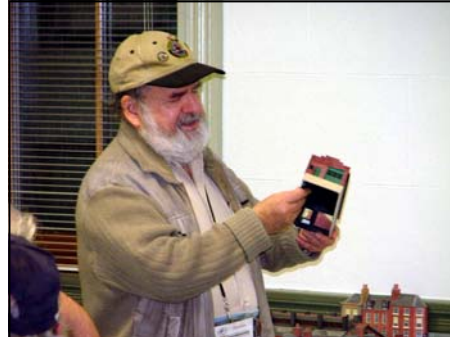
NOARS is putting more information on their website. They are willing to work with any railroad group in the area to help with promotions and events.

Bring & Brag: Theme for the night was "Orange and Black" for Halloween

Ken Stroebel, Warren Lindner, Bill Berger, Jim Davidson, Jr., Don Bittner, Paul Chapple, Bill Smith,
Mike Harkleroad, Dick Roth, Bill Brodie, and Bruce Lutheran.

The program for the evening was put on by Bruce Lutheran. Bruce showed some pictures, video, and souvenirs from his visit to Promontory, Utah, the site of the driving of the golden spike for the Transcontinental Railroad in the late 1860's. ☘

Pictures from October Meeting.



Next Division 5 Meeting – November 7th, 2008.

Division 5 BOD Meeting Notes

October 20th, 2008

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

Al Cap presented the highlights of the Mid Central Region Board Of Directors meeting:

There has been an issue with the national headquarters dropping NMRA Life members from the roles. Each division should check that all of their Life members are still listed on the NMRA roster received from headquarters. Matt Kross indicated that he has done this for Division 5 a number of months ago and all members are accounted for.

The region is considering reducing the number of issues of the region newsletter, The Kingpin. They are also considering providing just one paper copy of The Kingpin a year, the other issues during the year would only be available electronically.

Division 2 will host the 2012 MCR convention.

The region is trying to create a database of clinicians within our region. Any MCR member that would like to be listed should contact a region official.

At the 2009 convention in Columbus, anyone staying at the convention hotel that wants a view of the railroad tracks should ask for a room on the west side of the hotel.

Ivan Baugh has resigned as MCR webmaster due to health issues. Bob Weinheimer will take over as webmaster.

There was some discussion about the region purchasing some A/V and computer equipment to use at conventions and MCR events. No proposals were made.

Bruce Lutheran reported on the status of Promo Day 2008. We will have three N-scale and three HO layouts open for viewing by the public (Warren Lindner, Mike Buehner, Matt Kross, Dave Hanna, Tony Spena, and Harley Smith). Raffle prizes have been purchased. Museum staffing is set. A number of different advertising outlets have been set up. Div 5 members are needed to help answer questions and monitor various areas.

Dale Smith provided information on the Division Christmas Party planning. The party will be in place of our normal monthly meeting for December. It will be on December 5 at Hambden Town Hall. We will have the same caterer (Carl). Doors will open at 6:30 pm with dinner served around 7:00 pm. We will have a Chinese gift exchange and Div 5 Loser's Raffle. Chinese auction items should be new or unused items only, with an approximate value around \$15. Cost will \$8 for a member, \$8 for the first guest of a member, and \$10 for additional guests. Dale Smith will be the coordinator. November 29th will be the cutoff date to sign up.

The board continued discussions about splitting some of the Loser's Raffle prize certificates into smaller amounts so that there would be more winners. No decision was finalized and the discussion was tabled until the November BOD meeting.

The board finalized a budget for 2009. The 2009 budget exceeds our 2008 income mainly due to reduced profit from Railfest 2008. A motion was passed to go with the budget as defined at this meeting with authorization to make withdrawals from our savings to cover any budget shortfall, if needed, during the year.

In looking for alternatives for Division 5 savings, Bruce Lutheran said he found a bank where the Division can get 4 ½ % interest on a CD with a minimum of \$500.

Rick Montgomery has resigned as the Division 5 HO module coordinator.

The module group spent approximately \$750 of the \$1000 cash advance for materials for the new modules. The remaining \$250 will be turned back into the Division Treasurer. Receipts are still needed from the module group to account for the \$750 spent.

Farmpark Christmas setup dates have been set for December. The Division 5 HO modules and Lake Erie N-scale Society N-Trak modules will evenly split the dates.

Division 1 (Akron-Canton-Youngstown area) is in the process of building new HO modules. They would like to arrange a time in the future to do a joint setup with Div 5.

Promo Day 2009 planning is in process. Bob Frieden has been contacted and is open to working together for this event since his O-scale train show will held at the same time at Lakeland Community College as our Promo Day activities.

There was some discussion about holding the Division 5 BOD meetings occasionally further north. Bruce Lutheran will look into possible meeting locations.

Some preliminary ideas for a convention naming contest were presented. This will be discussed in detail at the November BOD meeting. ☘

My Amtrak Adventure

By Linda Kacprzak

I like trains of all sizes, so I thought it would be fun to take my grandsons, Mathew and Jeremy, on a “great train adventure to Disney World.” Rich didn’t want to go, so their mom, our daughter Susan, was excited that she would be tagging along, too. I secretly booked the tickets in February for a June departure date, and two weeks before we left, I gave the boys their end-of-school good grades reward:



Amtrak tickets to Kissimmee,

Florida via the Capitol Limited from Cleveland to Washington, DC and the Silver Meteor from DC to Florida, plus a voucher for seven nights in Disney World. The big day arrived, and I had my first indication that we would become very familiar with “Julie”, Amtrak’s computer voice recognition system. The Capitol Limited was due in Cleveland at 2:25 am, so we planned to leave the house at 12:30 to allow for driving time and luggage check-in. I called “Julie” to make sure the train was running on time. In several phone calls over the next two hours, “Julie” informed me that the train wouldn’t arrive until 3:00, then 3:30, then 3:45. When we got to the Amtrak station, the new arrival time was 4:05. We checked our bags and sat down to wait, and wait, and wait. It



was a good thing Rich was nosy enough to watch where they put our luggage. The westbound train arrived and the baggage cart loaded with our luggage disappeared. Our bags would have gone to Chicago! Fortunately, the baggage clerk in the station radioed the train and was able to get our bags off before it left. The eastbound Capitol Limited finally arrived at 5:05, and we were on our way at 5:15 am. Little did we know that our misadventure was just beginning. At 8:15 we arrived

in Pittsburgh for a service stop. At 9:00 we decided to have breakfast in the dining car, which was a good idea because the food was good and prices were very rea-



sonable. The boys pointed out Kennywood while we were eating. By 10:15 we were following a deep gorge overlooking one of several rivers along the route. We saw a long row of wind turbines at the top of the ridge on the other side of the river, and not one was turning! (Is wind

power really the answer for our energy needs?) Around 10:30 we stopped in a railroad yard – lots of tracks but no equipment except for three CSX engines – and sat for twenty minutes while freight trains passed by. The boys were looking forward to some sightseeing during our scheduled six-hour layover in Washington, DC. At 1:15 we bought two mediocre sandwiches from the lounge car to share, because we hadn’t even made it to Cumberland, MD yet. We heard from “Julie” that our 1:30 pm arrival time in Washington, DC was now 4:30. Our six-hour layover was shortened to three hours. We had to travel 20 mph slower than the speed limit due to heated rails, and it seemed that our train was stopped for

passing freight trains more often than we were moving.



At 4:30 we finally made it to Cumberland! At 6:00 pm we were sitting on a trestle 35 miles from DC, waiting for three freight trains to go through. The conductor announced that they would hold all connecting trains, and an agent via another call to “Julie” explained that the reason for the delay from Indiana was weather-related (storms and

floods) and from Pennsylvania east it was heated rails and heavy freight traffic. There was no food service available because this train should have been at its final destination hours earlier. The train moved to a mile or so from the Rockville station and once again sat on a siding for heavy freight and commuter traffic to pass through. Around 6:30 the conductor distributed water bottles to everyone and said that everyone could go to the lounge car, where they were giving away the remaining snacks and beverages until they ran out, one of each per person. Jeremy wanted to go immediately because he was “starving”, so we headed for the lounge car. The people who were among the first in

line were walking out with pockets stuffed and arms full of snacks, because there was no supervision. We took one of each and went back to our coach seats. By the time Susan and Mathew, who were further back in line, got into the lounge car there were only a few beverages left. Jeremy decided that a package of M&M’s was not a good substitute for dinner. By 7:15 I won-



(Continued on page 9)

My Amtrak Adventure cont.....

(Continued from page 8)

dered why we were no longer getting updates and couldn't find any of the crew. That's when other passengers back in the lounge car told me that the crew shift had ended and the entire crew left the train. We were sitting on that siding with no crew, no food, no toilet facilities that anyone would want to use by this time, and some very angry and upset people – myself included. What if there had been an emergency or a fight broke out? Believe me, it could have happened! By this time Susan and many of the passengers, who had been our only source of information via cell phones, were getting low-battery warnings. A new crew finally arrived around 8:00 pm, and the train crept to Rockville station. The new conductor

made an announcement that northbound passengers would have to catch a later train at 10:00, and that #19 had left but those passengers would be on #97, which was our sold-out train. By 8:30 we were worried that the #97 train would leave also but couldn't find anyone to ask for an update. Two young men sitting across from me were totally frustrated. They were traveling from Houston to New York City and had endured late trains, no food service, a 500-mile bus trip around flooded areas, this ride on the Capitol Limited, and had just missed their connection to New York. After several more stops from here to DC, we finally arrived in Union Station between 9:00 and 9:30 pm. Fortunately, even though the time had long passed for a sightseeing lay-

over, our connecting train was still waiting. At 9:30 we were escorted directly from the coach we left onto the coach we would be riding to Florida. By this time the dining car was closed, so we finally bought some "real food, sort of," according to Mathew, at 10:00 pm from the café car. A vending machine-type cheeseburger never tasted so good before. Actually, anything would have been good by then. Because they put people with connections to train #19 on board (their train left at 7:00), seating was at a premium. Some passengers were seated in the food and lounge cars until their stop in Richmond, and we were stuck in bulkhead seats (no windows or footrests) directly behind the café car. We slept a bit in spite of the constant foot traf-

fic, noise and a bright overhead light by the door. A conductor took pity on us and covered the light with a laminated safety instructions card, which was the first time I've ever seen a really useful application of those cards. He also gave me the bad news at 5:30 am that we were still running two hours late. The Superliner coaches on the Capitol Limited are much smoother and quieter than the Viewliner coaches on the Silver Meteor, and the cloth seats on the former were more comfortable than the vinyl seats on the latter. On the upper level of the Superliner, you barely knew you were walking from one car to another, but at track level on the Viewliner you had to hang onto seats and

grab bars when walking through cars, and make sure you watched where you put your feet. Because of the jostling, the rest rooms required frequent maintenance. Think shake, rattle and roll all the way to our destination! (The ride on the AC&J is smoother.) We spent a lot of time the next morning sitting in the café car, looking out the windows and talking to other passengers.

hours late. Fortunately, we hadn't lost any more time. I have to say that we enjoyed every minute of our week-long stay in Disney World, but that's a different story. We rode many versions of trains

and in the four theme parks, we took buses, the monorail and the Walt Disney railroad. At least that train ran on time! On our last morning at Pop Century Resort, we let the boys go for one last swim at



and had to check out the G-scale railway by the Germany pavilion in Epcot. My grand-

sons decided that their favorite ride was, of course, Big Thunder Mountain Railroad (a roller coaster). To get around between

and in the four theme parks, we took buses, the monorail and the Walt Disney railroad. At least that train ran on

9:30 am before leaving for the train station. We called "Julie" to make sure our train would be on time, which was followed by a call to the transportation service to change our pick-up time from 11:00 to 12:30 because the train hadn't left Miami yet. Fortunately, we were able to stay on the

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We finally arrived in Kissimmee at 3:30 pm, about two

My Amtrak Adventure cont.....

(Continued from page 9)

grounds even though we had to check out by 11:00. The half-hour swim turned into a four-hour swim, with time out for a quick lunch, and we tried to delay even later than a 2:00 pm pick-up when "Julie" updated the new departure time from Kissimmee to 5:07 because they had to switch a new dining car with one on the train that was not functioning and, once again, due to heavy freight traffic. When we finally drove up to the station in Kissimmee, we were confused and alarmed by the sight of a yellow building with covered-up windows and yellow tape around the parking area, and which looked totally deserted. I actually

asked the driver where we were, because this didn't look like the busy station and green building where we had arrived. He told us to wait in the van while he inquired. It turned out that we didn't recognize the train station because they had removed all the signage, cordoned off the parking lot, taped plastic sheeting over the windows and bushes, and were almost finished spray painting the formerly green building. We weren't in the twilight zone, after all! While we waited for the train to arrive, I had a conversation with an elderly southern lady wearing a powder blue dress and white large-brimmed straw hat. She was carrying a matching powder blue suitcase that she

pointed out was genuine "Amelia Earhart" luggage. She bemoaned the fact that the trains "used to run on time before they added so many little towns to their stops that you can't even see from the train." I just chuckled to myself when I realized that the towns she was referring to were actually the many places where we were sitting on a passing siding in the middle of nowhere while waiting for a freight train to run through. She insisted that passenger trains always had priority over freight trains, so I just shut up and listened to her fascinating stories of bygone days. Our 1:16 train finally departed Kissimmee at 6:55 pm, and once again we traveled very slowly through Florida due to

heated rails. We had a late dinner in the lounge car and relaxed for the evening. Susan and Mathew each had a double bulkhead seat, so they were able to lie down across the seats for the night. In the morning, the crew served free coffee and doughnuts and announced that our 7:00 am arrival time in DC was revised to 12:45 pm. At noon, they passed out tickets for free lunches in the lounge car – your choice of several different freshly made deli sandwiches, a bag of chips, and bottled water packed in mini shopping bags, which had been picked up at the last service stop. The atmosphere on this train, which was running very late, was so different from our experience on the

way down. Communication was excellent, the conductor was always available to answer questions (even though there was an almost unnoticeable crew change), and they provided food for everyone. Therefore, people were relaxed and accepted the delay as a minor inconvenience. We arrived in DC at 1:05 pm. We had planned on sightseeing with some friends while in Washington, but we only had time to get some ice cream and chat for awhile in Union Station. Naturally, our train was on time out of DC – we left the station at 4:00 pm. We settled in and viewed the scenery through Harpers' Ferry, which is at the intersection of the Potomac and Shenandoah Rivers plus the states

of Maryland, Virginia and West Virginia, and then ate an excellent dinner in the dining car. We were at the service stop in Pittsburgh at 12:40 and arrived in Cleveland only twenty minutes late, at 2:41 am. Since then, our families and friends wondered whether we would ever want to travel by train again. Are they kidding!?! A couple of days after we were back at home, I sat down and sent an email to Amtrak describing our experience. To my surprise, I received a phone call three weeks later from a representative apologizing for the poor service, and a week later received a voucher in the mail to use on my next trip. Where should I go next! A new adventure coming soon.... ☘



CFC 12286

Federal Employees! For the first time, the National Model Railroad Association (NMRA) will be included in your annual Combined Federal Campaign (CFC) to be conducted at your workplace. To offer the NMRA your support please designate #12286 on your CFC contribution form.

Team Trackwww.MCR5.org

Division 5 Officers

(Terms expire June 2010)

Superintendent	Al Cap	440-729-1458
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		AstSuper@MCR5.org
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		Treasurer@MCR5.org

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Mike Buehner	440-428-0137	Bruce Lutheran	440-257-2105
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
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		Membership@MCR5.org
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Webmaster	Wayne Lette	440-298-3075
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Company Store	Al Cap	440-729-1458
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November Division 5 Meeting

November 7th, 2008.

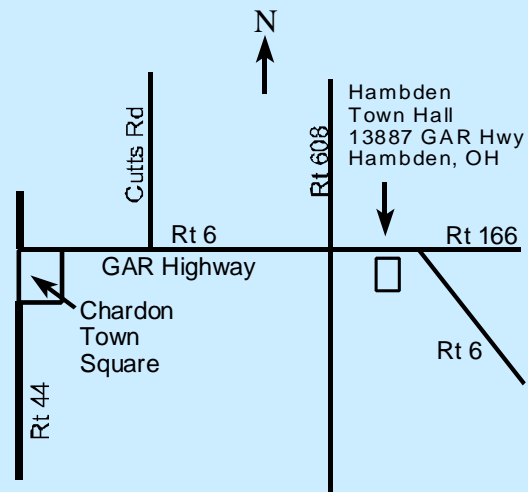
Location: **Hambden Town Hall**
13887 GAR Highway (Route 6)
Chardon, Ohio

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

Program: "18 Wheels of Steel"

Bring & Brag Theme: Best of Show.

*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, 2008

Electronic Version

**Division 5 Membership
as of October 1st, 2008**



105

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

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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

A non-profit educational organization



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