



Call Board

Volume 63 Issue 1

September 2022

Dear Miami Valley NMRA,

Thank you for allowing us to participate in all of the fun and educational activities on TRAINing Day at Carillon Park!

Jefferson and his siblings are really enjoying their new train layout! It was a very generous gift!

Here is a photo of Jefferson with the layout all set up! Thank you also for the extra package of tools that Jefferson received in the mail!

He has been very grateful for everything and enjoying every moment with the new layout!

Thank you again!

Blessings,

Kellie Hines and Family



Div 3 Meetings

Welcome back after our month off. Div 3 is still meeting on the third Sunday and it is still a hybrid meeting. If you can't come in person, you can attend on Zoom. The invitation is sent out every month, generally the Friday before the meeting. You can also invite friends who would like to know more about Div 3. Let me know who they are and their email and I can include them in the mailing. Div 3 is growing in many ways and you are a valued member and friend. One of the big benefits of the NMRA is the member-to-member relationship which can bring you good information and an increase in model railroading fun. The next meeting is September 18. Hope to see you there!

Division 3 Website: www.modelraildayton.com

Superintendent's Report for August 2022

The September meeting will be 18 September. Ron Person will present his clinic, "Coal Mines on the East Broad Top Railroad". A presentation he tried to give last year, but was unable due to technical difficulties.

In the July Call Board we sent out an interest survey and requested that everyone in the division complete the survey and return it at the September meeting (or before). Knowing what interests you the most and what you are willing to share with the members will help us to provide the best possible programs and clinics for you.

Model Railroad Training Day was held on 13 August at Carillon Park. We had a good turn out and many of our visitors were impressed with what our interests are and how we are willing to share this knowledge with them. Gail did a great job of organizing the event and making sure everything ran according to plan. Thanks to Gail, and all of those who helped with this special program.

I mentioned in our last Call Board that NMRA headquarters, and especially our president is committed to increasing the Association's membership. As I stated in the last Call Board, I have been very impressed with his passion for improving the long-term population of the NMRA. Gordy has made very clear that increasing membership is his top goal. While we may not be setting the standard for his goal, we have managed to turn things in the right dissection due to Wil Davis' efforts. Since June, we have added six new members, but now it is up to all of us to welcome these folks into the division. When you see a new member, please introduce your self and introduce them to others.

In our effort to improve our ability to deliver our meetings to those who cannot attend in person, the membership voted to provide funds to acquire the needed equipment for our meetings and the ability to provide them through Zoom.

Once again, please complete the survey sheet and return it as soon as possible. I hope to see all of you at our next meeting on September 18.

Submitted by Ric Zimmerman, Superintendent, Division 3, MCR, NMRA

THANKS TO OUR VOLUNTEERS:

This may be a slight duplication of announcements to say thanks to all our division and spouse volunteers who helped with the Carillon Park Railfest in June and the Division 3 Model Railroad TRAINing Day in August at Carillon Park. We had 15 division volunteers who manned our expanded booth at Railfest at various times, from set-up on Friday afternoon, thru the 2-day event, to take down on Sunday afternoon. We provided great outreach to the over 4,200 people who attended Railfest, and I think we all had a good time as well. So a tremendous THANKS to those who donated their time.

Additionally, we put on our Division Model Railroad TRAINing Day in August, for the second time at Carillon Park. We also wish to give another tremendous THANKS to the 35 division and friends volunteers who worked the 21 stations at this year's TRAINing Day. Some of our clinicians worked multiple table stations, including for the Boy Scouts. Special acknowledgement needs to go to Peter Guise, who designed and constructed the basic framework for the "Kid Build" layout. About 30 kids worked on the layout and were eligible to win it in a drawing at the conclusion of Model Railroad TRAINing Day. Congratulations to Jefferson Hines for winning this year's Kid Build layout. (check out his photo in this issue).

It is not easy planning, organizing, and executing 2 major events within 3 weeks of each other (especially during a pandemic). Thanks to Gail Yarnall and Rick Lach for taking the lead on working these events respectively. We also wish to offer a special acknowledgement to Carillon Park for being our excellent host for both

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TRAINing Day a Success!

Another successful TRAINing Day. The count of people who entered Carillon Park (and therefore had to go through our TRAINing Day setup) was 513 which is about the same as our last TRAINing Day. Although not everyone actively interacted with us, all were exposed to a high class event. We had hands-on and visual training. As a result of the hard work, we now have new members. Our drawings were for 2 Railpasses, 2 Dayton Train Show family ticket packs, 1 Carillon Family Membership and, of course, the completed kids' build (although considering the siblings of the young man who won the build, I have a feeling it is just the beginning of scenic-ing on that layout).

We hosted the Scout Railroading Merit Badge training at TRAINing Day. Fourteen scouts qualified for merit badges which included lecture by the scout masters, a talk by Gordon on the V&O and Allen, a talk by Operation Lifesaver, building a V&O Reefer, and running trains on the Timesaver Switching District. The rooms we had for them were excellent. The scouts are very grateful that Div 3 is supporting them.

So many people helped. We had 28 setups which included both displays and hands on with 27 volunteers. In addition the scout setup had 2 scout leaders and the Operation Lifesaver rep. It was a big effort and there are many people to thank. My first thanks goes to Wil Davis. Wil created TRAINing Day and nurtured it into a growing effort to reach out to the public. His hard work brought us TRAINing Day and still participates today. Then there are the rest of the Div 3 volunteers. The displays were all excellent thanks to the hard work of each table operator. We thank the scouts for being a part of our event and allowing us to be a part of their training. Finally we thank the Carillon for hosting us and being there for us, something that they do with much grace.

Thank you all. I can't wait until next year's TRAINing Day. If you have not yet participated, try to attend. It is well worth the effort.

Gail Yarnall



DAYTON TRAIN SHOW

Time is passing so quickly this year and we are approaching train show time. In order to run the train show, we need many volunteers. Rick Lach is in charge of the volunteer list. If you know you want to help, please let him know. We are also still looking for a few good vendors. During Co-Vid, we lost some great vendors due to illness, age, retirement, and sadly, death. Filling the shoes of these terrific individuals is tough. If you know of a vendor who might be good for our show, feel free to contact me. I can set you up with the paperwork, etc. We are not currently looking for exhibitors. Thankfully we have some wonderful exhibitors signed up.

Those of us on the DTS committee are working hard to set things up. If you are in an exhibitor group or are a vendor, you can still help in creating the show. There is much to do ahead of time and we can use all the help we can get. Just contact Rick Lach or me and ask about pre-show jobs. We have jobs you can do from home, jobs that do not require a great deal of walking, lifting, etc. There are many jobs out there and all of them need to be adopted. We appreciate all of our volunteers which help to make the show work.

Gail Yarnall

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events – the staff has been wonderful to work with and the actual park is a perfect venue for these events. I might add that we will soon put out the call for volunteers for our last 2 major events for 2022: the Dayton Train Show in November and Christmas on Campus in December. Please start thinking about these.
Rick Lach

TIME SAVER LAYOUT INQUIRY:

Did you know that Division 3 owns its own timesaver layout? Over the years, for our Train Shows, Gregg Heeter has provided his own timesaver layout as a working demonstration. However, at the recent Model Railroad TRAINing Day, we used 2 timesaver layouts because the division discovered and unwrapped its own timesaver layout which had been in the storage unit, untouched for many years. This timesaver was taken to David Holl for testing, and to our surprise, it worked when powered up! We used it at TRAINing Day. However, it had some problems. Does anyone know the history of this timesaver? Where did it come from? Who built it? How was it wired? It seems to have problems with the rheostat, and the turn outs could use some attention. This has the potential of being a wonderful asset at our events, but we need it to be a little more reliable. Anyone in the division willing to take a look at it and improving its performance? Give Rick Lach a call at 937 426-2015.

IN MEMORIAM:

For those who missed the email regarding the passing of Merv Hardman, here is the notification of his death for the division membership. It is with great sadness that we announce the passing of another Division 3 member. Merv Hardman, member of Division 3 for 54 years, passed away on June 28, 2022 from multiple health issues. Merv was an active division member and was always willing to lend a helping hand in any project. He held all three of our elected Board of Governor positions during the late 1970's including Superintendent and led our division activities for several years. An electrical engineer, Merv enjoyed a reputation for his meticulous track work and electrical wiring. Although his layout ran great, he did admit that it lacked scenery! He helped wire several layouts and operated on several local layouts, often mentoring on switching and operations at those sessions. Merv really enjoyed the social side of our hobby; he made friends easily, and he had many friends. Although he slowed down over the last few years, he did not neglect these friends, His passing has created a tremendous void for those friends, and we will miss him tremendously. Please keep Merv's wife Pat and his extended family in your thoughts and prayers.

DAYTON RAILROAD HERITAGE:

I can't tell you the number of times I have been involved in railroad conversations in which the locations of the various major railroads that ran through Dayton located their tracks into and out of the downtown Dayton area. Likewise, I had to remain silent when the topic of the freight yards of those various railroads came up. I did know, however, that Dayton had a magnificent train station that served the city in its glory days of the 1930's, 1940's, and 1950's. And that on any given day, the city of Dayton had at least 66 trains pass over its downtown rails. I was recently sent a copy of a short pamphlet entitled "Railroads of Montgomery County" published in June 2009 by the Dayton Railway Historical Society and written by one of its members, George Vergamini. George has given me permission to submit his pamphlet to the Division 3 Call Board so that other division members, like me, can enter conversations regarding Dayton railroad heritage and not be totally ignorant of this interesting topic. So here is an overly simplified, but essential and vital discussion of the B&O, Erie, NYC, and PRR railroads as they existed in 1950 and ran through Dayton. Hope this helps with any future discussions you get involved with regarding Dayton's railroad history.

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RAILROADS OF MONTGOMERY COUNTY

The confluence of the Mad River, Stillwater River, and Wolf Creek into the Great Miami River provided an ideal spot the establishment of a frontier settlement that eventually became Dayton, Ohio.

The waterways provided the means of transportation for the goods the community needed and the outlet to markets for its manufactured goods. The building of the Miami-Erie Canal in 1840 opened up new markets with the connection to both the Ohio River and the Great Lakes.

The coming of the railroads in the 1850's allowed the city to greatly expand its manufacturing base and increase markets with low cost and reliable, year-round transportation.

In the early 1900's a new Union Station was built at the corner of South Ludlow Street and West 6th Street. In the mid 1920's the tracks were elevated through down Dayton.

The 1913 flood and the building of the dams in the area caused a major realignment of the New York Central and the Erie Railroads on the east side of the county and to the Baltimore & Ohio on the north end. The Pennsylvania Railroad was not directly impacted.

This pamphlet is not a detailed history of each railroad but a brief look at Dayton's railroads in 1950. We picked the year 1950 as the focal point to examine the four railroads before the extensive mergers that were to come later.

THE BALTIMORE AND OHIO RAILROAD

The Baltimore & Ohio Railroad through Dayton in 1950 was on the Toledo division between Cincinnati and Toledo, Ohio. It entered the southwest corner of the county and traveled north through Miamisburg, Dayton, and Vandalia before entering Miami County. The railroad had three freight yards in Dayton to serve its customers, Needmore Rd, West Dayton, and East 1st St yards. A roundhouse and engine service facility was located at the East 1st St yard. Passenger train traffic was handled at Union Station in downtown Dayton. The main freight house was located at East 2nd and Webster Street on the east side of downtown Dayton. A dispatcher was located on the second floor of this facility and controlled all traffic between Cincinnati and Lima.

The railroad has two branch lines out of Dayton, the Union City line to Union City, Indiana and the Wellston Line to Wellston, Ohio. The Union City Line came out of the West Dayton Yard to a connection with the Pennsylvania tracks then west through Trotwood to just west of Brookville where it went north to Greenville and Union City. The Wellston Line came out of the East 1st Street Yard, ran north of Springfield St to Smithville Rd, then southeast to Woodman Dr, then east to Xenia, Chillicothe, and on to Wellston.

Today the branch lines are gone, and the remaining trackage is now CSX. The freight house area is now National City Market.

THE ERIE RAILROAD

The Erie Railroad was the Dayton Branch that came out of Marion, Ohio. It entered Montgomery County from the east coming from Fairborn. It paralleled the New York Central line all the way from Fairborn due to the railroad realignment with the construction of the dams in the area. It terminated at its yard at Monument Avenue, west of Findlay St. A freight station was located on Webster St. There was no passenger service on this branch in 1950.

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Today, virtually all trackage has been removed.

THE NEW YORK CENTRAL RAILROAD

The New York Central Railroad entered the county from the east near Wright Field, paralleled Springfield Street into downtown Dayton and went southwest through Moraine City and Miamisburg into Warren County. Two freight yards serviced their customers, Findlay Street Yard in east Dayton and the Moraine Yard near the GM Frigidaire plant. Passenger service was handled at Union Station in downtown Dayton. The freight station was located on East Monument Ave where the Dayton Dragons ballfield is now located. A branch line from Middletown went north through Germantown to Michigan.

Today the branch line is gone and the track through Dayton is Norfolk Southern (NS).

THE PENNSYLVANIA RAILROAD

The Pennsylvania Railroad came into the county from Xenia, running parallel to US 35 through Beavercreek and into downtown Dayton. It then went northwest through Trotwood and Brookville on its way to Richmond, Indiana. The main freight yard (Clement Yard) was located off Smithville Rd in East Dayton. It had a branch line (Cincinnati, Lebanon & Dayton) going southeast from the main line at the Great Miami River Bridge, just west of Union Station, through Oakwood, Van Burien Township (Kettering), Centerville and south into Warren County. At Hempstead Junction (just south of Stroop Rd near Wilmington Ave) a connection went north following Woodman Drive to Clement Yard. A small yard was located south of the Miami River Bridge at Washington Street and at the NCR factory complex. The freight house was located at the Washington Street yard. Passenger service was handled at Union Station.

Today the CL&D branch line is gone and the line from downtown Dayton to Clement Yard and south along Woodman Drive to the former Delphi plant on Woodman Drive is now Norfolk Southern (NS).

THE DAYTON RAILWAY HISTORICAL SOCIETY

The DRHS is a non-profit group composed of members who share an interest in railroads, trolleys and interurban transportation, especially in the Dayton area.

They meet the 2nd Thursday of each month (except August) with a program of a speaker, movies or slides in their interest area. Occasionally there are field trips in the area.

Visitors are always welcome to attend meetings at no charge.

If interested in becoming a member the yearly dues are \$20.00 which includes 12 issues of the "Ties and Tracks" newsletter.

For more information, contact the secretary at PO BOX 292112 Dayton, OH 45429-2112.

Here are the results of the auction:

13 members submitted items

104 items for auction

68 items sold 65% success rate

Sales amounted to \$730

Division received \$85 in donations. 12% of the sales.

Dana

Chief Clerk

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 ...

September - Make it cheap (1-3-5 Dollar)

January - Open Loads

February - Non-Revenue Cars

March - Freight Cars

April - Passenger Cars

May - Steam Locomotives

June - Diesel Locomotives

July - No Contest

August - No Contest

September - Make it cheap (1-3-5 Dollar)

October - Caboose

November - Weathering

December - Structures

Live Contest

Deadline for entries is 2 pm Sunday, September 18, 2022 at the Greene County Historical Society, 74 Church St, Xenia, OH

July - No Contest

MODEL

KIT

First

KITBASH

First

Second

Third

SCRATCH-BUILT

First

PHOTO

First

Second

Third

Mid Central Region Recognition

At the July Division 3 meeting, Superintendent Eric Zimmerman presented Past Superintendent, Mark Stiver, with a Certificate of Appreciation. The Certificate was from the Mid Central Region for outstanding service.



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.

Board of Governors
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The *Call Board* is the official publication of Division 3, Mid Central Region, National Model Railroad Association. It is published monthly except in August. All comments and opinions are welcome. Those views expressed in the *Call Board* do not necessarily reflect the policies or opinions of the NMRA, the Mid Central Region or Division 3.



September 2022

Next Crew Call	
When:	September 18, 2pm
Where:	Greene County Historical Society 74 Church St Xenia, OH
Program:	East Broad Top RR Coal Mines by Ron Person
Contest:	Make it cheap (1-3-5 Dollar)
Visitors and Guests Always Welcome	