

Call Board

Volume 46 Issue 9

May 2007

This Month's Program ...

The Evolution of ...

The AMERICAN PASSENGER TRAIN



They were the real reason railroads were developed and now they're hard to find!

We'll take a look at prototype passenger trains with a great presentation by Jim Sicking of the National RR Historical Society. This was a clinic at the Cincinnati National Convention in 2005 and he has customized it with some details on trains that ran through Dayton.

There's a whole new batch of raffle prizes this month so come out and try your luck. Contest category is Diesel Locomotives. See you on ...

Sunday 2PM MAY 20th Chapel 3

SUPER'S NOTES

Let's get rolling...

The case for a small layout

A friend asked me to give him some advice on designing the control setup and wiring for his layout. It's a neat modular design and the control scheme looked like a simple matter. The more I looked at the plan the more it showed how much operation and fun he can have! It would be possible to have a switch engine in the engine house while a mainline engine arrived with an inbound freight. Running that way freight as a mixed train with a coach on the back would even take care of the passenger business. The more I studied it the more I saw endless possibilities for fun. You could spend hours just trying new operating ideas and all in a 2 foot by 4 foot space!

Seems like all the rage in the model press these days is big, big and bigger layouts. I can remember when we went through a phase like that and we worried that many people would be turned off by thinking that this is strictly a "rich man's" hobby. About the same time a number of folks began to show us that you can have a lot of fun in the hobby in a small space if you start with a realistic plan as your goal. A simple track plan that includes operating possibilities can be developed in almost any scale and space. This hobby didn't start with gigantic layouts. Its popularity exploded as people built small pikes that they knew would be the proving grounds for their "next" layout. This has always been an evolving hobby both for products and for a person's skill development. We start small, build, rebuild and keep learning. That's why it never gets stale.

My point here is that it's fun to "armchair railroad" and dream but it's much more fun to get started and see some wheels turn. So don't get overwhelmed by the super layouts. While some folks preach "build a big one", you usually find out that they have grown up by building two or three small layouts along the way. Heck, there is still a whale of a lot of fun to be had developing and building a "small" pike.

The Bus trip for August is shaping up

We have two options for this year's tour. Either Indianapolis or a return to some other layouts in Cincinnati. Where ever we can find the most top notch layouts available will set the deal. We'll start early on a Saturday morning and provide a box lunch as we did last summer. Tickets will be \$20 and need to be purchased in advance. Keep in touch and we should have all the details and tickets ready by next month.

Here comes the RAFFLE

Plenty of prizes still on hand for the raffle this month. Some pretty neat stuff for a 5 for a dollar chance. Come out and give it a try.

The contest category is Diesel Locomotives

Last month we had a good turnout for the contests and this month should be even better. **Diesels** is the category and if you've detailed a model it fits in the modified kit class. Some simple details and weathering can make a world of difference in a diesel locomotive. Even a kit job will work so bring out your favorites and share them.

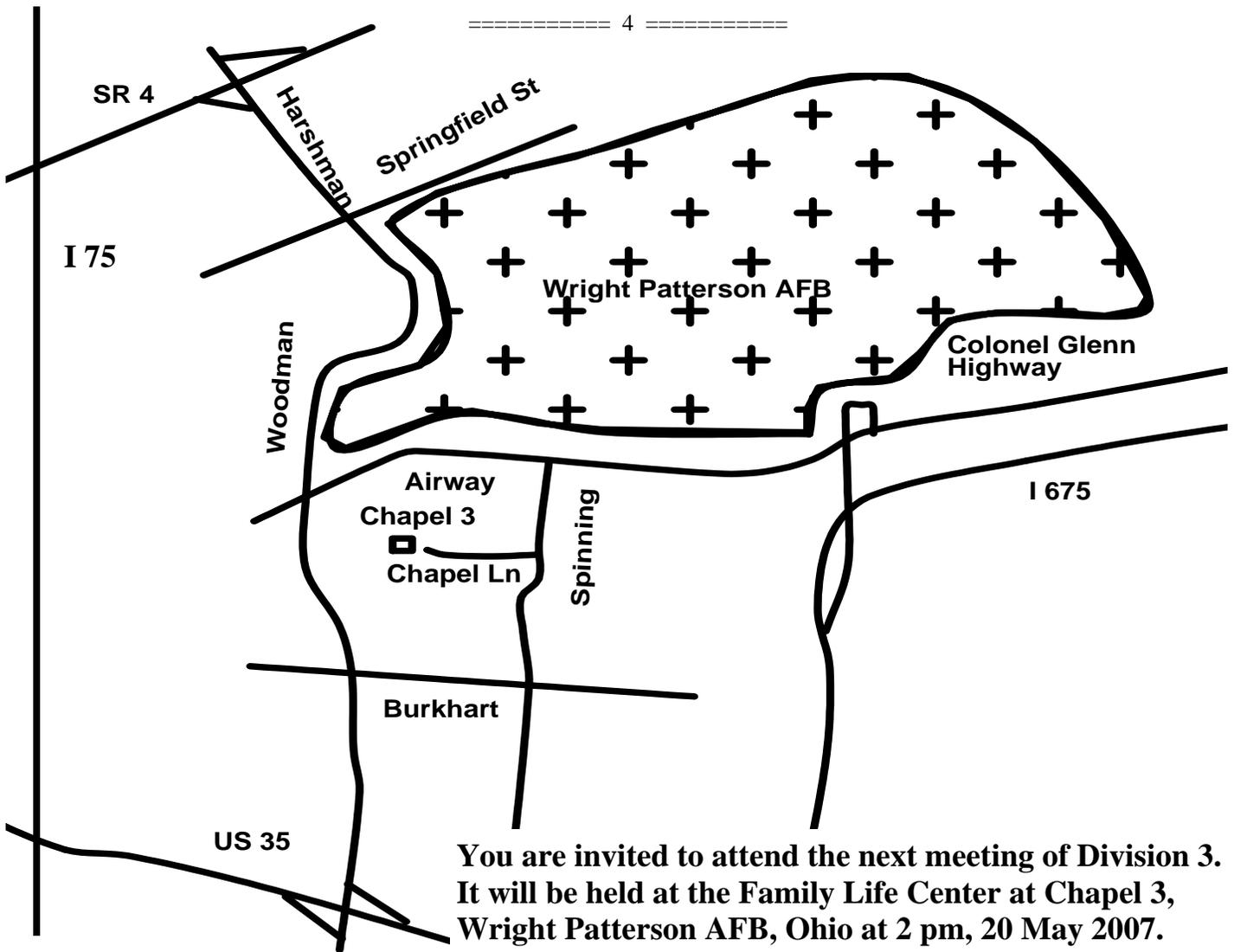
See YOU at the next Meeting.

Bob Fink MMR

TERMINAL RAILROADS

Most of the big city Terminal railroads had their own locomotives both in steam and diesel days as shown by this St. Louis Terminal RR. 0-8-0. Cincinnati Terminal RR had some neat 0-6-0's and then went to diesels. Dayton Union Railway had no locomotives of its own even though it was a separate railroad. Since it was a cartel made up of the four roads serving the area they shared duties around Union Station and downtown trackage using their own engines and crews.





You are invited to attend the next meeting of Division 3. It will be held at the Family Life Center at Chapel 3, Wright Patterson AFB, Ohio at 2 pm, 20 May 2007. Visitors and guests are always welcome.

Date	Location	Program
20 May	Chapel 3, Family Life Center	Passenger Trains
17 June	Joint Meeting with Division 7	V&O Update by Allen McClelland
15 July	Chapel 3, Family Life Center	
22-28 July	Detroit, Michigan	NMRA National Convention
August		Bus Tour to Indianapolis

Division Committees

The Division is looking for people interested in helping in several areas. We need people to help in the following areas:

- Train Show - Publicity, Layout Room Management Contact Ray Persing
- Finances - Investment Planning Contact Rich Lach
- Achievement Program - Contact Bob Fink