



The Trainwire



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Superintendent's Report

Constructing a 1:1 Model of a Bethlehem Coal Gondola

During the recent N Scale Enthusiast Convention in Roanoke VA late June, we had the chance to tour Freight Car America and the Norfolk Southern Shops. First, Freight Car America.

Johnstown America built cars at their Johnstown PA facility, and especially the Bethlehem Steel coal gondolas. The facility closed, and the successor company, Freight Car America, now operates out of the former N & W shops in Roanoke, and also at facilities in Danville IL and Muscle Shoals Alabama. The production facility in Alabama is just a few feet less than one mile long!

At Roanoke, FCA has built a variety of cars, for all major railroads and many private shippers, and at present have two production lines (ie 'Tracks')---one for building coal gons for NS, the other rebuilding hopper cars for CSX. We toured just 'Track 2', the coal gon line. Eastern coal contains sulfur, is acidic, lots of snow, ice, sleet, which freezes, all of which is not good for steel car bodies of the past. Consequently, today's construction is a composite of stainless steel (lower third) and aluminum panels (upper two thirds), sides and ends, rein-

forced with aluminum channel ribs. The aluminum panels are 0.150 in thick, the stainless 0.120 in thick. They are mated/overlapped with an insulating foam tape between to prevent galvanic corrosion. The lighter weight aluminum construction provides almost a 4 ton increase in payload, which also increases energy utilization; the stainless allows for high intensity heaters to melt out frozen coal and ice which of course accumulates in the car bottom. Aluminum will melt at the temperature the heater generates, hence the higher temperature (and stronger) capability of stainless steel is used in the bottom third. FCA turns out 12-14 cars per day, and it was fascinating watching all of the construction steps, welding and riveting. Wheels and trucks are purchased reconditioned from Progress Rail in town; the underframe steel construction is assembled then painted in a separate building, then the car body is built up on the frame. The truck pins, similar to our models, are simply that---the car body is lowered onto the pin, no fasteners. The car body is then given an acid etch to provide 'tooth' for painting, and then most lettering is done with 'industrial size' decals. With this new construction, these coal gons are anticipated to have a life of almost 50 years, versus 10-15 years with the older steel car construction.



On 'Track One' (actually several tracks), FCA rebuilds CSX hoppers using the same construction techniques. We looked into the end of the 'paint shop track' at a finished car as they were applying the decals.

The NS shops employ 275 people, and most of the rebuilds are the older SD-40's, and there were also two MP-15's in the shop. Predominantly GE, but they also handle EMD units as well. Coming from the foundry industry, I appreciated the huge cast iron engine blocks.

Between the FCA and shop tours, we had a Subway lunch at the Virginia Transportation Museum, which houses #1218, a 2-6-6-2 (?) steamer of note, and a few other Virginian locomotives, steam and electric. Number 611, the 4-8-4 unit is currently being rebuilt at Spencer NC and is expected to be in excursion service fall of 2015. *Dave Neff*



UPCOMING DIVISION 5 MEETINGS

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.

August 1st, 2014

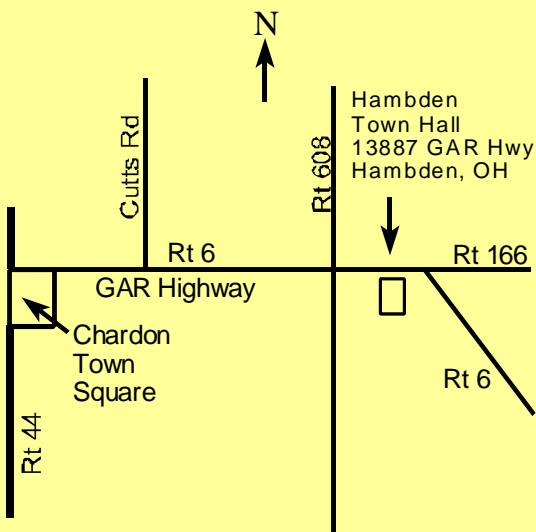
Location: Hambden Town Hall
Program: Sharing convention experiences
Bring & Brag: Treasures found @ convention train shows

September 5th, 2014

Location: Hambden Town Hall
Program: TBA
Bring & Brag: TBA

October 3rd, 2014

Location: Hambden Town Hall
Program: TBA
Bring & Brag: TBA



Map to Hambden Town Hall

SCHEDULED EVENTS

Division 5 Picnic Painesville Depot Museum Painesville, Ohio (2:00 pm - 6:00 pm)	August 2 <i>(flyer on page 3)</i>
Train Show U.A.W. Hall Cleveland, Ohio (10:00 am - 3:00 pm)	August 9 <i>(flyer on page 9)</i>
BOD Meeting Hambden Town Hall Hambden, Ohio (7:30 pm)	August 11
NETS Swap Meet 422 Mentor Ave. Painesville, Ohio	September 20 <i>(flyer on page 7)</i>
Berea Train Show Berea, Ohio	October 4 & 5 <i>(flyer on page 10)</i>
Railfanning Day Painesville Depot Museum 475 Railroad Street Painesville, Ohio (10:00 am - 5:00 pm)	October 11

August Meeting Announcement

Just giving you an early 'heads-up' on what we're doing for our August 2 meeting. Since the NMRA convention in Cleveland is a once-in-our lifetime local event, we thought it would be the source of a good idea for our August meeting. A show-and-tell on "What I did on my Summer vacation". That is, most of us will be at the convention and National Train Show, hosting and participating in Ops sessions, touring, volunteering, visiting, meeting new fellow modelers, etc. Let's share our convention experience, memories, new things we've learned from others, use Bring n Brag to show some really neat item we picked up at the auction or from a Train Show vendor, etc. It will be what some folks would call a 'popcorn' meeting. Just raise your hand, 'pop-up', and talk for a minute or so (being mindful of others, of course) on your memorable experiences during Convention week. And indeed, we will have **POPCORN**, and **PIZZA**. Plan to be in Hambden on Friday August 1st!

Dave and Dale



Div. 5 Picnic



**Saturday, August 2, 2014
2:00pm to 6:00pm**

At

The Painesville Depot

475 Railroad Street

Painesville, Ohio 44077

www.painesvilledepot.org

Driving directions

Exit Rt 2 at Richmond Street, South one block to Chester,
East on Chester to N. State Street,
South on N. State Street (under the RR bridge),
East on Railroad Street to Depot



Join in on good fellowship and railfanning!



Menu:

Hamburgers, Cheeseburgers, Hot Dogs
Potato Salad, Macaroni Salad, Coleslaw, Chips
Hobo Beans,
Desert
Pop & water



Food is being provide by Div. 5

Admission: **Free** to all Div 5 members and immediate family.

RSVP by July 24, 2013 to Bonnie at:
(440) 298-3075 or send an e-mail to Treasurer@MCR5.org



Be sure to bring your Camera and a CHAIR!

Fostoria's Iron Triangle



On Thursday July 10th, 2014 the NETS group made the long awaited two hour, one hundred fifty mile trip to Fostoria, Ohio. Our congregate has long been planning a road trip to Fostoria's infamous **Iron**

Triangle Visitor Center & Viewing Area. We traveled in four different vehicles and mine was the second one to arrive at the destination around 11:20 in the morning. The viewing area platform and buildings are nestled in a five acre park in the midst

of a triangle of mainline tracks of CSX (B&O), NS (NKP) and CSX (C&O). The park was dedicated on November 15, 2013 and as railfans, we were grateful to the city of Fostoria and its citizens. Once again Mother Nature cooperated and gave



us a picture perfect day, temperature in the low seventies, low humidity and a bright blue sky filled with plenty of sunshine peppered with occasional fluffy white clouds, absolutely beautiful. From our vantage point we were able to

observe an interesting conglomerate of slow moving trains representing numerous road names. The trains were slowed down because of several tight ninety degree turns and two pairs of ninety degree diamond cross-overs. The passing trains provided

every imaginable type of railroad car, many with a fascinating array of unique graffiti. The majority of us took a lunch break around one o'clock at **Dell's Fostoria Family Restaurant on Main Street.**

(Continued on page 5)



Iron Triangle cont....



(Continued from page 4)

The restaurant has been serving lunch since 1934 and is famous for their ribs. After lunch, part of our

group went on a short trip visiting a couple of the local attractions that were posted by the visitor's center. The rest of us enjoyed the many passing trains. In our midst was a

gentleman that introduced himself and invited our group to an "O" gauge display that he sets up every December in Lorain, Ohio. The road trip to Fostoria was a lot of fun



because of the interesting location and the camaraderie of individuals that enjoy a common pastime. Our group finally called it a day shortly after five o'clock in the afternoon

and came through downtown Cleveland after the normal daily traffic jams. We arrived at our original starting point around seven-thirty, the end of a perfect road trip.

We have several road trips scheduled for the remainder of the year, including a ride on the Cuyahoga Valley Railroad. - *Len Kessler*



Track Cleaning Train – HO Scale

By Dave Hanna

The photos taken on 6/10/2014 show a dedicated multipurpose track cleaning train. There are close to 2000 feet of track on this layout. Cleaning by hand is undesirable. This train makes it possible to clean most of the layout in less than two hours. The train began as two Center Line friction roller cars, two box cars fitted with sliding masonite blocks underneath and two Stewart F3 diesels. This has grown over time to 13 cars and four powered Stewart F3's. The cars are arranged to be nearly symmetrical in purpose so that the train is

bi directional. First there is a masonite sliding block car to push any dust off of the rail heads. Next is an Atlas MOW car in vacuum mode to suck up lint. It is amazing how much fine lint is picked up. Then there are Center Line limited slip roller cars to rub dirt off of the rail heads. Next are cars with powered rotating pads to polish the railheads. The orange Atlas MOW car is set up in polishing mode. The Roundhouse N&W box car is a custom car bought at a train show. It contains two gear head instrument motors that drive polishing pads. Then there are Ribbon Rail abrasive block cars. The

abrasive blocks slide on top of the rail heads performing more polishing. The train can go anywhere on the layout with one operational issue. There is an 8 ½ % grade on a logging track that the train cannot ascend. It can descend this grade under control. There is another industrial track with a 5 % grade that the train can ascend without trouble. Best results are achieved by running this train over any section of track twice. The train is operated dry, no track cleaning fluid. The locomotive wheels stay clean since they are sandwiched between the two groups of cleaning cars. While the



They can also dispense track cleaning fluid. They are DCC ready with a standard 8 pin socket. They should not be operated at greater than 9 volts on a DC layout. Anyone wishing to do so is welcome to talk to me about making them compatible with higher voltages.

The Center Line limited slip roller cars can be used either dry or wet. They have strips of paper shop towel material wrapped around the brass rollers. When dirty, the strips are replaced.

The sliding masonite block cars are At-hearn box cars, but any make will do. A ¼" thick piece of masonite is cut to fit under the car. The bottom, end corners are rounded with a belt sander to prevent catching on rail

ends or grade crossings. Matching holes are drilled through the floor, sheet steel weight and into, but not through the masonite. Ordinary #6 or #8 common nails are just right. The idea is to have the nails press fit into the masonite with the heads a little above the inside of the car floor. The holes in the car floor and weight are larger to let the nails slide freely vertically. The nail heads prevent the masonite from dropping off the car when it is picked up. When there is a lot of built up dirt on the masonite, it can be removed with sand paper.

This train may seem a bit over the top for some, but it works well on this layout.

train is running, much cleaning of cross-overs and other areas are done by hand to complete the job in the minimum amount of time.

The Atlas MOW cars can be set up for vacuum, polish or grinding as desired.



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Railfest@MCR5.org

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Bring & Brag (Open Position)

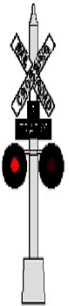
Layout Tours Mike Buehner 440-428-0137
layouttour@MCR5.org

NETS - Swap & Trade Meet

All Scale Meet

Saturday – September 20, 2014

10:00 am to 3:30 pm



First Church of Christ
 422 Mentor Ave., Painesville, Ohio 44077
 (across from Lake Eire College)

Bringing back the days of old Swap meets,
 this event is Free and Open to the Public



Buy * Sell * Trade

Be sure to bring items you want to sell or swap

Table Cost = Donation of a non-perishable food item to the church

Load in time = 9am

Admission = Donation of a non-perishable food item to the church

Food and Drinks available

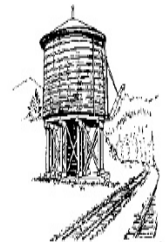
Contact:

Lenny Kessler

cyberlen@adelphia.net

440-478-6661

Sponsored by North East Train Society



**September Trainwire Deadline
 August 15th.**

The Trainwire Newsletter

12049 Sperry Road

Chesterland, Ohio 44026

Publication of Division 5

"The Western Reserve Division"

Mid Central Region

National Model RR Association, Inc.

A Non-Profit Educational Organization

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Electronic Version

Division 5 Membership
as of July 1st, 2014



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The Trainwire

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The Western Reserve Division 5



www.mcr5.org

A non-profit educational organization



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Cleveland's Back to School Train Show



REVISED DATE

Saturday, August 9, 2014

UAW Hall, 5615 Chevrolet Blvd., Parma, Ohio 44130



10:00 am to 3:00 pm



Admission: \$6.00, Kids under twelve Free

This is an ALL Gauge Show with over 150 tables of trains and toys.

Don't miss the *First Train Show* of the Fall Season

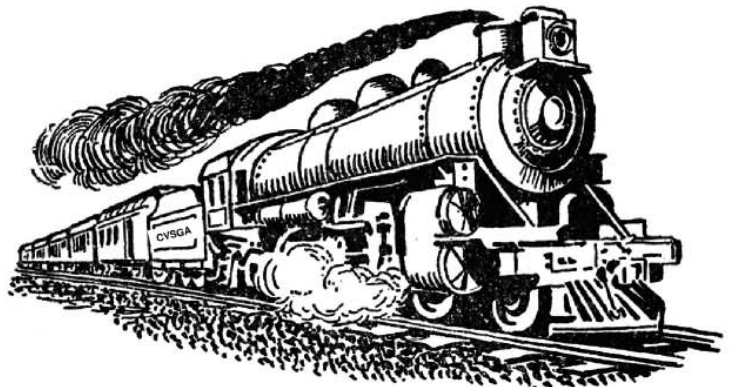
Operating Layout of several gauges

Good Food

Free Parking

For Table Info call:

216-662-6928 or 440-526-9864



Our next Train Show is January 3, 2015

Show sponsored by Cuyahoga Valley S Gauge Association (www.cvsqa.com)

**THE GREAT
BEREA
TRAIN SHOW**

Saturday, October 4, 2014
10 a.m. – 5 p.m.

Sunday, October 5, 2014
11a.m. – 4 p.m.

Cuyahoga County Fairgrounds – Berea, Ohio

164 Eastland Road, Berea, Ohio 44017

- Free Parking
- 4 Buildings
- Over 60,000 sq. ft.
- Over 300 Dealer Tables
- Operating Displays
- Great Food
- Handicap Accessible
- ATM

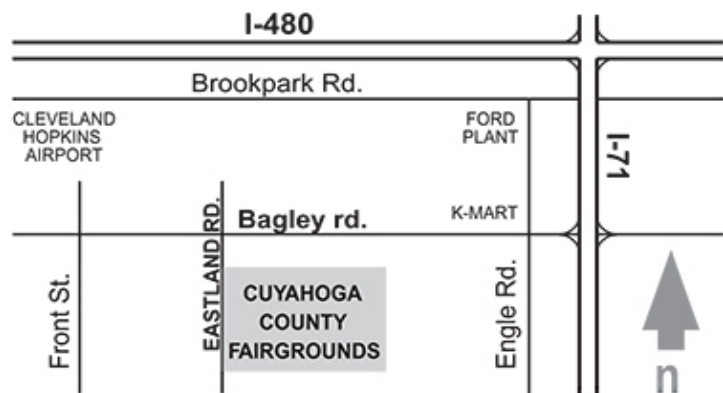


Admission \$7.50
Under 16 Free with Adult
Special 2-Day Pass \$10.00



**NATIONAL MODEL RAILROAD
ASSOCIATION**
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Mid-Central Region
www.div4.org

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OUR 41ST YEAR!

