

# Call Board

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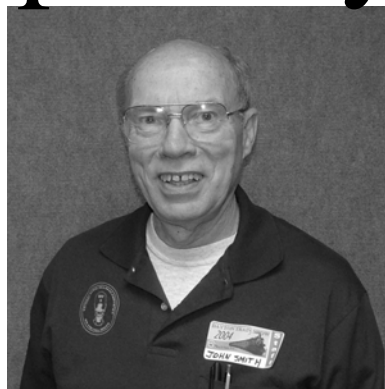
June 2005

## Super Saying

There is a lot to report this month.

Rick Lach, our assistant Super, has organized a fun trip for members and families on the Whitewater Valley Railroad Dinner train, October 7<sup>th</sup>. Look for details elsewhere in this issue of the Call Board.

As many of you know, Ray Persing is heading the Division 3 project to create and sell a Virginian & Ohio transition era double-door boxcar. The paint scheme will be red oxide with white traditional V&O herald and markings. It will be an Accurail 5200-series car. Accurail has the artwork, approved by Allen McClelland, and is developing the quote, but Ray hasn't received it as of this writing (May 20<sup>th</sup>). Ray has asked them for a quote based on a single number run of 500 cars, and a single number plus a decal sheet to add two additional number options. The selling price will depend on Accurail's quote, but we expect that it will be on the order of \$12 each. You don't have to be an NMRA member to buy these. We're not taking orders yet, but I've been receiving requests, and I'm saving the names and addresses of people inquiring. Ray or I will send them ordering in-



formation when it is available.

Several Division 3 members had a very good time at the Mid Central Region 2005 Convention in Austinburg, Ohio, May 13-16. There were eight industrial tours, six "non-rail" tours, thirty-some clinics, operating sessions, model and photo contests, a silent auction, a raffle, door prizes, company store, a hospitality room, and a banquet. Twenty-eight layouts were open for visits, two of them for operating sessions. Phyllis and I both went, and both had a great time. Attendance was reported to be around 120 or so NMRA members, plus 40 or so family members. The convention committee said that they believed that the convention had broken even or better, financially. Division 3 should consider hosting another MCR convention. Brian Petroziello says that 2009 is open.

One of the clinics I attended was an open forum hosted by John Roberts and Mike Brestel. John and Mike reported on affairs at HQ, and answered questions. The NMRA has operated with a modest surplus for the past two years, and is expected to do so again this year. HQ staff used to be nine people, and is now six, four in the office, and two in the library. The primary users of the library are NMRA members. Manufacturers use it some, and other non-members are beginning to. NMRA membership is still declining some, primarily because of poor retention. Some 2000 new people per year join. Railpass has been a huge success. Sales of life memberships has been discontinued for now, due partly to the inability to determine what to charge. Did you know that model railroaders live longer than the average?

The organizational transition from the current NMRA Trustee system to the new Board of Directors system will occur during the 2005 National Convention. There will be nine directors. Under the new dues system, each region will receive \$1 per division member every six months from the national dues.

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**Wanted: Tour guides to ride the tour buses during the National Convention.**

Tour guides are needed for Wednesday, July 6 and Thursday, July 7. Guides need to be knowledgeable of the layout's locations following the maps provided. The layouts on the tours are in Miamisburg, Springfield, Tipp City, Botkins, Urbana and Waynesville. You do not have to be a convention attendee. Must be at the Cincinnati Convention center at 7 AM both days. Tour guides will travel and be admitted to the layouts on the tour. A free box lunch will also be provided. The tour should be back in Cincinnati by 5:30PM each day. Contact David Holl by **June 24** at (937) 964-8917 evenings.

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Did you see the photo of Dayton and Western interurban car 602 in the Dayton Daily news? It was shown on flatbed trailer, ready to depart for the safety of a spot in the RTA car barn in Dayton! Way to go, gang!

See you Sunday, June 19<sup>th</sup>. Have fun.

John

Date	Location	Contest	Program	Layout
16 June	Hayner Cultural Center 301 West Main Troy, OH			Ray Persing
17 July	Chapel 3 Chapel Lane Dayton, Ohio	Scene (Any Size)		

**Spouse Appreciation Dinner**

We will ride the White-water Valley Railroad to the Laurel Inn on Friday, 7 Oct 2005, departing at 6:00 PM. The actual train trip is 1 hour to the Inn, one and a half hours for the meal, and a 1 hour return train ride. The capacity for the train is 90 people, and we will be competing with the public for the seats. This fun trip is open to all our family members, with tickets at \$25 for adults and \$15 for children. We will take reservations first then we will offer the choice of 5 different dinner menus. They want payment before the trip, so phone your reservations to Rick Lach (426-2015). He will take checks at our meetings or payment and reservations can be mailed to Rick.

**Contests**

Bill Spinks has taken the position of Contest chairman. Thanks to Richard Davoust for his efforts this year. We have one last contest in July. Let's see who can bring the smallest scene. Thanks to Fred Schneider for acquiring the winners plaques awarded last month.

**Move of Dayton and Western 602 To Occur Monday, May 16**

The carbody of Dayton and Western 602, one of the last remaining cars from Dayton's electric railroading past, has been raised off its foundation and placed on a trailer in preparation for moving it into storage. This will be the first time it has moved in over 70 years. It will be

taken to its new temporary home at 9 am Monday morning.

On Friday, DG Equipment Company of Brookville used a pair of heavy-duty forklifts to raise the car from its foundation and place it onto a trailer. A three-man crew headed by foreman Terry Dafler strapped the car down and secured or removed loose items to prepare the car for transportation to the Miami Valley Regional Transit Authority Northwest Hub in Dayton. Russ Gilmore, owner of DG Equipment, as well as the officers of Friends of Dayton and Western 602 and a few other spectators looked on as the skilled work crew quickly completed their task. Among the spectators was the previous owner, Mike Sullenberger of Troy.

The car will be stored in Dayton until funds can be raised to

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restore it. These events are the culmination of months of work on the part of local railroad enthusiasts and a collection of government agencies and private concerns.

Dayton and Western Traction Company car 602 has been located at 3225 N County Road 25-A north of Troy for as many years as anybody can remember. It was moved there sometime around 1932, and has been used as a summer cottage and private residence since then. When the previous owner's land lease ran out in September 2004, local railroad buffs purchased the car with the intent of restoring it.

Since then, Friends of Dayton and Western 602 has formally organized to preserve and restore one of the last remaining cars from Dayton's electric railroading past. Numbering about twenty members, the group is now in the process of incorporating and applying for 501(c)(3) non-profit status.

Car 602 began as a 44 foot parlor car, built by the Barney and Smith Car Company of Dayton in 1903 as car 273. It served the Dayton and Western, and then the Ohio Electric Railway from 1903 until 1922. In 1922, the Ohio Electric Railway failed, and the Dayton and Western re-emerged as an independent entity. 602 was sent back to Barney and Smith for extensive rework. It was lengthened to 56 feet and converted from a powered car to an unpowered 'trailer' car. During the rebuilding, the Barney and Smith Car Company went out of business, and the work was completed by the Oakwood Street Railway at its shop on Brown Street in Dayton.

Car 602 ran daily on the

"Hoosier Special" and "Buckeye Special" trains, traveling between Dayton and Indianapolis behind its powered cousins. In 1931, the Dayton and Western was purchased by the Cincinnati and Lake Erie, and car 602 was taken out of service. Sometime after that, it was purchased by a private party. Members of Friends of Dayton and Western 602 believe that it was taken up the tracks of the Dayton and Troy Electric Railway to its current location sometime in 1932.

The car was purchased by the Sullenberger family in 1965 and used as a private residence until September 2004. Since acquiring the car, Friends has demolished the adjoining structure and prepared the car for removal.

Much of the original outside hardware is still on the car – including marker lights, flag standards, and grab irons. Unfortunately, the exterior woodwork is in poor condition, with significant amounts of rot. On a much more positive note, everybody who has seen the inside of 602 has been astounded. The woodwork that was installed in 1923 has never been painted and is in terrific condition. Most of the lighting fixtures, luggage racks, and other hardware are still with the car. Many of the windows still open and close easily, as do the original window shades. The stenciled legend "Oakwood Shops – Dayton, Ohio" is still on the interior doors, and "602" still adorns the panel above the doors. While cleaning up the site, Friends of Dayton and Western Treasurer Richard Davoust even found what is believed to be the original toilet seat from the car!

Other railroad groups have offered assistance in finding trucks,

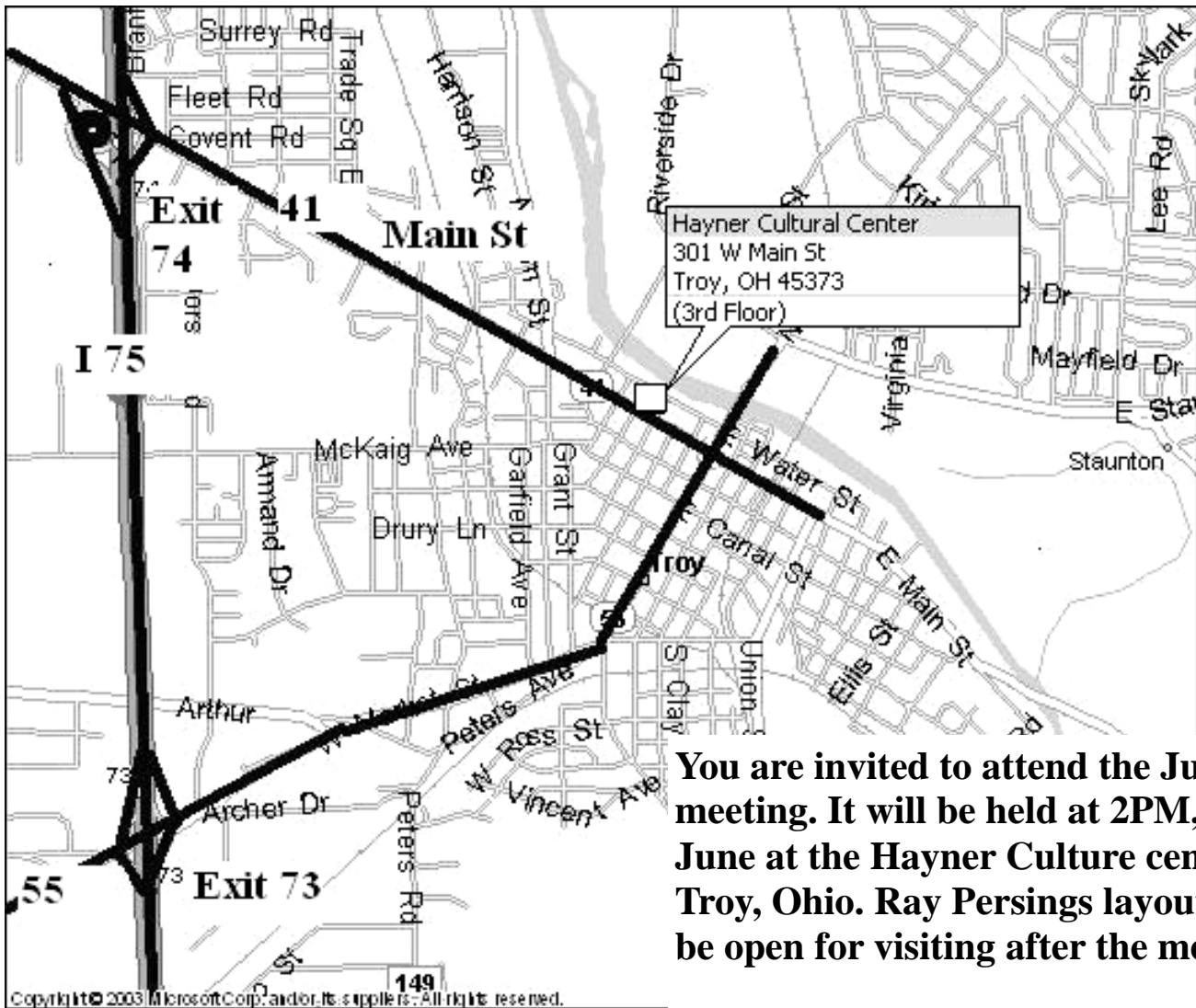
brake gear, seats, and other items for the restoration. The group has a number of photos of the car that show 602 while in service and will serve as a guide for restoration. A number of people have made donations toward the restoration of the car, which are being deposited into an account with the Dayton Foundation.

The project could not have gotten far without the assistance of a number of other people and organizations. The Great Miami Valley Division of the National Model Railroad Association provided the funds to purchase the car. Dayton RTA is providing a temporary storage facility where the car can be protected as the formal restoration plans take shape. The Miami Conservancy District has been extremely helpful in providing land use permits and assistance in removal of demolition debris. The Miami County Engineer's Office provided fill material and manpower to grade a new approach to the car and make it easier to remove 602.

Above all, Friends is deeply indebted to DG Equipment Company of Brookville, and its owner Russ Gilmore. DG Equipment is donating the equipment, manpower, and expertise needed to safely move the car from its current location to the temporary storage facility. DG is also loaning Friends the cribbing to support the car while 602 is in storage in Dayton.

For more information or to make a donation towards the restoration of D&W 602, contact

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 602  
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**You are invited to attend the June meeting. It will be held at 2PM, 19 June at the Hayner Culture center in Troy, Ohio. Ray Persings layout will be open for visiting after the meeting.**

**Layouts Needed**  
 We have run out of layouts to visit after our meetings. The layouts can be any size, scale, and stage of completion. Contact Bruce Albright for more information.

