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THE *HotBox*

THE OFFICIAL PUBLICATION OF THE NORTH CENTRAL REGION, NATIONAL MODEL RAILROAD ASSOCIATION

VOL. 64 NO. 1

SPRING 2023

RAILFANNING the NKP & INDIANA NORTHERN RAILROAD



**RDG
AUTORACK
BUILD part 2**

**NCR ELECTION
RESULTS**



**BUILDING
BULLET-PROOF
TREES**

**THE SPUR
BRIDGE**



**FORT WAYNE RAILS
2023**

NCR FORT WAYNE RAILS 2023 CONVENTION NEWS

PLUS- RR History, Timetable, NMRA-NCR-Division News & more!

The HotBox

SPRING 2023
Vol. 64, No. 1



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Send address corrections to the Registrar- Marshall Stull

248-817-9328

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Feel free to contact the Editor via email, with any comments, questions or corrections.

Happy New Year! While we're already 2 months into 2023, this is the first chance I have had to wish all of you a Happy New Year! Here's hoping that you get lots of model railroading done in 2023! And, that you and your family remain healthy and happy! Best wishes!

While covered in the Division 6 report, I just have to say THANKS to all that attended, both vendors and spectators, our 2nd Division 6 Model Railroad Sale event. Despite some light snow and a bit of slippery roads, we had a good steady crowd attend. Thanks too to all of the Division 6 member volunteers that helped make the event run very well for all.

Now that we're in a new year, it's time to get your calendar in order! Lots of great model railroad events to attend this year including your local Division meetings, more train shows/sales, National and Regional conventions, like our own NCR convention – the Fort Wayne Rails! Lots of event information in this HotBox... just a few pages away!

Speaking of train shows/sales... a few friends and I did go to the BIG Amherst Train Show in Massachusetts! We even took Amtrak to get there and back. This was FUN!! I did get to help the RCT&HS and their modular layout, which won BEST IN SHOW Layout! Running model railroads and buying stuff... now that's a great weekend!! See the Prototype Page in this HotBox (page 29) for some railroading that we saw over the weekend trip.

Well, time to do some MORE model railroading... and that's always a good thing!! Thanks for reading... Barry

MODEL RAILROADING IS FUN!



NCR ON FACEBOOK

NCR NEWS

In case you didn't know, the NCR does have a Facebook page! Check us out at <https://www.facebook.com/NCRNMRA> Please LIKE us and feel free to post your current projects, modeling and model railroad events! We'll also post announcements of interest too!

HOTBOX CORRECTIONS

NCR "OOPS"

Always striving to be correct is something we will do with the **HotBox**. But, we are human and mistakes can/will happen. Please forgive us, these are NOT intentional! In the December issue, we had no corrections that we are aware of.

FRONT COVER PICTURES- NMRA logo, Division 3 logo; Autorack build part 2; Building "bullet-proof" trees; the Spur Bridge build; On the NKP & Indiana Northern Railroad of William Wemhoff, the diesel facilities at Delphos and caboose track are busy with work to do.

REAR COVER PICTURES- Division 3 logo; CSX train rounding the curve on Chip Cole's CSX Plymouth Sub layout; Part 1 of some Alco history!

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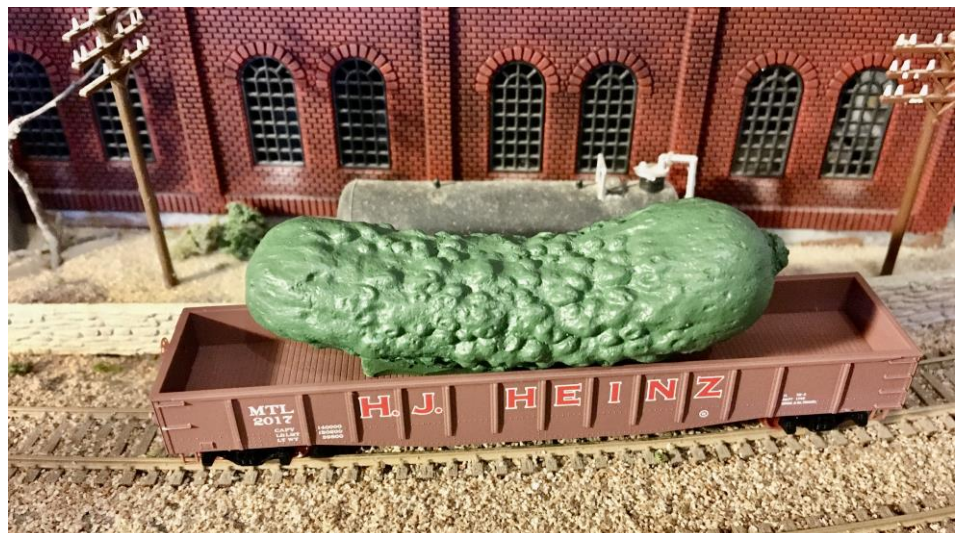
RAILROADING "WHAT THE ???"

NCR HUMOR

Always interesting and welcomed to receive submissions to the HotBox from our NCR members and readers! In the September 2022 issue, our history article was on the HJ Hienz company and the railroad cars they used and built.

Recently, Division 5 Clerk Mark Cowles sent us this submission related to that history article....

I was reviewing the last Hotbox before doing my report and saw the items on the Heinz cars. Every year at the annual N scale convention, Micro-Trains does a special car related to the location of the convention. When we were in Pittsburg, they did a pickle car for us, somewhat like the old fashioned post cards towns did with a huge potato or ear of corn on a flat car to brag about the local crop. Enclosed is a photo of my car.



PAST PRESIDENT'S OBSERVATION

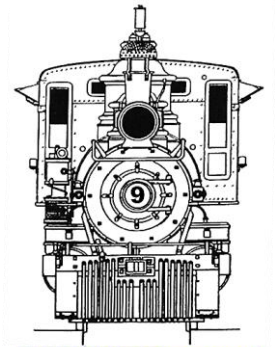
Dave Capron, MMR

It is a new year and time for some new NCR officers. It has been my pleasure and honor to serve as the NCR Vice President and President these past 6 years, but it is time for new leadership. As there was only one applicant each for the four officer positions your Board of Directors decided to ratify the slate instead of incurring the treasury several hundred dollars for the cost of mailing out ballots. The complete slate of NCR Officers is listed in this HotBox. (see page 28) Please welcome them to the NCR Board of Directors. It has been said that whether it is your church, community, or any other organization that depends on volunteers, 90% of the work is done by only 10% of the individuals. These volunteers include all the Division Officers and the countless volunteers that keep the Divisions going at meetings, train shows, swap meets, open houses and op sessions. I would like to point out these individuals on your Board of Directors that have volunteered countless hours of their time and energy to keep the NCR the great Region it is. Phil Doolittle, Vice President, for accepting all the "other jobs as assigned" and doing a great job with them. Norm Logan has been a tireless Secretary and will pass on to John Young a very precise history of the Board of Directors minutes and correspondence. Steve Harsh has watched over our treasury with great personal concern for the NCR finances. Others that need mentioning are our Registrar Marshall Stull. Back when I was VP one of my goals was to find someone that had the ability and was willing to dedicate the time and effort needed to get the NCR Website fully functional. Thanks to Marshall that is now a reality. This he does in addition to serving as the NCR Registrar getting the membership lists out monthly and serving as Division One Superintendent. Last but not least is our HotBox Editor Barry Hensel. Just take a look at this publication and then consider the time, effort and ability it takes to publish this quarterly. Of all the NCR volunteers Barry and Marshall deserve our continuous gratitude.

I would also thank the Board of Directors for their support of my initiatives. The Tri-Regional Convention would not have happened or been so successful without their backing. Some committees that are currently being conducted are an NCR Tri-Fold that each Division can use at any of their

events as well as monthly meetings, open houses, swap meets or train sales along with our Regional Conventions. This Tri-Fold will advertise and promote our hobby, Divisions, Region and the NMRA. Speaking of conventions, I have always felt that they are the number one thing that the region does for the members. We currently have a committee that is reviewing our convention standards to make sure ours are the best it can be for our members. As always, there are committees working on our next yearly conventions, but now there is an important one working on the 2025 National NMRA to be held in Livonia. These conventions are a great way to learn new ideas and techniques not only in the clinics, but the layout and prototype tours, op sessions, and meeting new and old friends. Our hobby is the most unique hobby in so many ways and our conventions are a once-a-year opportunity to enjoy it in so many ways. Plan now to go to Ft Wayne in October and start planning now for 2025. Thank you for your continued support of the NMRA and I look forward to seeing you in Ft Wayne. Now enjoy the day and go run some trains.

Dave Capron, MMR



FULL STEAM AHEAD



NEW PRESIDENT'S OBSERVATION

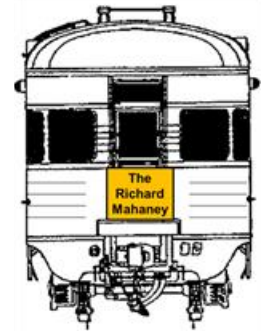
Rich Mahaney

Hello everyone! My name is Rich Mahaney. I am your new President for the North Central Region (NCR). I am in the Division 9 territory (Kalamazoo-Battle Creek) and live in the small West Michigan town of Gobles, but I have visited all areas of the NCR Divisions. I am probably most known for presenting model railroad related clinics at conventions and Division meetings for many years. I am working on a GN RY layout at my home. It is basically a "switching layout" in a fake city in the state of Washington called "Empire" and is in the center and heart of the perishable or produce/fruit area. So shipping perishables/produce from WA in 1959 to other states is my interest. I also enjoy all of the railroads that the GN interchanged cars and traffic with from WA across the US. I have approximately 1000 HO railroad cars in my collection and 100 engines, that is way too many for the basement space I am building in. The rest of my basement storage area, my garage and a storage unit in downtown Gobles looks like an extension and storage area of a "Walthers Hobby Shop". I hope to comment on my construction progress in future Hot Box columns.

My goals for the NCR and the NMRA are similar to the people that have held this position before me and have been active in NCR and NMRA activities. Over the last few years I have had opportunities to participate and present clinics in many conventions across the United States and Canada. That will happen in the year 2023 and next year in 2024. I have two goals at the national level: one is to present clinics at least once in all of the NMRA Region conventions, I have 4 to go, 2 or 3 will get done in this year of 2023. The other region or Regions will get done in 2024. The NMRA Regions to do yet, are the NER, the RMR, the SER and NFR. The second goal is connected to the first, but is not an NMRA goal, I want to teach at least once in all 50 states, I am passed the 30 states mark. Plus, I have taught in several Canadian providences. I have spent more than 50 years working in the connected fields of loss prevention, emergency planning, emergency response, emergency management hazardous materials, firefighting, safety and developing education programs and delivery of education programs. Yup, protecting people, property, and the environment!

I want to continue to see the role of the NCR in providing educational experiences in all areas of

model railroading and the knowledge about real railroading (one to one scale). Great conventions, great Division meetings, members mentoring other members and helping people learn and grow in their skills and knowledge. This is important to me as I have been a "teacher and educator" my entire adult life.



Another goal, which we have worked on before, but we need to do better job at, is the recruitment of new NMRA members, providing quality "stuff" to our current NMRA members at our meetings, and retaining our current NMRA members. Why do people not want to join the NMRA or attend our events or continue to be a member of the NMRA? When we look at our current meeting and convention participation numbers it is interesting to compare those attendance numbers to the annual Lansing Train Show. WOW, what a crowd they have there, as compared to our meetings and conventions. I have said for years there are a lot of "closet model railroaders" in all of our Divisions. We see them at train shows, but not at Division meetings and conventions. What can we do to interest them in attending our events and activities? Even in my own Division 9, we had a couple of model railroaders attend our meetings one time, then not return. What did we do wrong to not get them to come back or return for our future meetings? What could we have done differently? Things to think about! And we all have a goal of having a great NMRA convention in Southeast Michigan in 2025 through NCR work!

Be safe, take care, and I look forward to seeing all of you around at NCR events and at the great convention that Division 3 is planning and hosting in the Ft Wayne, IN area in October of 2023!

Rich Mahaney, President, NCR



RAILFANNING the NKP & INRR

NCR TRACKSIDE

In this issue of the HotBox, we visit the **NICKEL PLATE & INDIANA NORTHERN RAILROAD** of William Wemhoff of Division 3. Let's see what's happening – *left, down, then right* – waiting passengers at the station in Wilshire, Ohio; #95 picking up orders at Delphos, Ohio; looking across the Delphos Yard; the Delphos roundhouse; Delphos diesel facilities; local pulling out of Ohio City heading east toward Toledo, Ohio; #95 has to pick up at the station at Decatur, IN; through freight hitting the diamond at Ohio City, OH. crossing the NYC



RAILFANNING the NKP & INRR

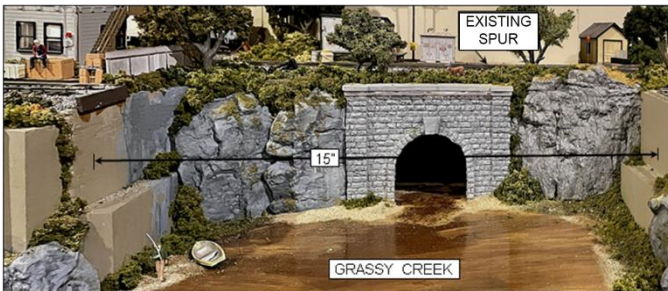
NCR TRACKSIDE

As part of the Fort Wayne Rails 2023 convention, you too can visit this railroad! *Left down, then right* - Looking at Van Buren, IN; the back of engine facilities is a busy place; Monroe, IN is serviced by the INRR only; the yard at Delphos, OH; signal tower at Decatur, IN on the east side; NYC crossing the diamond at Ohio City, Ohio; busy TOFC Facility at Ohio City; signal protecting the diamond at Ohio City



Let's start by saying I broke one of my cardinal rules of construction and that being, keeping a photographic record of any project from beginning to end. As a result, what you are about to see/read is an after the fact recollection of a bridge project as built by the Toledo & Maumee Valley Railroad engineering department.

Over the years of enjoying this hobby, I have used Atlas Model Railroad products for many applications. The one particular item this article is based on is their Deck Bridge Kit. The model is a classic text book design of a Pratt Truss Bridge first introduced in 1844 by Thomas and Caleb Pratt. Therefore, when planning my latest layout, I kept looking for a place where I could incorporate a bridge. I soon learned of a new manufacturing facility coming to the area which would be needing rail service. The only problem, its location would require a bridge over Grassy Creek, a branch of the Maumee River, in order to make the needed rail connection. After some shifting and realigning of the original track plan and bench work, I was able to include an industrial spur to service the new facility which also resulted in a perfect place for a new bridge. The challenge became, how to bridge a gap of approximately 15" (108' +/-) and at the same time, justify the cost. And that's where this story begins!



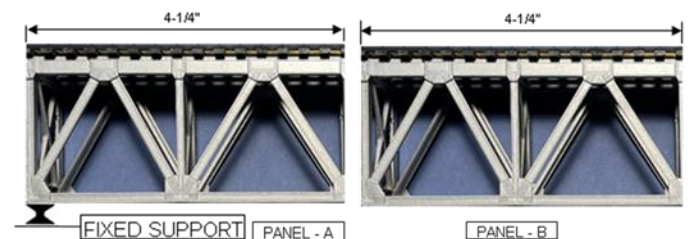
With the bridge style decided, it was time to build. The first thing was to fabricate the main truss components from an Atlas Deck Bridge Kit, #591. However, as it comes out of the box, The Kit is only 9" (65'-3") long. Therefore, two maybe three bridge kits would be required. Although prototypically correct, I did not like the sloped steel end framing configuration that came with the Atlas model. I preferred a bridge structure to sit/bear on its supports rather than hang from them. These elements were carefully removed to provide a

vertical/load bearing column at each of the four corners of the bridge as shown below.



While planning the bridge project, I learned that additional real-estate would be available for future expansion and industrial growth near the new facility mention above. Looking ahead and considering this potential growth area, there was the needed justification!

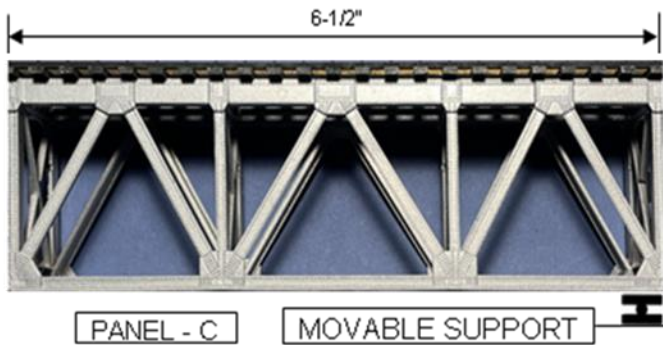
Now that I had a bridge site, the challenge before me was to convince the Board of Directors of the Railroad that the expense was worth it. Building a bridge of this style and over 100 feet in length is expensive. It would take a lot of convincing and car loads to justify the cost of a bridge of this magnitude. As you can see, Engineering won out! To make the project work, it was necessary to cut the existing molded truss parts apart so they could be joined together to form one continuous span without interrupting the design spacing of the structural elements. After some careful cutting and fitting, three separate trusses kit parts (PANEL A, PANEL B & PANEL C) were joined together and secured with a quality plastic bonding cement.



THE SPUR BRIDGE

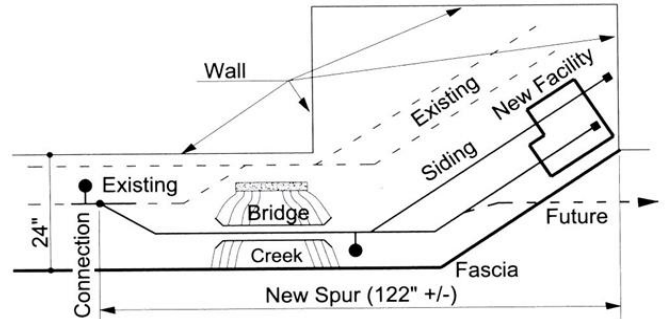
by Ray Huber, Div 1

NCR PROJECT

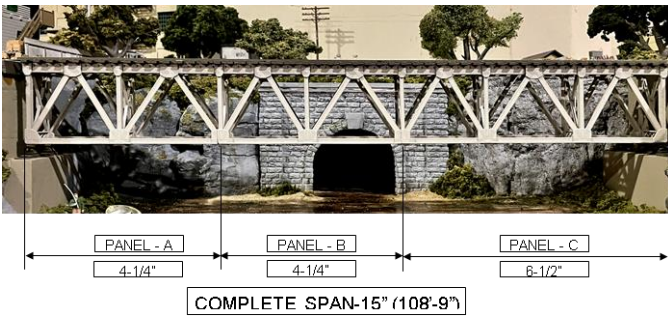


As shown, this resulted in a single span of 15" (108'-9") long. During this cutting and fitting phase, alignment both horizontally and vertically was critical. In other words, the center line of track had to be a straight line and the Top of Rail elevation had to be level end to end.

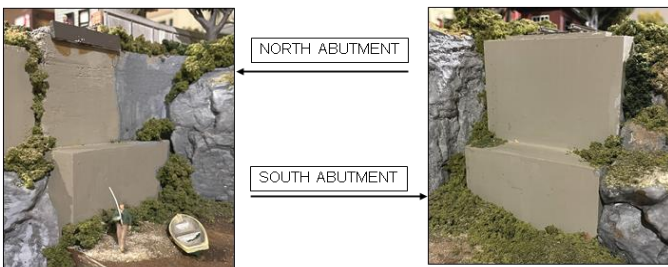
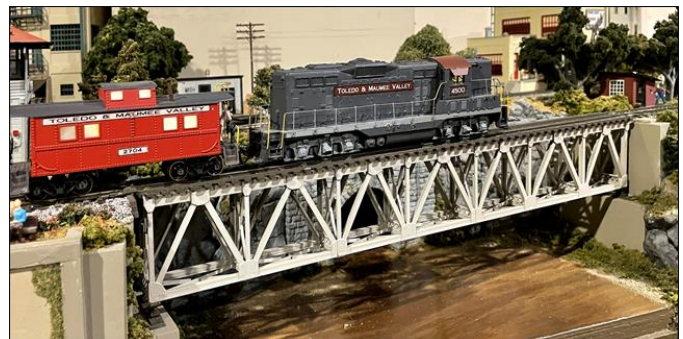
A quick look at the SPUR from Connection to Facility, including two turnout's, one siding, a Bridge, Code 83 flex track w/wood ties, fine grey blend ballast and a little scenery.



As can be seen, the abutments are finished, the structure is in place and traffic is moving. All in all, it was a fun project which echo's the theme: **Model Railroading is Fun.**



Now that the steel fabrication process is underway, it is time to think about a foundation system and abutments. To our advantage, bed rock was less than 3 feet below the surface. Therefore, a spread footer system embedded in and secured to bed rock was chosen rather than driven piles. With the new and evolving environmental issues of the 1970's (e.g. permits, minimal land disturbance and water quality issues), the design process became a challenge. As a result, these items were subject to on-site inspection by both the Ohio EPA (est. 1972), the Ohio DNR (est. 1946) and the Army Corp of Engineers during the construction phase. We were lucky, no one showed up at the job site.



Division One - Black Swamp Division (Northwest Ohio and Michigan Lenawee and Monroe Counties)

Due to a schedule conflict our April meeting will NOT be at our normal location. Please check the website (<http://div1.ncrnmra.org>) for the latest meeting updates. Our 2022-23 season is an election year. Open positions have been posted and we are looking for volunteers. All our meetings include snacks, door prizes and enjoying the hobby with friends! Make sure to checkout our website for the latest news and information. More information will be posted in the Division newsletter, The Train Order and on our website as plans progress. Our website address is <http://div1.ncrnmra.org>. Our Facebook group is located at <https://www.facebook.com/groups/ncrdiv1>. (submitted by- Marshall Stull, Superintendent)

Division Two - Tip Of The Mitten (Manistee to Iosco counties, north to the Mackinac Bridge and across to 3 eastern UP counties). We have had some great clinics this Winter and planning is now underway for Spring clinics. Dave Zolnierrek will "Detail the Details" (March), we will visit with Dave Comer at the "Petoskey 1913" display (April), and Skip Luyk shares his insights on "Achievement Program Evaluations" (May). Show and Tell is always popular and gives us a chance to see what progress our members have been making at home. Send an email to jens.hensel50@gmail.com and we will include you in our next invite. (Submitted by Mike Cipko, Division 2 Superintendent)

Division Three - 3 Rivers Division (Fort Wayne, Indiana and western Ohio area)

The 3 Rivers division is working on getting more things to do during Fort Wayne Rails 2023 Convention here in Fort Wayne. This year we will be bringing back the model contest room and judging and offering some new clinics that we haven't seen before. In March we will be participating again in the Great Train Connection at the Botanical Conservatory here in Fort Wayne which gets kids involved with model railroading and trains. We are working with county fair officials in some Ohio counties to again having a model train area during their fairs as we have been able reach thousands of kids and families in the last 2 years of doing these events. We are continuously looking for opportunities to reach the younger demographic to help grow our hobby and the NMRA. (Submitted by- Bob Jones, Superintendent)

Division Four - Grand Rails Division (Grand Rapids and west Michigan area)

From the Superintendents desk, I'm writing this thinking back to all the years that I have been a NMRA member, I'm reminded by all of the really good people that I have met, and the one's that we have lost. What legacy have our departed friends left for us? What legacy will you leave? At the Division meeting today, it was announced another member is closer to the end of life on this earth. Yet another life's work to be dismantled by friends. We are continuing to meet monthly in both Grand Rapids and Holland with a mix of programming. Please see our website for our meeting schedule. All meetings start at 10am and details to be determined. More details to be announced. For more information contact Mark Baldwin at grandrailsdiv4@gmail.com or Tim Scott at tjscott46@hotmail.com or visit the division website <https://div4ncr.wordpress.com> (submitted by Mark Baldwin, Div 4 Superintendent)

Division Eight - Clinton River Division (Oakland, Macomb, St. Clair Counties)

PSA - please consider running for local and regional offices. It's a great way to get to learn more about the other members and especially officers in the NMRA at the various levels as well as learning much more about the organization and how it can benefit the members. You may even come up with some fresh ideas to share! As always, you're invited to join us at 7PM on the Third Thursday of the month, please drop into the Troy Christian Chapel at 400 East Long Lake Road in Troy Michigan. Our web site is, <http://div8.ncr-nmra.org/> and our Facebook group is at <https://www.facebook.com/groups/288929175921717/> (Submitted by Curt Danielewicz, Superintendent)

Division Five – Capital Division (Lansing and mid-lower Michigan area)

The Capital Division, (5) had a "hands on clinic" at its December meeting at our alternate location in Charlotte. When ever we have a hands on clinic that involves paint we switch our meeting location to the basement of the First Congregational Church where the painting isn't a problem. The clinic, led by Assistant Superintendent Terry Davis involved a variety of processes for weathering wood structures. January's clinic featured dual clinics, Steve Harsh on building a turntable and Superintendent Andy Keeney on how he's building a 7' long HO REA building to go along with the large depot complex on his Nashville Lines layout. The organization will be holding its biannual election of officers at the April meeting. You can subscribe to the 15-25 page monthly Division 5 Newsletter. Send a request, Mark Cowles, at nkpcowles@yahoo.com. For more information, see the Division 5 website: <https://nmranrdiv5.com/> (Submitted by- Mark Cowles, Div. 5 Clerk)

Division Six – Motor City Division (Wayne & Washtenaw Counties)

The Motor City Division has completed our 2nd Model Railroad Sale event. Thanks to all that attended and we hope you found something interesting to purchase. We did very good on attendance – about 300+ through the door! We've already started on plans for 2024 and should have full event info in the next HotBox. Division 6 also went through a recent election and the results are - Superintendent- Paul Lichau; Asst. Superintendent- Byrne Blumenstein; Secretary- Ed Beamish; Treasurer- Terry Kosmas; Member at Large – Bill McMillan; Membership Director - Mark Ellis; Communications Director – Barry Hensel. Congratulations to our new Board of Directors! We wish to say THANKS to member Larry Wolohon, MMR for being our Treasurer for the past 20 years! Larry will still be active as he's now volunteered to be our Layout Tour Coordinator and layout tours have started to be scheduled again! We still need a clinic coordinator, but have some clinics scheduled for a month or two. A BIG THANKS to member Bill Deeter, who is retired as our meeting "coffee guy" in February after serving us for about 10 years! So, we're looking for a new coffee guy too. Our monthly meetings continue to be well attended and only a few are on the zoom meeting format. Everyone is welcome to attend! Our newsletter "On The Rails" and other information can be found on our website - www.div6-ncr-nmra.com (submitted by Barry Hensel, Newsletter Editor)

YOU should join and attend your local NMRA/NCR/Division meetings and activities! Get the most out of your hobby – participate often!!

Division Nine – Southwest Michigan Division (Branch, Calhoun, Hillsdale, Kalamazoo, St. Joseph, and VanBuren Counties)

Division 9 continues with its regular monthly meeting schedule on the 3rd Saturday of the month (except for July and August). The Division 9 Board reviewed this past December the Division 9 October convention held in Battle Creek and Kalamazoo and Board members had a brief conversation about maybe hosting a regular three-day NCR convention in the future. Our Division 9 gathering starts on a Saturday morning at 9am with breakfast and a Board meeting/discussion (all are welcome) and then a clinic or presentation at 10:30am. On meeting dates with layout tours (this year for April, May and June meetings) the times maybe a little different, based on where we are traveling to. Check our website or our monthly newsletter. Not getting our newsletter, send your email address to Alan Bau at alanwbau@gmail.com. January through June 2023 includes regular meetings with clinics and layout tours for Division 9. (Submitted by: Rich Mahaney, NCR Director)

Division Ten – Ten Wheeler Division (Shiawassee, Genesee, Lapeer Tuscola, Sanilac and Huron Counties)

Division 10 started 2023 with a good meeting in January, and a potential new NMRA member attending. In February we will be having a group slide show, and April will be our annual spring cleaning sale. We are looking for some layouts to visit, so if you would like to show us your model railroad, let us know. We will continue to meet on the fourth Thursday of the month at 7:00pm. For more information contact ncrdiv10@gmail.com, or Superintendent Wayne Wilder at 989-823-3409. (Submitted by Wayne Wilder, Superintendent)

NCR ELECTION RESULTS!!

The recent NCR election process yielded a single candidate for each position. In order to save NCR resources and facilitate a timely transition, ballots were not created or mailed to the membership. The current Officers and Directors have voted to ratify the slate of candidates. Here is your new North Central Region Board of Directors.....

President - Richard Mahaney

Vice-President - Phil Doolittle

Secretary - John Young

Treasurer - Steve Harsh

Directors - Dave Capron, MMR, Dave McMullian, Scott Kremer, MMR

Those listed in *ITALICS* are your newly elected officers. All others agreed to another two year term at their current positions. This new Board of Directors takes over at the next NCR Board Meeting, slated for April 2023. We say good-bye and **THANK-YOU** to one Board member, Norm Logan for his term as NCR Secretary. Thanks Norm for your service to the North Central Region!



Rich Mahaney

Phil Doolittle

John Young

Steve Harsh

Dave McMullian

Dave Capron, MMR

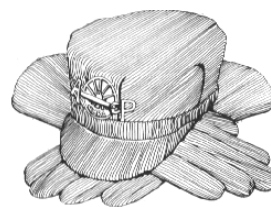
Scott Kremer, MMR

CONGRATULATIONS to the 2023-2025 NCR Board of Directors!

NMRA-NCR ACHIEVEMENT PROGRAM

Thanks go to Ken Chick, Jim Macino, Dorman Wilson, Ron Gilbert and Pete Magoun as they continue doing a great job keeping the level of AP activity in our NCR Divisions at a high pitch. The activity in the Achievement Program has slowed significantly in the last few months so I'm hoping it will pick up soon. That said, I am pleased to report that two of our members have achieved the following certificates (see below). Congratulations!

Skip Luyk, MMR, NCR AP Coordinator



MASTER BUILDER SCENERY - John Hanske, Div. 3 and Norm Logan, Div. 6



Scott Kremer, MMR presenting Norm (right) his Certificate



Jim Macino, MMR presenting John (left) his Certificate

ACHIEVEMENT PROGRAM QUESTIONS: If you have questions about the AP or requirements, start with your Regional AP manager, Skip Luyk, MMR. Also – Ron Gilbert covers Div 1 rargilbert@yahoo.com; Jim Macino, MMR covers Div 3 - 260-693-6102 jim@icmgt.com or Ken Chick, MMR covers Div 6, 8 and 10 – 734-420-0276 kdchick@wowway.com or Pete Magoun, MMR covers Div 2 – 231-941-1669 orion@chartermi.net and Dorman Wilson for Div 9 - N8YNW@charter.net If you still have questions, contact NMRA AP Chairman Frank Koch at fjkoch@hotmail.com or at 4769 Silverwood Drive, Batavia, OH 45103

Here is where your news items, rumors, and gossip of just about anything in the Model Railroading hobby can be reported. Whatever it is, send it to us and we'll let everyone else know!

BTR #1- We did get a few links to share, so we're passing these along....

Want to watch some great trains on a great layout? A great model RR club in Bethlehem, PA - the Lehigh & Keystone Valley Model Railroad Club <https://www.youtube.com/watch?v=Ylexi0aoHos>

From friend Bruce Ernatt - Madness At Sheffield Junction! Train action featuring multiple meets, Amtrak, KCS, fail, Zs & more! Long at 31 minutes. https://www.youtube.com/watch?v=l0ZHa_Ktohs

Train interest is truly international! A friend of your HotBox Editor from Australia (met him at our 2007 NMRA convention in Detroit!) sends this link to an Australian version of Trains magazine –

<https://drive.google.com/file/d/1W7rr6xJ3la3fsQTS5JkKIIN7nct9s2qk/view>

Here's a video of the clean-up of that train that hit the concrete bridge beam in Collegedale, TN.

<https://www.youtube.com/watch?v=etMJjZCXNdM>

BTR #2- BUMMER!! Nankin Hardware and Hobby originally started out as a feed store in the 1950's in what was at the time called Nankin Mills Township. Not far after that it was turned into a full service hardware store. In the 1960's it decided to add another category to the mix and started dabbling in the hobby industry. We've been told that the Nankin Hobby & Hardware store in Westland, Michigan, THE original Nankin hobby store, will be without a model railroad department soon. (Maybe even by the time you are reading this HotBox) It seems that interest at that store is just not there enough to give a whole aisle or more to those products. Your HotBox Editor remembers being there as a kid on my bike, seeing brass locomotives and wondering why they were that color! Other stores may also consolidate some of their railroad products too.

BTR #3- MICHIGAN RAILROAD CLUB PROGRAM The Michigan Railroad Club will be meeting at the NEW location - The Radcliff Center, 1751 Radcliff St. in Garden City, Mich. This is south of Ford Road and along Wildwood St. (east side of Wildwood). We will be meeting in Room 275. Enter from the parking lot on the West side of the building. ALL are welcome! Meetings will start at 7pm and end at 8:50pm. Here is the schedule –

March 01, 2023 - "Bridges over the Saginaw River" by Nathan Holth

April 05, 2023 - "Union Stations" by Mark Cowles.

May 03, 2023 - "Railroad MofW Equipment" by Anthony Rzucidlo.

June 07, 2023 - Program from Mr. Mark Ceddeck from Muskegon, Michigan.

For any other questions please contact: Kenneth Borg 3512 Merrick, Dearborn, MI 48124

BTR #4- Bummer #2 – It has been reported that in mid-January, Scalecoat model paints has gone out of business. There are many online paint charts to help you convert to other brands and match the same colors.

BTR #5- In the model press we see that NCR members Bill Neale, MMR and Ron King, MMR collaborated on a great article in Model RR Planning 2023! It's a neat article on a possible "WHAT IF" re-design of Ron's already great Erie layout. Very interesting article!! Congratulations to all!

BTR #6- IN MEMORIAM - Steve Stewart, co-founder of Stewart Hobbies, passed away at 79 on November 20, 2022, after enduring life with Parkinson's disease for many years. Steve was a seasoned model railroader and accomplished his dream of turning his passion into a successful family business by co-founding Stewart Hobbies Inc. with his late wife, Theresa. Stewart Hobbies produced innovative HO scale locomotives and freight cars that were some of the first mass-produced models of their prototypical counterparts.

DISCLAIMER!!- While we will try to verify most stories, the HotBox, HotBox Editor, NCR Board of Directors, its agents and representatives will not/cannot be held responsible for mis-information presented in this column.

How about writing an article on your latest modeling project! Earn AP points! At the HotBox, WE NEED and WANT your articles!!

ANNOUNCING
NCR 2023 Convention
Oct. 19 – 22, 2023



Make plans to attend the 2023 NMRA North Central Region Convention that will be held in Fort Wayne, Indiana. The convention, hosted by the Three Rivers Division will include events for the whole family as well as access to the **2023 Fort Wayne Model Railroad Show and Swap** which will be held on Saturday 21 October at the Allen County War Memorial Coliseum (conveniently located across the street from the convention hotel). Hope you can join us for this fun filled weekend!

Bob Jones, Div. 3 Superintendent

CONVENTION HIGHLIGHTS

CLINICS **OP SESSIONS** **MODEL DISPLAYS**
PROTOTYPE TOURS **SPECIAL EVENTS**
2023 Fort Wayne Model Railroad Show & Swap

Visit [www//div3.ncrnmra.org/fort-wayne-rails-2023](http://www/div3.ncrnmra.org/fort-wayne-rails-2023) for additional details and updates

ACCOMMODATIONS



Holiday INN Purdue Fort Wayne

4111 Paul Shaffer Dr.

Fort Wayne, IN 46825

Phone: 260-579-9135 for reservations

This hotel / convention facility is conveniently located on the northeast side of Fort Wayne which provides for easy access to many attractions as well as many food venues and the Glenbrook Mall. It provides ample space for hosting the convention activities as well as an on-site restaurant and large lounge area for “simply hanging out”. *Discounted room rates (\$134 per night plus applicable taxes) are available for convention attendees registering before 19 September, 2023.*

CLINICS

A wide variety of clinics are being planned for the convention. New topics and presenters are being sought who can demonstrate new skills and techniques that can be used by model railroaders of all skill levels. The schedule shows the minimum number of clinics that will be available. Many NEW clinics may be held as well. Clinicians looking to gain Regional points towards their AUTHOR Certificate are welcome to present their material here. We’ll have the space and times to offer you a chance to ‘show your stuff’. Contact the AP Manager for Division 3 through the convention website.

PROTOTYPE TOURS

A wide variety of tours are being planned. Those listed below have been confirmed, additional tours are being coordinated. *(registration required, participation subject to availability, transportation provided unless otherwise noted)*

- Bungee Rail Operations – a guided tour of rail operations used at one of the world’s leading soybean processing plants in Decatur, Indiana. Their extensive rail operations move both incoming soybeans as well as outgoing processed soybean oil and soybean meal throughout their storage and manufacturing complex.
- Fort Wayne Railroad Historical Society 765 Shops – a guided tour of the shop and yard facilities where the FWRHS stores and maintains the 765 Berkshire as well as other locomotives and rolling stock. Participants will be able to “climb aboard”, get questions answered and take as many pictures as they like.



Special Events

- Throttle Time -- Arrangements have been made with the Fort Wayne Railroad Historical Society to once again offer “Throttle Time” using their Davenport Engine. Participants will be given a short tour of the restored Davenport engine and then be provided the opportunity to run the engine (under supervision) over FWRHS trackage. This event proved to be very popular in 2015. *(All participants must pre-register prior to 15 October; Friday and Saturday times will be assigned; participants must provide their own transportation to/from FWRHS Shops in New Haven, IN. All proceeds from this event will be donated to the FWRHS)*
- Measure A Prototype Clinic –scratch builders of all skill levels will be provided the opportunity to inspect and to measure an early turn of the century Wabash wood caboose. This caboose was recently restored to its original configuration by the Fort Wayne Railroad Historical Society. This clinic will include a short discussion on “What measurements are required to scratch build a model” and then provide participants 1-1/2 hrs to inspect the car and take measurements and pictures. *(participants must provide their own transportation to/from FWRHS Shops in New Haven, IN.)*
- Sweetwater Sound / DeBrand Chocolate Tour – participants will tour the Sweetwater Sound facility (U.S. leader in the sale and distribution of musical instruments) and the DeBrand Chocolate kitchens (Premier Artisan Chocolate Maker). After touring the Sweetwater Sound facilities, participants will be provided ample time to eat lunch in their cafeteria (frequented by many locals) and then tour the DeBrand Chocolate kitchens. Upon completion of the DeBrand kitchen tour, participants will be given a discount coupon which they can redeem for fine chocolates of their choice or a delicious chocolate dessert before returning to the convention hotel.
- Country Heritage Wine, Cheese and Chocolate Tasting – participants in this event will be transported to the Country Heritage Winery facility where they will be given a tour and then partake in the tasting of wines, cheeses and DeBrand chocolates. Fun for the whole family! (participants must be 21 or older).



Operating Sessions & Layout Tours

Multiple operating sessions are being planned on a variety of layouts ranging from medium to large, multi-level layouts. Most of these layouts have been designed to host operating sessions and some of these layouts are being updated to accommodate facility changes. Operating sessions will be held throughout Friday and Saturday (morning / afternoon) to allow participants to also partake of other convention activities. *(Scheduling will be handled using operatingsessions.com, instructions will be provided to all registrants by 15 September.)*

Model Display and Judging

A separate room has been arranged for the display of models. Modelers can arrange for AP judging and participants can vote on “Best of Show” during the convention. *(Additional details regarding judging and opportunities to judge can be found on the convention website.)*

Layout Tours

Tours of over fifteen (15) model railroads have been arranged throughout Northwestern Ohio and Northeastern Indiana for your viewing pleasure. Availability times will be advertised in future convention updates so participants can make plans to stop by for a tour on their way to, during and on their way home from the convention. *(Scheduling will be handled using operatingsessions.com, instructions will be provided to all registrants by 15 September.)*



Fort Wayne Rails 2023

National Model Railroad Association
North Central Region 2023 Convention
October 19 – 22, 2023

Hosted by Three Rivers Division (Div. 3)
Website: div3.ncrnmra.org/fort-wayne-rails-2023

Holiday Inn Purdue Fort Wayne
Hotel [Tel:260-579-9135](tel:260-579-9135)

Registrants must call hotel directly to make reservations, mention NMRA convention to get room discount

Registration Form

(additional details regarding registration items and lodging can be found on the [convention website](#))

Registrant Name: _____ MMR No. _____

Name on Badge: _____ Email: _____ Phone No.: _____

Names of family Members Attending: _____

Street Address _____ City _____ State _____ Zip _____

NMRA Region: _____ Division: _____ NMRA ID No: _____

Non-paid family members are eligible to signup for prototype tours and extras. Proto tours have limited space, early registrations will be first served. Convention shirts must be ordered by 15 September and must be picked up at convention --no shirts will be sold on-site. * Boxcars will be delivered at convention check in. For those not attending, boxcars can be shipped for an additional \$10.00 shipping and handling fee (include shipping instructions when ordering.) **Scheduling instructions for operating sessions and layout tours will be emailed to registered participants 20 September.

Registration	Price ea	Total
Early Bird NMRA Member (by Sep 15, 2023)	\$60	_____
Early Bird Non-NMRA Member (by Sep 15, 2023)	\$75	_____
NMRA Member (after Sep 15, 2023)	\$75	_____
Non-NMRA Member (after Sep 15, 2023)	\$85	_____
Convention Day Pass (<u>circle</u> Friday or Saturday)	\$20	_____
	<u>Registration Subtotal</u>	_____

Merchandise and Extras	Qty	Price ea	Total
Award Breakfast (Sunday 9:00 am)	_____	\$25	_____
Throttle Time (time will be assigned)	_____	\$75	_____
Bungee Prototype Tour (Sat 9:00 am)	_____	\$20	_____
FWRHS (765) Shop Tour (Sat 7:00 am)	_____	\$20	_____
Sweetwater Sound & DeBrand Chocolate Tour	_____	\$25	_____
Country Heritage Wine Tasting (Sat. 6:00 pm)	_____	\$20	_____
<u>Convention Boxcar *</u>			
(specify qty of ea. number) #2022 _____ #2023 _____ @ \$32.00 ea			_____
(if applicable) Boxcar Shipping & Handling \$10			_____
<u>Convention Polo Shirts (red short sleeve w/ pocket)</u>			
Indicate qty: _____S _____M _____L _____XL @ \$40.00 ea			_____
_____XXL @ \$42.00 each _____XXXL @ \$44.00 ea			_____
		<u>Merchandise and Extras Subtotal</u>	_____

Operating Session Participation** (circle YES or No) _____
 Layout Tour Participation** (circle Yes or No) _____
Total Amount Due _____

Make Check Payable to: Div. 3 NMRA

Send completed registration form and payment by 10 October, 2023 to:

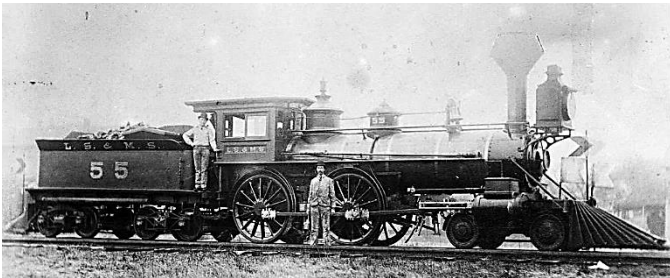
Fort Wayne Rails 2023 Attn: Roger Moses 6207 Buckners Pass Fort Wayne, IN 46818-8663

Received: _____ Seq. No: _____

THE ANGOLA HORROR

It was December 18th, 1867 and the New York Express was heading east at moderate speed toward Buffalo, York where it would connect with the New York Central. As the express (which consisted of 3 baggage cars and 4 coaches) slowed a little at Angola, New York and prepared to cross the bridge over Big Sisters Creek, disaster struck. Since none of us were alive on December 18th, 1867 and the way of life was considerably different than it is today, let me put the scene into perspective for you.

The Civil War had been over for two and a half years and since the United States lost more men in that conflict than any war before or since, most every family in the nation had suffered some loss. The only use of electricity was the telegraph. Homes did not have electricity. The type of locomotive in most common use at this time was the 4-4-0 or American Type. Almost all engines were wood burners and all equipment had manual brakes and link and pin couplers.



The Civil War did for the railroads would later WWII would do for the airplane. It taught the United States that railroads, with proper management and conditions, could move men and material much faster than the horse and wagon. Both the North and the South quickly learned the need for a standard track gauge as opposed to the current system of each railroad picking a track gauge different from its competitor.

The first transcontinental railroad was begun during the Civil War and President Lincoln, although he personally preferred a five foot gauge, selected four feet 8 & 1/2 inches to be the standard gauge for the new railroad. There were some 23 different gauges in the U.S. at this time, but there were more miles at 4 feet 8 & 1/2 inches than any other, so in the

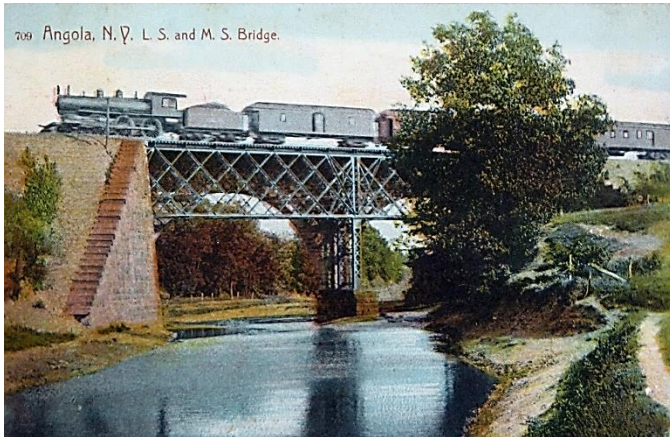
interest of economy President Lincoln selected 4 feet 8 & 1/2 inches as the standard gauge. Although Lincoln had determined what standard gauge was to be, it was not a law that the railroads had to convert. The first transcontinental railroad, which was started during the Civil War would not be completed for another year and a half after the Angola Horror.



In 1867, the two big railroads were the New York Central and the Pennsylvania, however at this time both of these roads were mostly located in the state for which each was named. The track gauge of the Lake Shore & Michigan Southern at this point in time was 4 feet 10 inches, but the fourth and last car of the New York Express was from the Cleveland and Toledo Railroad which had a track gauge of 4 feet and 8 and 1/4 inches. This last coach was a "Compromise Car" equipped with wider wheel treads than normal, so that in theory this car could operate safely on the tracks of either of the two railroads.

On December 18th, 1867, at Angola, New York, which was a small town 22 miles south of Buffalo, there are six inches of snow on the ground, so winter had arrived. Since Christmas is only a week away, the coaches (all wooden) were crowded with passengers and the wood burning stoves were burning merrily. As the front of the train started to cross the bridge and the train slowed down, the last car (the compromise car) went over a switch and a by-stander noticed that the narrower wheels on this car derailed at the frog of the switch. One of the train crew in the last car quickly realized his car was on the ground and pulled the emergency chord. But this was the days of manual brakes and the emergency chord did not apply the brakes, but rang a bell seven cars away in the locomotive cab. The engineer immediately blew the whistle signal to apply brakes.

Only the train crew in the last car were aware of the derailment and the crew members in the other cars were not expecting the apply brakes whistle to sound at this point. By the time the other crew members were able to start applying the brakes, the locomotive was almost across the bridge.

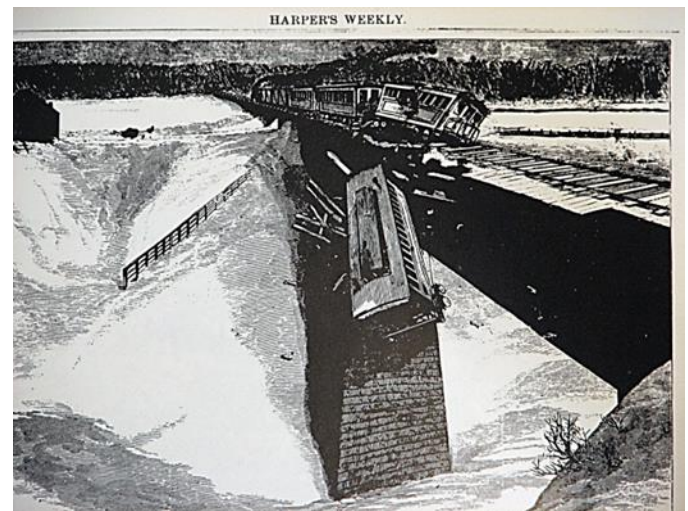


The US shoreline bordering Lake Erie at Angola is a high cliff some fifty feet above the water level. Over the countless years that rivers and creeks have been flowing into Lake Erie at this point, each has washed out a V shaped ravine fifty feet deep. When the last coach went on the ground on the approach to the bridge, it was not much of a drop, because the iron rails in use at that time were small, so the link & pin couplers held. On the bridge approach the ties were embedded in a mixture of ballast and dirt and since the coupler held, the derailed coach followed the rest of the train onto the bridge. Once the car was out on the bridge the ties had no ballast or dirt between them and the constant bumping of the wheels on the ties soon began to take its toll.

About halfway across the bridge the undercarriage of the wooden coach began to disintegrate and the car plunged over the side of the trestle, down fifty feet landing upside down on a frozen creek bed. The wooden coach shattered, all passengers were wounded, the oil spilled out of the broken lamps and the hot embers from the wrecked stove created a holocaust from which only 3 of 44 passengers escaped with their lives.

As the last car had plunged over the side, the coupler with the car ahead had broken, but in the process the car ahead was also derailed and it

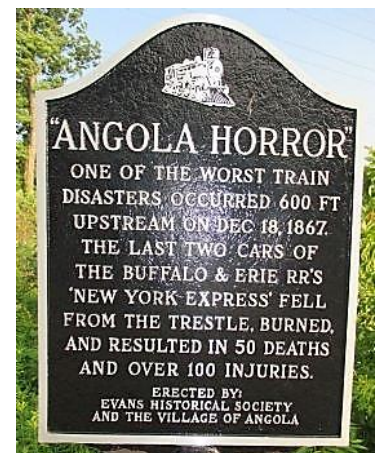
soon went off the trestle, but on the opposite side of the bridge. By that time the train was almost completely across the bridge, so this car only fell a few feet winding up on its side nearly intact. Rescuers from the train arrived shortly and even though fire broke out, snow by the handful, capful, hatful, shovelful and bucketful enabled them to put out the fire in short order. Only one passenger lost his life in this coach.



Oddly enough, because of the direction of a brisk wind, the engineer looking backwards from his cab as he tried to stop his train was so engulfed by steam and smoke, that he was unable to understand what had happened until he had stopped his train on the other side and ran back along the track. If it did nothing else, the widely publicized ANGOLA HORROR brought the use of "Compromise Cars" to an end and speeded up the process of standardization.

Don Watson
May 25, 1990

Division 6 member Don Watson, gave these lessons nearly every month and they always entertained and informed. After Don's passing at the age of 90, his family presented them to Div. 6 and the NCR



Bill Wemhoff's NKP & INRR railroad OP session.

Ladies and Gents: We had our last op session on the NKP 2nd sub and the INRR this last Friday, September 30, 2022. This marked the 53rd op session. The next op session will be held in our new railroad building, a 14 foot by 60 foot. This will be on the slab were the old house trailer use to be. Today we had a small crew, but we were able to run 12 trains. They even put the owner of the railroad to work as an engineer/conductor. We had Bob Jones as our dispatcher. Everyone did great in OS the stations and writing down in the train register. Bob did great in filling out the TO and the clearance forms. As I said before almost everyone did well (*there is a reason why the owner is not allowed to operate on his own railroad, more later*).

Rick Schwab was the Toledo/Frankfort yard master, The ACY loco was the designated switcher for Toledo and the SW-9 NKP was the designated switcher for FF. This worked out great and Rick put everything in its proper place. Steve Rannells was our Decatur Yard Master and the INRR operator. He had his hands full because the yard was about 70 % full and there was a train out on the main just west of Delphos that was heading his way. So, as I have said before failure is directly proportional to the number of people who shows up for an op session, so that meant I would have at least 5 failures Bob Hanna was our Delphos Yard master, everything was going well until the belt came off of the turntable, that was fixed quickly and only took about 10 minutes or so. Failure number 1. Well that left Pat Waltz and me as Engineer-conductor. Pat did a great job, signed the register, Bill did not, failure number 2. We had the GE 44 tonner #90 loose it address, failure number 3.

Then the big one happened, Bill was given train number 48 It was a 3rd Class local that starts out at Frankfort, IN and works the whole line to Delphos, Ohio, and terminates. This was an east bound freight. I talked to the Dispatcher, got my TO and my clearance card got orders to go all the way to Decatur, IN. Stop and talked to the Yard Master in Frankfort, and his only comment was "why in the heck are you bothering me, get the hell out of my yard and do not forget to sign the registrar".



OK, I said, I also checked the register to see if the TT train came in and to see what was ahead of me. Ok I climbed up to my engine, checked my air and put in notch 1 and started to move. Got a clear board, and moving right along at about 30 MPH and started to slow down for Greentown and the Board was cleared and I kept on moving, I was coming up to the river bridge at Van Buren and I put it down to 15 mph. This bridge is a combination of piling and plate girders, the piling which some are from the old Narrow gauge days that have not been replaced yet. It is on the to do list for the bridge gang to replace these piling. Well so far so good, there were a few comments from the peanuts gallery that said " lets go easy on him as he is a newbie, just getting his feet wet" I see that my crew tonight had a lot of confidence in me, well I will show them.

Well, just coming out of the Van Buren, IN at about 35 MPH because I had a 2% grade to climb to get into Decatur, IN. When I pulled in on the main I saw the red board and I started to bring my engine down to a stop. And here is failure Number 4. Did I tell you that there is a Yard Master in Decatur and that son of a gun knew were that Yard limit sign was and his first question as I was standing there. "Who are you and why are you here" Well, I answered I #48. His reply was "SO". I thought to myself, O boy, now what was going to happen. He left me off with a warning, and to make sure I notify him when I am coming in to his yard limits. OK I said. This is a tough crew tonight.



Well I went and talked to the station agent-dispatcher got a new TO and clearance card and I had work to do in Ohio City, Ohio. So, I climbed back up into my engine and got the green board and started to move. Made it through Wilshire, Ohio and then to Ohio City, Ohio. I was approaching the diamond where the NYC crossed and I notice I had a Green. The Tower man had the switched lined to go into the siding at Ohio City and I came to a stop at the yard office (Ohio City does not have a yard master or switcher, all trains do their own work here).

I worked Ohio City, had 4 local moves to make, one set out and one pick up. Not a problem backed my engine down to the Freight House track #2, coupled up to the cars pulled mine out, coupled up onto my train and got a TO and a clearance form and away I went to Delphos. This is working great, talked to the YM at Delphos, he said come on in and park your train on track 3 and take your engine to the house and put your caboose away, OK I said. Signed the register and called the dispatch and told him I was in and done.



I went and got me a water, sat down and then I got the phone call. BILL this is dispatch, the YM at Delphos wants to see you. I am saying to myself, "what now, I did everything right," WRONG. Well, remember as owner of the railroad I told the guys to make sure that your cars in your train match what is on the switch list and that the cars are really in your train (This is failure #5). The YM at Delphos was a gentleman, He said "I have 3 cars here that do not belong to me, as they are yours. I would suggest that you get an engine and a caboose and take them back". I said to the YM "the next train going west can take them", He said there are no more trains going west and the Freight house in Ohio City has to load those box cars that you came back with yet today. Well, I am not going to mention any names but I have seen a helicopter come in (the old 0-5-0) and just moved them back. The owner of the railroad really frowns on this, and right fully so. Well, I went and talked to the Dispatcher, got a clearance form and TO. I have now become train #47 extra, a westbound. I took the 2 box cars back, along with the car I forgot to drop because I did not read my own switch list. "The moral of the story", as stated above. Failures are directly proportional to the number of operators the show up. And always remember that when you point a finger you always have three pointing back at you.

We all had a GREAT time. This was fun and the fellowship was fantastic. We all got paid with water, pop, chips and cookies. The 4 hours went by fast. Next op session will be #54 in the new building. Thank you all for showing up and bring the NKP 2nd Sub and the INRR back to life. PS, I want to thank Bob Hanna for helping me put this together.



Editors Note: While we don't usually run two stories on the same layout in the same issue, seeing how this was a mile-stone OPS session we felt the story was very worth-while to share!

BULLET-PROOF TREES

By Norm Logan, Div 6

NCR PROJECT

You have been working on the scenery on your layout. But when you have an operations session (OPS) you notice that much of the scenic items are bent, broken and may need to be replaced. This may happen when a crew member reaches in to throw that switch and hits that tree that is near and breaks off the lower branch. You want detailed foreground trees, but they need to stand up to hands bushing by without having the branches breaking off. You need Bulletproof Trees! Trees that can be made from heavy duty materials, yet look VERY detailed, have that lacy look that is needed for a foreground tree and be able to be shaped by hand. The following method does take more steps, however they make for an excellent, detailed, and Bulletproof tree that will stand up to hands pushing the branches.

Get your stuff:

A small picture book on trees (so you know what your making)

Ashland – Stem wire – 18gauge – Tan

Ashland – Stem wire – 18gauge – Green

Ashland – Paddel wire – 26gauge – Green

Artist loft – Modeling Paste

Small paint brush

You can get the above at Michaels, Hobby Lobby, JoAnn's, etc.

Scale Reproduction – Superleaf – Olive Green

Scale Reproduction – Superleaf – Dark Green

Scale Reproduction – Superleaf – Light Green

Tamiya spray paint TS1 – Red Brown

Testors spray paint CREATEFX Dirt.

Tamiya spray paint (for plastic) light gray surface primer

You can get the above at a hobby store.

Rust-oleum spray paint – Camouflage Dark Green

You can get this at Home Depot

Tools – pair of wire cutters.

A thick piece of Floral White foam board or two heavy coffee cups (for the trees...you get your own coffee!)

First, this not a fast process. However, these trees will be "BUILT TO LAST". To learn the process let's start with 6 trees. Pick your tree type (from the book). This is import for branch placement and branch shape.

Take 6 pieces of stem wire from the package. Cut the stem wire into 8" or 10" or 12" lengths knowing that the bottom 3" will be going into the layout support level. Using the Paddel wire (26 gauge) rap the wire around the stem making a loop.

Twist the wire by the stem to create a branch for 1". DO NOT CUT THE PADDEL. Make three or four more branches at this level and then move the Paddel wire up the tree and make branches at that level.



Use photo of real tree to gauge the length of branch. Make branches on all four sides up to the top of the tree. When you get to the end rap the end around the trunk. If you wish roots cut an extra short 4" piece and rap around the tree and point the ends down. Add another for more roots. Next brush on Artist Loft Modeling Paste over the trunk roots and the branches up to the loops. Put aside and dry for 1 hour in foam board or coffee cup.



BULLET-PROOF TREES

By Norm Logan, Div 6

NCR PROJECT

Spray paint the "tree armature" with Rust-oleum camouflage dark gray or Testors CREATEFX Dirt. While still wet, spray unevenly (hit and miss) with Tamiya TR1 red brown. While still wet, lightly spray the gray Tamiya surface primer over the trunk of the tree to bring out the "bark" from the Modeling Paste. Set the tree armature aside to dry 1 hour in foam board or coffee cup.



Push together the branch loops to form long loops. Twist the loops so they are parallel flat to the table.



Using a small brush start on the bottom branches and paint the loops with Matte Medium full strength. While the medium is still wet, sprinkle 12mm static grass over the loops. This forms small branches. Do this on all loops as you work your way up the tree. Set aside to dry overnight in foam board or coffee cup.



Next day turn the tree upside down and with your fingers, knock off any loose branches. Put this static grass back in the bags. Using your wire cutters, cut the ends of the long loops forming single branches. Using a small brush start on the bottom branches and paint the loops with the small branches with Matte Medium full strength.



While the medium is still wet, sprinkle 7mm, static grass over small branches on the loops. This forms smaller branches. Do this on all loops as you work your way up the tree. Set aside to dry overnight in foam board or coffee cup.



Next day turn the tree upside down and with your fingers, knock off any loose branches. Put this static grass back in the bags. Using Rust-oleum spray paint – Camouflage Dark Green light spray all the branches of the tree top and bottom and let dry for 1 hour in foam board or coffee cup.



The next day, turn the tree upside down and shake the extra leaves that didn't get glued down or use a light duty vacuum. Put the droppings back in the jar. You may need to reglue the the small branches sticking out and lightly sprinkle on the tips of the branches. This makes for a great lacy effect! This is the detail that you need for great pictures of your layout. And they will not get knocked off if hit or moved!



Using a small brush start on the bottom branches and paint the small branches with Matte Medium full strength. Using Super leaf choose leaves of your color choice, sprinkle the leaves on the glue. Work your way up the tree doing each branch. Let dry overnight in foam board or coffee cup.



To install trees, drill holes in wood or poke holes in the foam. Do not glue, as you may wish to move them later. Have fun making these tree for your layout!

BULLET-PROOF TREES

By Norm Logan, Div 6

NCR PROJECT

More pictures of the “bullet-proof” trees..... finished trees and mounted on Norm’s Michigan Southern Railroad



**How about writing an article on your latest modeling project!
Earn AP points!
At the HotBox, WE NEED and WANT your articles!!**

RDG AUTORACK BUILD

by Barry Hensel, Div 6

NCR PROJECT

PART 2 - I wanted to get a bit of support on the posts, so I found some thin styrene solid round rod to act as the top rail, per the prototype photo and added one piece. In the photo it's in sections, so I tried to do the same.



Next was to finish the top cross bracing and more support rod. Also glued on the end ladder. I then added on the plate for the RDG logo. Here's one side finished!



With the other side completed, time for a pre-paint "roster" shot.



I was all set to try some airbrushing for the finished color, which I was told was probably boxcar red. However, after painting the car with rattle can primer, it looked good enough to me to leave as is! I had taped off the car lettering and hand painted

over the factory number, as I wanted to make the car number correct. Also added the ramps before painting.



I couldn't wait to see the car with the RDG diamond on it. I searched through my decal stash and could not find a suitable one to use, so I did the xerox copy/print and glued it on with rubber cement.



I did find some numbers to use from a car decal set and proceeded to renumber the car correctly for a Michigan car.



The next tricky part was to how to make the "return to" lettering. I had no extra small lettering, so how about more xerox printing. I had to match the car color, so I took a picture of the car deck, imported that into Powerpoint and cropped it down to create a square of color. Expanding that and added white lettering, then copied and scaled down to fit the deck sill. While it is barely readable, I know what it says!

WHEN EMPTY, RETURN TO C&O RR, WIXOM, MICHIGAN

RDG AUTORACK BUILD

by Barry Hensel, Div 6

NCR PROJECT

Here is that lettering reduced down and installed. Yes, barely readable but a nice detail.



FINISHED!! Added in Kadee couplers, but have to change the wheel sets to metal. Time for the real roster shot.



Added some power and a caboose (it IS 1970!) and took the new auto rack car for a few laps of the layout. It ran very smoothly! This is my version of the Reading concrete arch bridge over the Susquehanna River in Harrisburg, PA.



After a few laps, we parked the new car in Reading Yard, ready for a revenue run! Project complete!



Here's how it looks next to a more "standard" bi-level auto rack. It's nice to have a car that follows the prototype! I hope you enjoyed this build.



PROTOTYPE PAGE

NCR PROTOTYPE

CAPTIONS for page 29 – left, down then right – our lead Amtrak loco on the trip to Springfield; our lead loco on the return trip had the Amtrak 50th paint scheme; two of Amtrak's Phase III Heritage scheme in Empire Service provides frequent travel between New York City and Albany with additional service to Buffalo and Niagara Falls; 20' Municipal Solid Waste (MSW) containers carry trash and usually travel in large blocks from urban areas to massive collection centers in more remote locations; there was a 15 ton narrow gauge steam loco on display, steamed up and blowing the whistle several times an hour; an interesting converted boxcar spotted in the yard across from where the show was being held; Connecticut transit cab control car; The GE plant at Schenectady New York. This is where the former Alco locomotive works was.

Photos are from John Beres, George Emmett and Barry Hensel.

We are moving to a **NEW - LOCATION**

Model Railroad Show & Swap

sponsored by:
the Maumee Valley Railroad Club, Inc.
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Website:
<http://maumeevalleyrailroad.com>

Saturday, April 1, 2023
10:00 a.m. - 4:00 p.m.
Classic Café and Event Center
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12601 458-2982



Classic Café is about 10 minutes away from the Coliseum Bingo going West on W. Washington Center Rd. and then South on Hillegas Rd.



From I-69, Exit at U.S. 30W/33N, #309 B westbound. Then 1/4th mile exit U.S. 30 onto U.S. 33 North, at stoplight turn right/east onto Washington Center Rd., go one block at stoplight turn right/south onto Hillegas Rd. Proceed about 1 mile. Classic Café & Event Center is on the east side of the road, across from Coyote Creek Golf Course.

From I-69, Exit at IN 930E, #309 A eastbound. Then 1/4th mile at stoplight turn right/west onto California Rd., go 1/4th mile at stoplight turn right/north onto Hillegas Rd. Proceed about 1/2 mile. Classic Café & Event Center is on the east side of the road, across from Coyote Creek Golf Course.

Information/contact:
 Maumee Valley Railroad Club, Inc.
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Your HotBox Editor and 4 friends made the trek to the Amherst RR Society Model Railroad Expo in January. What an event!!! HUGE does not really describe it! You need two days to see it all as it is the largest model railroad event in the USA. Approx. 25,000 attended plus the near 1000 vendor, club and layout persons! What was the "icing on the cake" was that our group traveled there and back via Amtrak! Tak'in the train to a train event... what could be finer!! Here's some photos of prototype things we saw! Captions on page 27.





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OTHER HOBBY SHOPS in the NCR
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Phil's Hobby Shop, Fort Wayne, IN
The Gladioux Train Depot, Oregon, OH
Please visit your local hobby shop!

If you have a story about a local hobby shop giving you over the top service, let us know!!
THANK-YOU to our hobby shops for your support by selling the HotBox in your stores!

Division One Black Swamp Division (Northwest Ohio and Michigan Lenawee and Monroe Counties)
We meet at the Proclaim FM radio station community center at 7112 Angola Rd., Holland, OH 43528. Meetings are held on Friday evenings once a month from September - May. During the summer (June - August) we will have a field trip to a rail museum, prototype site, layout tour, etc. The exact schedule, information about our activities and our monthly publication, the Train Order, are posted on our website at <http://div1.ncrnmra.org>

Division Two - Tip of the Mitt (Manistee to Iosco counties north to the Mackinac Bridge plus the eastern UP)
Per our Bylaws, we cover Manistee to Iosco counties, north to the Mackinac Bridge plus Chippewa in the eastern UP. That's 22 counties! Meetings are held on the third Saturday of each month. When we gather we usually go hybrid, meeting both by Zoom and in person in Traverse City, or other locations. To request meeting invites and our quarterly newsletter, email our Assistant Superintendent, jens.hensel50@gmail.com

Division Three 3 Rivers Division (Fort Wayne, Indiana and western Ohio)
Our monthly meetings are at the Baker Street Station, the iconic/historic restored Pennsy Passenger Depot in downtown Fort Wayne. The meetings are held on the Second Monday, from 7 PM to 9PM, in one of the board rooms. Exceptions to this schedule will be March, June, July- no meeting, September, December. Any updates/changes can be found on our website: <http://div3.ncr-nmra.org>

Division Four Grand Rails Division (Grand Rapids and western Michigan)
We meet monthly using locations in Holland and Grand Rapids. All meetings start at 10am and details to be determined. For additional information contact Superintendent Mark Baldwin grandrailsdiv4@gmail.com or 616-258-0110 or visit the division website at - <https://div4ncr.wordpress.com>

Division Five Capital Division (Lansing and mid-lower Michigan)
Meets at 1pm, on the SECOND Saturday of each month at the Meridian Township Fire Department event room in Okemos. We meet September to May with additional activities added through the year. Please check our website or contact the Supervisor for meeting location. <https://nmranrdiv5.com/>

Division Six Motor City Division (Wayne & Washtenaw Counties)
Meets at 7pm, on the THIRD Friday of each month at the Livonia Senior Center, 15218 Farmington Road, one mile north of the I-96 Jefferies Freeway, Livonia. Division 6 meets year-round. www.div6-ncr-nmra.com

Division Eight Clinton River Division (Oakland, Macomb and St. Clair Counties)
Meets at 7:00pm, on the THIRD Thursday of each month at Troy Christian Chapel, 400 East Long Lake Road, between Rochester and Livernois Roads, Troy. Division 8 meets year-round. www.div8.ncr-nmra.org

Division Nine SW Michigan Division (Branch, Calhoun, Hillsdale, Kalamazoo, St. Joseph and Van Buren Counties)
Meets monthly except in July and August. Monthly meeting at 10AM at the Colonial Kitchen 330 N Drake Rd, Kalamazoo MI, followed by either a clinic or a planned layout tour usually on the third Saturday of the month. An optional breakfast at 9 AM is also a part of our routine. Visitors are always welcome. For additional and up to date information contact Garry Johnson 269-365-6777 <http://ncr-div9.com/>

Division Ten Ten Wheelers Division (Shiawassee, Genesee, Lapeer Tuscola, Sanilac and Huron Counties)
Meets the FOURTH Thursday of each month at 7 PM at Dalton Airport on Pierson Road in Flushing. We meet in the meeting room of Experimental Aircraft Association Chapter 77. Contact Superintendent, Wayne Wilder 989-823-3409 or ncrdiv10@gmail.com for directions to the meeting location.

OTHER GROUPS meeting in the NCR AREA There are MANY rail organizations in the NCR area. They can be found at www.michiganrailroads.com www.ohiorailtourism.org www.irtg.org

YOU should join and attend your local NMRA/NCR/Division meetings and activities! Get the most out of your hobby – participate often!!

Chi-Town Union Station

Welcome to Chi-Town Union Station, the World's largest O-Scale model railroad and home of the World's Longest Model Train. Chi-Town Union Station is a 80 x 122 ft. 2 Rail 'O' Scale Model Railroad with over 12,000 feet of track. We have a 12 track passenger station with 32 different passenger trains arriving and departing through the 23 double-slip switches in a complex approach as can be see in one of the photos. The railroad is run with NCE digital command control. We also have a complete detection system which allows us to run 20 trains at a time with a computerized dispatch system. Trains can also be run manually with NCE Throttles. Additional features are an operating coal flood loader and rotary car dumper. We welcome volunteers who are interested in running trains, maintaining equipment, programming decoders, meeting and discussing/chatting with our visitors regarding railroad operations. Off season maintenance and scenery continues.



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<http://www.chi-townunionstation.com/>

NCR TIMETABLE EVENTS!

NCR AREA EVENTS

NOTE- Events listed have been compiled from listings on www.trainshowlist.com/ and www.trains.com, website for Model Railroader magazine. If you have an event you want listed, it's FREE, but information must be submitted to the Editor at least 45 days in advance of our publication dates!

Fridays, Saturdays and Sundays – every weekend to March 26 - Chi-Town Union Station Home To the World's Largest O Scale Model Railroad and Longest Model train.

8275 Cooley Lake Rd, Commerce Charter Twp, MI 48382 Open for our 17th Season

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<http://www.chi-townunionstation.com/> chi_townunionstation@yahoo.com 248-613-9471

Saturday's – March 4, 18; April 1, 22; May 6, 20; June 3 – Redford Model RR Club Open House

27316 Michigan Ave Inkster, MI 11am – 5pm FREE – donations accepted Accepting new members!

HO scale 56'x26' layout, DCC, single and double track mainlines info: www.redfordmrrc.org

Saturday & Sunday - Mar 11-12; 25-26 - Detroit Model Railroad Club Open House 104 North Saginaw St.

Holly, MI 48442 Noon - 5PM Adults - \$5, Seniors (65+) - \$4, Children (5-18) - \$2, Children under 5 – Free

See several O scale trains in operation, over a 350 foot double track mainline and several branch lines.

Contact Info: 248-634-5811 webmaster@dmrrc.org

Sunday, March 12 - Greater Toledo Toy & Train Show Owens Community College 30335 Oregon Rd.,

Perrysburg, OH 10am-3pm early-bird at 9am Randy Ramsey 419-215-4181 Toledotoymasters@gmail.com

Sunday, March 19 - Model Train Show/Sale at Taylor Town Trade Center, 22525 Ecorse Rd, Taylor Michigan

10am-6pm \$5 admission model contests, food available Mike Leland 313-955-5523

Saturday & Sunday - Mar 25-26 - Blissfield Model RR Club Open House 109 E Adrian St, Blissfield, MI

49228 517-486-0404 <https://bmrr.org>

10am-3pm both days LARGE HO scale layout!! admission FREE (donations welcomed)

Saturday, March 25 - Lincoln Park Train Club Show J.F.K. Memorial Building, 3240 Ferris St, Lincoln Park, MI

(behind church) Darrell Hicks, 734-624-1462, 6PM to 10 PM

Sunday, March 26 - Flag City Train Show - Northwest Ohio Railroad Preservation, Inc

NWORP, 12505 County Road 99, Findlay, OH www.nworrp.org

Saturday, April 01 - 2020 Spring Swap Meet Kalamazoo, MI Kalamazoo County Fairgrounds Expo

South 10am-3pm \$3 admission, under 10 free David Hayes-Moats 269-344-0906

Saturday, April 1 - Maumee Valley Model Railroad Show & Swap *New Location-* Classic Cafe & Event

Center, 4832 Hillegas Rd., Fort Wayne, IN 46818 10am-4pm \$5 admission, \$8 family, 12 and under free

Free parking, food available, operating layouts, historical societies *see ad on page 28*

Richard Insley (260) 482-2203 www.maumeevalleyrailroad.com

Saturday, April 8 - Bucyrus Model Railroad Assn. Train Show & Swap Meet Crawford County Fairgrounds,

610 Whetstone St., Bucyrus, OH Jon Cooper 419-569-7374

Saturday, April 15 - Greater Grand Rapids Spring Train Show Wyoming, MI - HSB, Inc.

Jim Cunningham 616-540-0421

Saturday, April 29 - Muskegon Railroad Historical Society Model RR and Hobby Expo Cardinal Elementary

School, 2310 Marquette Ave., Muskegon, MI 10am-2pm \$5 admission with under 10 free working layouts

and displays, food concessions available Mike Wood 231-670-0751 6ftwoody@comcast.net

NCR TIMETABLE EVENTS!

NCR AREA EVENTS

Saturday-Sunday, May 6-7 - Blue Water Train & Swap Show 5078 Lapeer Rd, Kimball, MI 48074
10am-4pm \$5 admission with under 11 free Operating layouts, books, track, hobby supplies, railroadianna,
free parking, food available Geoff Hering 810-531-4975

Saturday-Sunday, July 29-30 - 20th Annual Van Wert Railroad Heritage Weekend Van Wert County
Fairgrounds, Van Wert, OH Chuck White 260-760-1666 Railcarman@frontier.com

Friday-Sunday, September 15-16-17 - Anthracite Railroads Modelers Meet XI Reading Railroad Heritage
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*in the next issue of THE **HotBox** –*

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.... stay tuned!

part 1 -
Alco History

RailFanning Layouts of Division 3



FORT WAYNE RAILS 2023
CONVENTION NEWS

