



The Dispatcher



Officers for 2004-2006

Superintendent:
Jeff Ashby

Dispatcher:
John Reitz

Treasurer:
Gene Cowan

AP Chairman:
Daniel Metzger

Board of Directors:
Glenn Roon

Division Scribe:
Chuck White

Dispatcher Editor:
Rich Mohr

North Central Region
NMRA

Northeast Hoosier
Division 3

Meetings:
2nd Monday of
each month
7:00 pm

Meeting Notes

North East Hoosier Division 3 - January 10, 2005

Attending: Dan Brown, Daniel Metzger, Don Rhodenbaugh, Chuck White, Richard G. Berger, Gary Evans, Gene Cowan, Reid Cowan, Mel Wise, Drake Omstead, Rich Schwab, Rich Swihart, Rich Mohr, Walt Griffin, Glenn Roon, Jr., and guest Dave Miller (16 total)

Chuck White, Division Scribe, initiated things at about 7:00 PM. Our superintendent, Jeff Ashby had a last minute conflict and could not attend. John Reitz, Dispatcher was also absent.

CLINIC

At risk of preaching to the choir, Chuck White gave a presentation titled "Operations for Your Model Railroad." An Adobe PDF copy of his outline is attached to this newsletter. Chuck's key point was that he has noticed most of the published material about Operations immediately gets into a specific "type" (usually TT/TO) of operations, often launching into a discussion of car cards (and holders), waybills, and switch lists. Having attended several Op Sigs in SE Michigan, Northern Illinois, and per his experiences operating on a number of local layouts, Chuck has observed that each layout owner has developed his own "style." These styles vary more by the era modeled, than by the type of railroad. Another purpose of this clinic was to give some of the rationale as to why our NMRA division is able to host an Op Sig weekend, noting that we have (or will have) as many as 14 different layouts capable of having an Op Session by 2007. Chuck's presentation also featured a number of publications he passed around, that he's accumulated over the years. Besides copies of the books and back issues of the Op Sig's newsletter (The Dispatcher's Office), these included several timetables authored for specific model railroad operations. Chuck also exhibited several versions of waybills & switch lists. He offered to loan these to any member of our division seeking to get operations going on his own layout. These

are listed in the Resources section of Chuck's outline. Finally, each attendee of this meeting was asked to relate their most memorable operating session experience. The balance of the clinic is pretty self explanatory per the copy of Chuck's outline. We took a break at about 8:00.

After the break, we had a brief business meeting.

TREASURER'S REPORT

Gene Cowan passed out copies of our current financials. We continue to be solvent. Our CD has accumulated \$358.42 of interest earned since we first opened it. If you wish to have further details of our finances, you can contact Gene, or attend a future meeting.

OLD BUSINESS

Annual Meet

Alan Bell wasn't present. The date is 3/12/05, a Saturday. The theme is still going to be the Make & Take clinics. Participation of the Boy Scouts isn't certain. Home Layout Tour confirmed. The Maumee Valley RRC has advised they will not be able to participate at the meet. A more detailed discussion is planned for next month's meeting.

THREE RIVERS OP SIG:
April 1st, 2nd & 3rd, 2005

Drake reported we had 13 registrations already. This is before the official publication of the meet in the Op Sig's newsletter, "The Dispatcher's Office." Publication is expected any day now. A spread sheet has been developed to help us keep track of things. Drake asked for anyone not hosting an op session, or not helping at an op session, to be available to ferry participants to layouts. Preliminary Op

Sessions are planned for Garrett, Bill Wemhoff's (on 1/28) and Rich Swihart's (on 2/2)

NEW BUSINESS

There was no new business.

ACIEVEMENT PROGRAM

Dan Metzger had no report

MEMBERSHIP

Rail Pass

This application is for a temporary NMRA membership. For \$9.95 you get a six month "Rail Pass" membership. Rail Pass members can vote, attend conventions and participate in Contests, but cannot hold office. The Rail Pass also includes six months of the NMRA magazine: Scale Rails. Contact Chuck White if you're interested in this "trial" membership.

ANNOUNCEMENTS

Model Railroad Show & Swap

The Maumee Valley Rail Road Club's next one will be on 2/12/05 at Coliseum Bingo, 911 W. Washington Center Rd., Fort Wayne, from 9 am to 2 pm. A PDF copy of their flyer is also attached to this newsletter. Admission is \$3.00 for adults. Children under 12 are free. Parking is free. It is handicap accessible, and hot food will be available.

Chicago & Toledo Interurban

Craig Berndt is giving a presentation on this railway on the same date (2/14) as our meeting next month, at the public library in Auburn, at 6 pm. Craig's also agreed to give this presentation at our monthly meeting in March (3/14).

The History of the Cincinnati Northern

Chuck reported that the he had contacted the publisher of this book. The author is working on another/expanded edition that could be published as early as this summer, depending on interest in it.

Railroad Books

Rich Mohr, in looking for a copy of the above mentioned book, came across an interesting web site for railroad books. If

you're looking for a book that has been hard to find, go to www.railroadbooks.biz.

35th Annual Train Show & Sale

This was formerly at Ypsilanti. This will be on 2/19 & 2/20 at the Old Saline High School in Saline, MI. Admission is \$5.

DRAWING

Our guest, Dave Miller was the winner of the \$10 gift certificate from Hobbyland. Please support this retailer who has been a very generous sponsor of our division.

NEXT MEETING

It will be on 2/14/05 at 7 pm at our usual venue, Sirva/NAVL, on US 30 west of I-69. Enter through the eastern most pedestrian entrance. The planned clinic will be on detailing or weathering your steam engines by Jeff Ashby.

ADJOURNMENT

The meeting ended at approximately 9:00 pm.



OPERATIONS FOR YOUR MODEL RAILROAD

Clinic by Chuck White
1/10/2005

1. Why North East Hoosier Division 3 is hosting the 2005 Three Rivers Op-Sig
 - a. Detroit is taking a year off which gave us an opportunity we'd been talking about for a long time. Our inaugural event will be April 1, 2 & 3. Looking to handle every other year (2007, 2009, etc.)
 - b. We have a large number of people with layouts interested in Operations. Not all of these will be operating during our event, but most have or are developing an Operations oriented model railroad.
 - i. Drake Omstead
 - ii. Allen Bell
 - iii. Bill & Steve Rigg
 - iv. Bill Wemhoff
 - v. Mark Gaeth
 - vi. Garrett Model RR Club
 - vii. Gary Evans
 - viii. Joe Berger
 - ix. Bruce Carpenter
 - x. Rich Swihart
 - xi. John Reitz
 - xii. Jeff Ashby
 - xiii. Walt Griffin
 - xiv. Mark Wilson
 - c. We'll have the Dalmatian Switching District (Which has room for 9 operators) too.

2. Why Operate your layout?
 - a. Does more with your layout than just run trains. Comment from article in 2/05 Model Railroader "...gets old quickly."
 - b. It's a game. One description: "Vertical Chess"
 - c. Operate your trains with a purpose. We all like to see our equipment run, but with operations you're not chasing your caboose...

3. "Styles"
 - a. Each article/book/etc each presume (with some exceptions) a given style. There are many different types of styles, ranging from very simple to very complex. The individual variations are endless.
 - i. Time Table/Train Orders – Paper oriented with Switch Lists, Way-bills, Form Ds. Form 19s, etc. Some radios, but usually has phones. Often depicts a railroad from 40 to 50 years ago.

- ii. CTC – Dispatcher’s panel/desk. Detection, Signals, Radios are pervasive. Usually Modern Railroad oriented. Computer & software often used to run/develop trains.
- iii. Wheel Reports – Little or no paper. No Waybills or Switch Lists. Simplified CTC panel. Radios, but less prototypical.
- b. Develop your own – what best works for you. What do you like to do?
 - i. Map your railroad? – Is this really necessary? I don’t know.
 - ii. Layout Design – What kind/size/etc. type of railroad?
 - iii. Need to develop a list of industries, what kinds of cars they would handle, and where they’d be shipping to, or received from.
 - iv. Switch Lists: Computer vs. Paper? Vendor Computer Programs:
 - a) Shiplt – Albion Software
 - b) Planned Railroad Routing – Decapod Systems
 - c) Minirail – Richard Gratias
 - d) Computer Assisted Freight Car Routing - Mark Hanslip
 - e) Pro Trak – Jim Moir
 - f) RailOp – Don Farner
 - v. Car Cards/Waybills – One way vs. Four way. Boxes or Shelves? Commonly made of wood, but I’ve seen plastic and metal.
 - vi. Time Tables – See samples... Easy to create with Word Processing software.

4. Resources:

- a. Gateway Division’s web site: www.gatewaynmra.org/operate.htm
- b. “Realistic Model Railroad Operations” by Tony Koester
- c. Operation Handbook for Model Railroads by Paul Mallory
- d. How to Operate Your Model Railroad by Bruce Chubb (Out of Print)
- e. Starting Operation – PDF file from Model Railroader’s web site. 40 pages comprising 9 articles for \$11.95 You can also probably find these articles with a search on the magazine archive on Model Railroader’s web site with the word “Operations.” Then refer to your library of back issues.
- f. Operations Special Interest Group publishes “The Dispatcher’s Office, a quarterly newsletter/journal. Annual membership is \$15/year. See their website at: www.opsig.org

5. How do you get started?

- a. Read, Review, and Research as much as you can
- b. Attend Op Sessions whenever you possibly can
- c. Develop Industries, cars, trains, etc on your model railroad.
- d. Host small test operating sessions – Ask Alan Bell for his insights

FOLLOW THE FLAG

By Bill Wemhoff

On February 2, 2005, I had the opportunity along with several other model railroaders to once again to relive during the heyday of the pre-merge of the **WABASH RAILROAD** and operate on Rich Swihart's reincarnation of the Wabash Railroad in miniature down in his basement. On that day we had in attendance Victor Baird, Ron Highland, Chuck White, Drake Omstead, Alan Bell, Carl Dirig, John Reitz, and myself (Bill Wemhoff), I know I have missed some people and I apologize for that.

The railroad takes up an area that is approximately 12 feet wide by 24 feet long. It represents the Wabash Railroad in downtown Fort Wayne Indiana along with a portion to the Belt line that ran there that is served by the Wabash and the NKP. The Belt line of Fort Wayne did not own any engines. Then, the Wabash runs out to NE tower in New Haven and cross the NKP; it then proceeds on to Woodburn, IN and then Defiance, OH as staging area. The railroad is DC control with Kurt Kraft throttles. Rich runs with a fast time clock and runs on at 12 hour shift both day and night. This session was a night session.

So, when you showed up you marked up on the extra board and asked for what job you want. Well, I marked up on the local # 71 that makes the run from Fort Wayne, IN to Woodburn and Back. Here is how it went.

The taxi took me, my fireman, brakeman and conductor out to the GP-7 that was waiting near NE tower. WE climbed aboard the engine and the first thing we did was to make an air test and then call Dispatch (John Reitz was our dispatcher for the night). WEMHOFF: "local #71 to dispatch"- DISPATCHER: "this is dispatch local #71"-WEMHOFF "do we have permission to depart from where we stand and proceed through the diamond at NE tower?"; I now had dead silent you have to remember I had a rookie dispatcher and he was probably finding out where NE tower was. Then all of a sudden, DISPATCHER: "local #71 you have permission to proceed through the diamond once it drops to green (the diamond was under the control of signals) and let me know when you are through" WEMHOFF: "Roger dispatch". Well, I notch the throttle up to 3 and we stated to proceed, I had 6 cars in tow, 2 box , and 4 cover hoppers; the 2 box would be dropped off at a cardboard factory on the return trip. The 4 hoppers went to the Grain Elevator in Woodburn. WE made it through the diamond WEMHOFF: "local #71 is cross the diamond and off your railroad". Woodburn is on a branch line that is in its own block so when one train enters the block then no one else can come in that block until that train calls dispatch.

WE are moving right along and I finally made it up notch 5 when we came around the bend and we were at Woodburn. I pulled up to the station and came to a stop with the caboose right at the station door so that our conductor could get off and talk the station agent and pick up the switch list so we knew what we had to do. WE had 2 hoppers at the grain elevator 2 on the passing track and 1 flat to pick up at the Team track which is at the end of the elevator. Our conductor looked over the paper work and found out that we had no waybills for the 2 hoppers on the passing track so we did not have to take them back with us. After several moves and putting our train back together we were ready to pull out of Woodburn. WE stopped at the station and the conductor called dispatch on the phone. CONDUCTOR "this is train #71 arrived at Woodburn new train #72 waiting for orders" DISPATCHER "train #72 you have permission to leave Woodburn but stopped before you enter into the interlock plant at NE tower and wait for signal" CONDUCTOR "OK". We pull out of Woodburn and proceed down the line to NE tower. WE pull up to NE tower and call Dispatch. WEMHOFF "dispatch this is #72 at NE Tower" DISPATCHER "Go ahead #72" WEMHOFF "dispatch I work to do on the other side of the Diamond can I block the diamond or do I need to break my train and only take the cars that I need" Again there was dead silent, I told my fireman this rookie dispatch is trying to figure out if there are any scheduled NKP trains that are due to

arrive, we may be here for a while. Sure enough and hour went by and then dispatch came on DISPATCH "I think you can block the diamond and do your work I am going to give you the signal call me when you are done" WEMHOFF "dispatch either I can block the diamond or I need to break my train and keep the diamond clear which is it, Thanks" DISPATCH "Train #72 You can block the diamond" Well with that under control we proceeded to do our work at the cardboard factory. Well, as soon as we got done I called dispatch and told him that we cleared the diamond and were proceeding into Fort Wayne Yard. DISPATCH "I will give you the signal to come in but look out for the yard engine he is using #1 and # 2 main to do some work, so talk to the yard master when you get there" WEMHOFF "Roger"

WE pull around the bend and we saw the yard engine. I brought the train to a stop and I coordinated my moves with the yard crew and put my engine and caboos away. And I was done.

Well I thought that I was done, Here we brought back 4 extra cars that we were not suppose to so I was reprimanded and told not to do that again.

Above, is a typical op session that takes place on these guys railroad. If you have never done it you should. It is fun THAT IS THE NAME OF THE GAME "MODEL RAILROADING IS FUN"

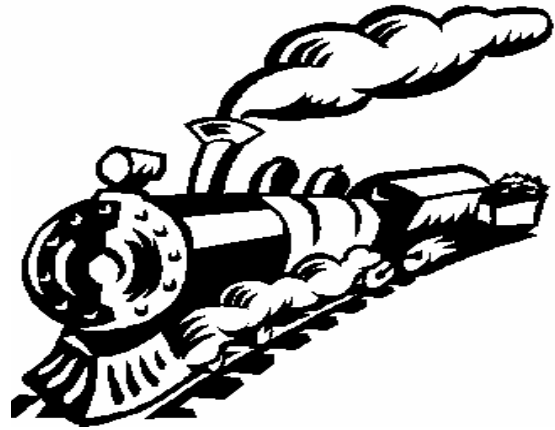
I want to thank Rich personally for opening up his house and railroad for an operating session. I know all the guys that were there had a GREAT time. "Thanks Rich"

Model Railroad Show & Swap

*sponsored by:
the Maumee Valley Rail Road Club, Inc
A not for profit organization*

**Saturday,
February 12, 2005
9:00 a.m. - 2:00 p.m.
Coliseum Bingo**

**911 W. Washington Center Rd., Fort Wayne, IN 46825
(260) 490-9999**



From I69, Exit at Lima Road, #111 northbound. About one block from the interstate, turn right/east onto Washington Center Rd. Proceed about 1/2 mile. Bingo Hall is on the south side of the street, across from Texas Road House restaurant.

Information/contact:
Maumee Valley Rail Road Club
P.O. Box 162
Leo, IN 46765

Chuck White
260-760-1666
cwhite13@comcast.net

Adults \$3.00 , 12 and under free

- ◆ **Many large tables of model railroad and railroadiana bargains!**
- ◆ **Operating train layouts including new Maumee Valley Layout**
- ◆ **Good food and plenty of free parking available**
- ◆ **Toy Trains for Tots display and play area**
- ◆ **Handicap Accessible**