

NMRA



MIAMI VALLEY DIVISION

MID CENTRAL REGION

Board of Governors	Next Crew Call	
Superintendent Chris Stilson Chris.stilson@gmail.com	When:	21 June 2026, 2PM
Assistant Superintendent Ed Lamprecht Lamprecht.ed@gmail.com	Where:	Green County Historical Society 70 W. Church St. Xenia, Ohio
Chief Clerk Gail Yarnall grich4440@yahoo.com	Program:	JMRI by Chris Stilson
Past Superintendent Eric Zimmerman ezrails@att.net	Contest:	Railroad Owned Structures
Member at Large Ed Durkin eedurkin@ameritech.net	Visitors and Guests Always Welcome	
<i>Call Board</i> Editor J. Hedge hedgejn@hotmail.com	Official Division Contact	
Membership Chair Bill Ford bill.ford@ketteringoh.org	Division 3, MCR, NMRA Inc PO Box 341233 Dayton, OH 45434-1233	Email: NMRA.DIV.3@gmail.com NMRA.MCR.Div3.gmail.com

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.

Division Cell Phone:
937-424-6413
Leave a message

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.

The June BOG meeting has been rescheduled to 15 June



Call Board

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June 2026

HAPPY BIRTHDAY DIVISION 3, MAY 17, 1959 (67 YEARS OLD): Rick Lach

On May 17, 1959, Mid Central Region President Lone Eagle Payne established Division 3 by combining members of an O Gauge group from Dayton Union Station, an O gauge group from Lebanon, Ohio, and an HO group that ran trains at the Dayton Art Institute. About 15 years ago, as I was trying to discover some of the initial history of Division 3, Bob Fink, a Charter Member of Division 3, gave me the following notes he compiled to document this group. Here are his notes as given to me without changing in an effort to honor the founding of Division 3 and Bob Fink's contribution to those beginning times.

Some History "notes" on the Dayton Art institute Model Railroad Club

By Bob Fink

I was a member of the Dayton Model Railroad Assn. from 1950 till it was disbanded in 1958. These notes are my recollections and can be supplemented by other for-

mer members such as Jim Rhinehart, Bob Stoll, Ben McKay. They may be able to supply photos.

Where I came in:

My first encounter with the HO Gauge club at the Art Institute was about 1946 when I visited Dayton on the weekends from my home in Miamisburg. The Club layout was on the second floor then and about a 10 foot square, flat plywood arrangement as I recall. There would be large crowds gathered around on Sunday afternoons. Hobbys in this country had begun to explode after World War II and HO Gauge was becoming more than just a novelty as it had been before the war. It was unusual to find operating SCALE model railroads and that's what drew the crowds. It also was the start for many of us as you could not run into a hobby shop and come out with all the materials to get a "ready to run" model railroad going. The standard entry into scale model railroading then was to join a club and have a place to test your equipment while you improved your

skills.

Many of the members had come to Dayton through military assignments to Wright Field. This group probably had about 60 members during this peak of interest. I had taken a brief excursion into model airplanes through 1949 but returned (for good) to scale model railroading and found on a visit in 1950 that the Art Institute layout was now on the first floor in a 55' by 7' long aisle beside a loading dock ramp. The members had constructed a double track loop with large storage yards at the front. Along the long front a wood wall with glass windows separated the layout from the viewers who stood on the inclined ramp leading out to the loading dock. It was an interesting concept in viewer design as anyone from small fry to grown up could find a place along the inclined ramp that placed them at the right height to peer through the window at eye level with the trains!

It was in 1950 after many visits to the layout that I got up

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Division 3 Website: www.modelraildayton.com

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enough nerve to ask if I could join as a 15 year old junior member. The dues were 50 cents a month for junior members (under age 21) and you had to put up a \$5 deposit in case you burned out one of the Ohmite MT-40 rheostats which was the standard for control in those days. After a 90 day "probation period" you were "discussed" at the monthly business meeting and either found worthy of membership or not. To come in as a junior or senior member you had to donate 5 freight cars to the club. You were then assigned to an operating group. The agreement the club had with the Art Institute was that they could have the space free as long as they would run the trains every Sunday afternoon for the public.

Your operating group would report on a Sunday every month from 1-5 PM with about 6-8 members per group. You ran trains around all afternoon before a packed room of people (remember this was the only game in town if you wanted to see model trains). Every Tuesday night was work night and you could work on any projects you wanted or were assigned to one by the Superintendent. No power was ever turned on on work nights except for layout testing as absolutely no running of personal equipment was

allowed then (remember, this is why most people joined a club, just to get a chance to run their equipment every chance they could!)

Some notable achievements of the club

During the early years of the club some of the members perfected an automatic coupler of the hook and lever variety. It was quite reliable compared to all the other varieties on the market. Doug Baker who had developed a screw machine business during the war and converted it into a hobby business selling HO gauge power trucks (Baker Brass Power Trucks for converting Varney diesels) worked out an agreement with the club that if he could produce the coupler commercially he would always supply any club member with all the couplers they wanted. Thus the Baker HO Coupler came about and gained national stature when it was publicized by the late John Allen as the standard for is G&D layout.

Ben McKay developed powered trackless trolleys modeled exactly after the "City Railways" cars that operated in Dayton. These operated in the two city areas on the layout along with a number of trolleys at the ends of the long steam train loops. The cars had two wipers underneath which picked up con-

trol from two brass strips along the street. They were steered by the operator by picking up right or left polarity from the brass strips and activating the DC motor that turned the front wheels left or right. It was an ingenious setup and can still be seen at Cincinnati train show where Ben McKay now resides.

The club began to decline in membership in the middle fifties as more and more products became available at lower prices. This allowed modelers to build their own home layouts without the need for the resources of a club. Information also became more available through the model press and you didn't need to join a group to perfect your skills when you could buy a magazine and pick up a zillion ideas each month. As membership dropped in the club the operating crews grew smaller and smaller and you were called upon to operate more Sundays each month. The original easy payment of the agreement to just operate each Sunday became a liability as the last few members were called upon to operate EVERY Sunday. A new layout was designed in 1954 to attract new members and constructed with a view toward the new ideas in model railroading called "scenery." The trackwork was completed but scenery work lagged

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MONTHLY PROGRAMS FOR THE REMAINDER OF 2026:

The monthly program presentations for the remainder of 2026 are included in the following schedule:

- June: Chris Stilson, JMRI
- July: Division Auction (start gathering your treasures)

- August: Division 3 takes the month of August off
- September: Ron Goble, Structures
- October: Phil Gliebe, Construction of a Caboose
- November: Peter Guise, Modeling Techniques Then and Now

December: John Smilek, Boy Scout Merit Bades, with emphasis on Railroading Merit Badge

Please note that I am taking volunteers for all of 2027 for clinic presentations. Please contact Rick Lach

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and membership still faded away until finally a new Art Institute Director brought in from out of town decreed that the layout had to go.

The final remnants of wood and plaster were removed by the last four members in 1958. I'll remember those fun

times and the sad ending as I was one of those last four members. It was where most of the scale model railroaders in Dayton got their start and you still hear people say, "Oh, I remember those trains at the Art Institute.

Bob Fink, 6/2/96

Rick Lach's note: It was just the next year (1959) that Division 3 was formed and many of our early leaders came from that Art Institute Club, among them Jim Rhinehart, Don Santel, and Bob Fink.

Contests

We have a category with three classes each month. They are: Scratch Built, Kit Bashed or just plain Kit Built. You may enter anything you are proud of and at any skill level. Judging is by popular vote. If you want to have your model judged to NMRA standards for the Achievement Program please contact Rick Lach.

The coming contest schedule ...

June - Railroad Owned Structures

- January - Open Loads
- February - Non-Revenue Cars
- March - Freight Cars
- April - Motive Power (Diesel, Steam, Electric)
- May - Passenger Equipment
- June - Railroad Owned Structures
- July - No Contest
- August - No Contest
- September - Freight Cars
- October - Caboose
- November - Weathering
- December - Non Railroad Structures

May - Passenger Equipment

Kit-bashed - 1st - Wil Davis - 203

2nd - Dale Cull - 204

Photo - 1st, 2nd, 3rd - Paul Jenkins

CARILLON PARK RAILFEST FOR 2026:

Rick Lach

Carillon Park will again sponsor a two-day Rail Festival honoring the great railroad-ing tradition in the Dayton area. This event takes place at Carillon Park, June 27-28,

with set up on June 26. Division 3 will again participate and engage the public with a demonstration of 6 different scales running in loops of track. We will also run our T-Trak modular layout, as well as having a membership table and a drawing for complimentary tickets to our No-

vember train show. There will also be a picnic on Saturday evening for all volunteers at \$10 per ticket. We will need volunteers to work at this event and will start with those who volunteered at last year's Railfest. Please sign up at the monthly June meeting.

50th Dayton Train Show is steaming in!

Gail Yarnall

Although no one is ready for it at this time of year, the train show is coming. As busy as we are right now, the show requires a great deal of time: before, during and after, involving work and energy. It would be a major mistake to leave it to the last minute, so everyone please bear with me when I talk about the train show in this, otherwise, busy time.

This year the train show is after election day (Nov 3). Football games dur-

ing preparation and the show itself include Oregon at Ohio State on Nov 7. If you know of any other games that might influence our attendance, let me know. The show is Nov 7 & 8 at the Montgomery County Fairgrounds. Building set up is Nov 3-6. Move in for Vendors/Exhibitors is as follows:

- Thurs, Nov 5, 1pm-6pm by appt only
- Friday Nov 6, 1pm-7pm
- Saturday Nov 7, 7:30am-10am
- Saturday Nov 7 at 11am- 5pm
- Sunday Nov 8 at 11am-4pm

Please mark your calendars. This is our 50th Dayton Train

Show. We are working on some fun things to celebrate. Feel free to make suggestions, and to sign up to help when we bring sign-up sheets. There is plenty to do, even things to do at home. We have been lucky enough to gather some old-time posters and some prints of train artwork. If you have any other ideas on how to make the show special, please let us know.

If you know of anywhere to leave flyers, we have more to distribute. If you know of anyone who would like to have 1 or more sales tables, encourage them to contact us or give them a flyer. We still have tables available.

