Call Board

Volume 61 Issue 4 December 2020

Superintendent's Report for December, 2020

I would like to take this opportunity to wish all the members of Div. 3 and their families a safe and joyful Holiday Season. I realize that this has been a trying year with lots of bad news for many of us, but maybe we can find some positive aspects as the year comes to a close. My family continues to feel fortunate for the good things that have happened.

Anyway, Div. 3 continues to try to provide some relief and fun each month. I would urge you to take part in the monthly Zoom meetings. The recent topics have been very interesting and Gail makes it really easy to attend. Remember, because of the online meetings, our annual auction has been moved (for now) back to July, 2021, and the July contest for non-revenue cars will move up to the February meeting. February will also start the new contest cycle for the year. I'll repeat my warning for the contest entries, it's not difficult but be sure to follow the directions. Guess how I know.

At the Nov. general meeting, I announced that Div. 12 was still planning on hosting the Regional Convention in Erie in May of 2021. They have now decided that it is no longer feasible to continue with plans and have decided to cancel. Plan for the 2022 Tri-Regional convention in Indy. The NMRA national Convention in St. Louis will be in October of 2022.

See you at the December meeting, stay safe, and go build something!
Mark Stiver, Supt., Div. 3

Virtual Contest

The virtual contest for December is Structures.
Deadline for entries is 12 noon, Sunday, December13, 2020.
Deadline for voting is 12 midnight, Friday, December 18, 2020.

All entries will be emailed to the Webmaster. (Webmaster@modelraildayton.com) The date/time stamp of the webmaster's email will determine if the entry was received in time. The deadline for voting will be 12 midnight (EDT) the Friday before the general meeting. All votes will be emailed to the Webmaster. (Webmaster@modelraildayton.com) The date/time stamp of the webmaster's email will determine if the vote was received in time.

Entries will be displayed on the Division 3 website.

Division 3 Website: www.modelraildayton.com

Contests

We have three categories each month. You can enter Scratch Built, Kit Bashed, or just plain Kit built. This allows anyone to enter anything they are proud of and at any skill level. Judging is by popular vote but if you wish to have your model judged by NMRA rules for the Achievement Program, we will make arrangements for you "on the spot"

The coming contest schedule …

December - Structures

January - Open Loads
February - Non-Revenue Cars
March - Freight Cars
April - Passenger Cars
May - Diesel Locomotives
June - Steam Locomotives
July - No Contest
August -
September - Make it cheap (1-3-5 Dollar)
October - Caboose
November - Weathering
December - Structures.

November - Weathering

MODEL

First Place	Hans Schmellenkamp
Second Place	Eric Zimmerman
Third Place	John Santel

PHOTO

First Place	Dana Yarnall
Second Place	Eric Zimmerman
Third Place	Dana Yarnall

First Place - Hans Schmellenkamp

Second Place - Eric Zimmerman

Third Place - John Santel

First Place - Dana Yarnall

Secon Place - Eric Zimmerman

Third Place - Dana Yarnall

Come Zoom with us!

We are still meeting on Zoom. At each meeting. we provide time to greet each other before the meeting, the meeting, a good clinic, then time afterwards to meet and greet. Plus, we are now preparing for an AP meeting on how to document for your Chief Dispatcher award. For those of you who have not yet tried Zoom, it really is easy and if you have a computer, tablet or smart phone, most of you can be a part of the meetings.

For everyone who is signing on for the first time, for clinicians and anyone else who wishes, I provide a dry run Zoom meeting. We set a time and date, I send you a link and walk you through your first effort. Once you have done your first sign-in, it is a breeze. Some people do not have cameras or microphones on their computer. This does not stop you from attending the meeting. You go into Zoom and once in, there is a 'chat' room. You can type your comments, questions, etc. into the chat room. You can type them so only I see them, so only a friend sees them, or so the whole group sees them. During the dry run I will explain how. One note: I won't be admitting anyone to a Zoom meeting without a name. So, if your computer is described as 'ipad,' 'my computer,' 'R2D2' or something else generic, you need to make arrangements so I will know who you are. This is a security measure to keep spammers, phishers and other 'train robbers' away from our 'caboose.'

We have some great upcoming clinics. Sign onto Zoom so you don't miss them. If you don't have a computer, perhaps you could watch with a friend. I've seen musical groups all use one screen and social distance. Using masks and social distancing, even using the computer on a porch could workable. It is your call, but I really hate to have anyone miss these splendid clinics. If you have any questions, please email me at NMRA.Div.3@gmail.com. If you do not have a computer, you can call (937) 301-0746 and leave a message, but bear in mind that there is much calling going on with the show cancellation and there may be a wait to get information. You could also call a friend, have them email me and I will call you back. Sorry about the complex situation but things are a bit crazy right now. In the meantime, please take care of yourself. We miss you all.

Gail Yarnall

DAYTON TRAIN SHOW: 2020 => 2021

Things are going well with the transition of the Dayton Train Show. Most of our Vendors and Exhibitors have responded and most are in for 2021. The deadline for 2020 Vendors and Exhibitors to affirm that they want into the 2021 show is Nov 30. After that, all remaining Vendors and Exhibitors go on the waiting list. We have purposely given them extra time to decide what to do.

We are already working on possible special events for our 45th Dayton Train Show. Although it is not the 45th consecutive year, it is still the 45th show and we plan to celebrate. Someone asked me the other day "What about the future of the show?" The future is just that: the future. We can't predict it, can't see it and can't guarantee that we get what we want. However, we can be positive that whatever the future brings, we will attempt to keep the train show going as long as we can make it safe and fun.

So, your train show team will continue to work toward that goal and we will handle the future when it becomes the present.

If you have any questions about the Dayton Train Show, feel free to email me at NMRA.Div.3@gmail.com.

Gail Yarnall

Virtual Contest

The December Virtual Contest is Structures. This is an opportunity for our members to show their structural skills. It includes scratch-built, kit, kit bashed and photos. There's something for everyone. Please submit a photo of your building by noon on December 13 and vote any day between the 14th through midnight on the 18th. Any NMRA member may vote.

For further information go to ModelRailDayton.com, click on Contests and open the Contest rules. Any other questions email Webmaster@modelraildayton.com. Good Luck!

Reflections on the AC&Y (Akron, Canton, and Youngstown Railroad)
by Rick Lach

I have just finished reading the special collectors issue on 40 Years of the CSX by Trains Magazine, published in June 2020. They put alot of work into that issue with exhaustive historical research, detailed maps, and fantastic color photos. I read the entire magazine from cover to cover because I was not entirely familiar with the CSX whole story. I knew the CSX is one of the 7 major railroads in the US, and it operates the eastern half of the country, but I was not aware of its heritage and the 20 plus railroads that eventually became the CSX. I plan to speak about the CSX at a future division meeting, but the fact that the CSX is comprised of so many smaller and larger railroads from the past just keeps gnawing at me and keeps me thinking. These smaller railroads built our nation; these smaller railroads each has its own history, and these smaller railroads comprise the railroads that we grew up near and that many of us model today. Thanks to the model train manufacturers for producing so many items from each of these railroads so that we can model them, and by modelling them, we keep up their history by telling their story. I too fall into the category of growing up near a major railroad which is now long gone, gobbled up by one of the 7 major railroads in the US, only to have its story told by a dedicated historical society and interested modellers like me. I am talking about the Akron, Canton, Youngstown Railroad (AC&Y). In 1954 at age 8, my family moved to east Akron and very near to the Brittain Rd yard near its eastern terminus. Night and day we heard the coupling and uncoupling of cars, and virtually every trip west on Rt 8 we were stopped by a brilliantly colored yellow AC&Y engine as it crossed East Market Street. Those were great memories as they led to a lifetime of appreciation of trains in general and a special place in my heart for the AC&Y. Here are a few reflections on the Akron, Canton, and Youngstown Railroad.

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-- began in 1912 as a small railroad to service the Goodyear Tire & Rubber Company
-- eventually grew to a Class 1 railroad, extending from Mogadore to Delphos, approx 150 miles
-- never got to Canton or Youngstown
-- motto: The Road of Service
-- in 1964 got caught up in the merger with the N&W, and was officially dissolved in 1982
-- regional railroad, the Wheeling and Lake Erie and a spin off from the Norfolk Southern, now uses some of the old AC&Y tracks
-- expanded before and after WW1; increased needs saw acquisition of 0-8-0, 4-6-0, 2-8-0, 2-8-2 steam engines
-- remained profitable during the depression until 1933; reorganized and officially became the AC&Y in 1944
-- in 1942 acquired its first diesel, an Alco S-2; in 1945 acquired an Alco RS-1; in 1947 ordered 4 FM H20-44
-- kept steam engines around until 1955. I can still remember seeing a steam engine in Brittain Yard in 1955
-- after WWII, added new freight cars and new steel cabooses
-- did operate mixed trains with passenger cars coupled to freight trains; approx 1951, passenger service stopped
-- during the 60's and 70's, under the N&W, the AC&Y grew to 18 diesels and nearly 2000 freight cars (most leased), over 400 workers
-- during its history, the AC&Y had 56 steam engines (#304 on display at Steamtown)
-- had 8 Alco diesels; leased 25 diesels during 1980-81; had 18 FM diesels
-- used 34 stations between Delphos and Mogadore; crossed 14 major bridges
-- used 11 passenger cars to comprise the mixed trains until the early 1950's
-- over the years had nearly 5000 freight cars to include1150 wood boxcars, 1500 steel boxcars, 58 stock cars, 225 gondola cars,
73 flat cars, 1700 open hopper cars, and 225 covered hopper cars. Of note is the solid yellow with red lettering paint scheme.
-- no tank cars
-- AC&Y Historical Society recently moved its holdings to the basement of one of the University of Akron's education buildings
-- On a recent trip to Akron, I visited the historical society collection and was privileged to hold a document dated 1917 showing the track plan leading a siding into the Goodyear Tire and Rubber Co Plant One. I used to work on the squad at Goodyear in that building and was very familiar with that siding. What a thrill to hold the document that showed that siding from 1917!
-- to the best of my knowledge, nearly all of the AC&Y stock has been scrapped or destroyed with a couple exceptions: steam engine number 304 is rusting away at Steamtown in Scranton, PA. Also, a newly refurbished and freshly painted AC&Y caboose is on static display in Copley, OH. And my mind is very fuzzy on this one: several years ago when Division 3 took a field trip to the Age of Steam Roundhouse, I vaguely remember seeing what appeared to be a yellow painted AC&Y Also RS-? engine on display in the roundhouse. I probably photographed it, but as luck would have it, I am unable to locate all the pictures I took on that trip and therefore cannot verify.
-- I am in the process of building a 5X7 HO layout of the AC&Y near where I lived in Akron and am including a structure depicting the house I lived in for 16 years near the Brittain Yard before I entered the Air Force.
-- I have fond memories of those days and as I have told Division 3 many times: I have always been a day late and a dollar short. I have never seen an AC&Y steam engine in action, but I am fortunate to have seen the Alco and the FM baby trainmasters hundreds of times.
-- The AC&Y will always be my favorite railroad. Thanks to the CSX issue for giving me a new perspective.
-- This also makes me wonder: how many similar stories are there within the division of your favorite railroad where you grew up and that you currently model today????

Future of the Call Board
by J Hedge

The Call Board has been the official publication of Division 3 for over 60 years. I have had the pleasure of being the editor since 1988. The distribution of the Call Board has always been important to the membership. When I took over as editor if a member missed three meetings in a row they were taken off the mailing list. As soon as you attended another meeting you were reinstated. In 1983 I had a job that required me to miss three meetings three times. This made it hard for me to keep up with the happenings of the Division. At that time we had a more or less permanent meeting location so I would show up and hope that the time and place were correct. When I asked why, as a life member, I could not stay on the mailing list I was told that the Division could not afford to mail the Call Board to members who could not attend meetings.

When I took over as editor and joined the BOG I found out that the Division had plenty of money so I again questioned the policy. The BOG voted to mail the Call Board to all members every month. About this time we acquired a bulk mail permit which significantly reduced the cost of postage and required a minimum number of pieces to be mailed. We had a large enough membership by then to justify the mass mailings.

Over the years our subscription list continued to grow. At its maximum we mailed over 250 copies a month. The mailing list included all Division 3 members, MCR officers, other Division officers, legacy members who no longer lived within Division 3 and other complimentary copies.

The last several years have seen a decrease in our membership and changes in the Postal Regulations. We are now required to mail a minimum of 200 copies. We are also required to use a heavier paper. When the Post Office changed the paper weight requirement the print service that we rely on was not able to locally produce our mailings and the processing time increased from 1 to 2 days up to a week or more. This makes it harder to get the Call Board out to our readers in a timely manner. The postal Service has also changed the way it handles bulk mailings and the quality of the service has declined at several Post Offices.

We have padded our mail list to keep our volume at slightly over 200. With a membership of 115 I feel that it is time to change the Call Board distribution policy. Many Regions and Divisions have changed over to electronic distribution of newsletters either through webpages or emails. In order to implement email distribution you obviously need an email address for each recipient. In Division 3 out of the 115 members 89 have provided their emails to the NMRA. Gail Yarnall has a larger email list that she uses for our Zoom meetings but it is not as large as the 205 people I have on my mailing list.

This is the last general mailing of the Call Board. Starting with the January 2021 issue we will mail a hard copy to the 26 people that have not provided the NMRA with an email address. We will send either an email link or PDF copy to all other members. As for as the legacy members and friends they will have to check the webpage or provide us with an email address. Anyone who is reading this issue may apply for an email notice by sending Gail your email address.

We hope that these changes will allow us to continue serving our members and friends in a timely Manner.

Board of Governors
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Board of Governors

The Board of Governors usually meets the first Monday of the month to conduct the business of the Division. Meetings will be conducted online until further notice. Any member may attend and participate in the meeting. Please contact a board member to verify date and time.

Call Board

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December 2020

Next Crew Call	
When:	**December 20 2pm**
Where:	**Zoom**
Program:	LED Lighting by Wil Davis
Contest:	Structures
Visitors and Guests Always Welcome	