



# THE *HotBox*

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

VOL. 64 NO. 2

SUMMER 2023

## *RAILFANNING the LAYOUTS OF DIVISION 3*



**GRASS TUFTS  
& DETAILS**

**BRIEF  
ALCO  
HISTORY**



**CRYOGENIC TANK CARS**



**HERSHEY  
MONORAIL  
MODEL**



**NCR FORT WAYNE RAILS 2023 CONVENTION NEWS**

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

## The HotBox

SUMMER 2023  
Vol. 64, No. 2



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All material, articles and advertising must be submitted to the Editor. All material should be electronic, preferably MicroSoft Word or Powerpoint. Pictures should be in Jpeg format and color. Material can be emailed or sent via US Mail on cd-rom. Materials will not be returned, unless return postage and envelope are included. Material submission deadline is FIVE weeks before publication date.

### Business ads-

1/2 page \$20 per issue or \$65 per year  
full page \$30 per issue or \$100 per year  
business card \$10 per issue or \$35 per year -or- free business card for exchange of websites and/or sales of HotBox

**Pike ads-** \$15 small, \$30 double and \$60 quad for a 3 year period!

### NCR Division Event ads- FREE

To pay for any ad space... send your payment to the Editor. All checks/money orders need to be made out to "The North Central Region, NMRA"

Send address corrections to the Registrar- Marshall Stull

248-817-9328

[mstull@marshallstull.com](mailto:mstull@marshallstull.com)

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

**Happy SUMMER!** Well... almost, only a few weeks to go! It's hard to believe that 2023 is almost half over already. Time flies, especially when you're retired! But that's OK too... because it's good to be retired... more model railroading time! (plus a few other things too) I hope your summer plans are all good one's and that you have lots of fun!

It's getting close - the **Fort Wayne Rails 2023 Convention!** Lots of event information in this HotBox... just a few pages away! It's certainly time to send in that registration form and make your plans to attend!

In this **HotBox**, there is LOTS of great information! See the NCR Board of Directors meeting report, the events page that has some great summer events and the BIG news - the NCR has been fully approved to host the 90<sup>th</sup> NMRA National Convention in 2025!! Our last National event was in 2007 and we set records and were praised for an outstanding event. This time, we're looking to not only do the same, but we're re-inventing how the National conventions of the future will be run! I'm probably giving out too much information... but you'll hear much more on this event in the next 2.5 years! Lots to do!!

In the meantime, I hope this issue of the HotBox meets your expectations. Remember!!... We are always looking for article submissions! Please, write an article on your next modeling project! And don't forget some picture too!

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 March issue, we had no corrections that we are aware of.

**FRONT COVER PICTURES-** NMRA logo, Division 3 logo; Hershey Park Monorail & model; How to make Grass Tufts; Cryogenic Tank Cars; A switcher is working one of the industrial areas on Gary Evans - NoWhere Line Railroad.

**REAR COVER PICTURES-** Fort Wayne 2023 logo; Grass Tufts part 2; Fred Paepke's Michigan Northern RR



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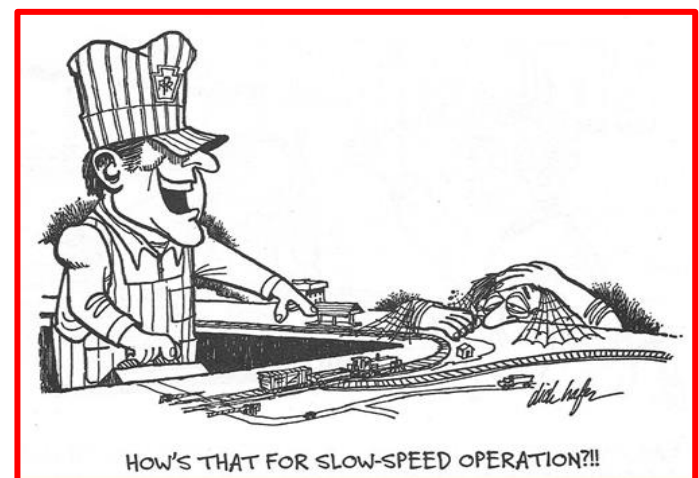
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## RAILROADING "WHAT THE ???"

NCR HUMOR

There are always extremes in our hobby..... a few more cartoons from the Kalmbach book "Sometimes You Gotta Compromise" by Dick Hafer 1996 (reprinted with permission)



# **PRESIDENT'S OBSERVATION**

*Rich Mahaney*

The NCR Board of Directors recently met in Lansing, MI for our first meeting of 2023. It was about a 3 ½ hour long meeting and was filled with lots of conversation and updates. Some attended in person and some by Zoom, but we only had a couple of people missing from what should be a group of about 21 people.

A special treat was having Gordy Robinson, NMRA President join us by Zoom from his house in Scotland for the first hour. Gordy updated the group on some items being worked on by the NMRA. Discussion occurred about possible future NMRA logo changes as the NMRA tries to “brand” itself and connect with all of the NMRA, the NMRA Regions and Division for a common look. “Branding” of an organization is a common thing in industry. If you see a logo, it should take your mind to a specific product, organization, or company. Gordy also talked about the future design and operations of the NMRA National Conventions, and the changes being made to make the convention a little shorter in time and ways to reduce some of the costs for attendees. Our own NMRA National Convention coming to southeast MI in the summer of 2025, will be one of the first conventions to roll out with many of these changes. Gordy also talked about the benefits of joining the new NMRA Interchange website.

Other discussions were on- a new tri-fold NCR informational brochure to recruit new members to the NMRA NCR Region, which can be passed out at NCR events and train shows occurring in the NCR Region. The NCR region owned data projectors and storage. NMRA Achievement program update. A financial report. Paperwork filing and tax-exempt for our NCR organization and Divisions. Final report on the Indy Convention. The latest information on the 2025 NMRA Convention to be held in the Novi, MI area, the need for volunteers to help make the convention happen and run, and new ideas for the convention. We got an update on the fall 2023 NCR Fort Wayne, IN convention plans, activities and events. Mark the dates of Oct 19 - 23 on your calendar to join the NCR model railroaders in Fort Wayne, IN. There is more information in this HotBox issue on the convention, plan to join us!

There were some discussions about Website hosting by the Divisions and hooking to the NCR website. Each NCR Division needs to look into

using the NCR website as a way to have their own website.

There was discussion on updating the NCR Bylaws in several areas. One specific area is the process of NCR election of officers. Also the old or current practice of sending out the HotBox with a paper ballot in it and asking the NCR members to send the ballot back filled out for our elections every two years. Many organizations are hosting their elections electronically online now. It can be cheaper, faster, secure, more timely and easier to do than our system, which has been around for many years. Our Bylaws require an election of officers on a regular basis and many cases only one person is running for an office or position. How can we reduce the cost, simplify the process, and get an accurate report from the voting of the NCR members? The answer appears to be electronic and not by the old paper ballot method.

There was a brief discussion of what’s going on with meetings around the NCR region and it appears that Divisions are involved with their activities. Zoom presentations and activities are still a part of the meetings and connecting with people that cannot attend a meeting in person, and with getting meeting presentations from clinicians from around North America, or for that part throughout the world, just like we did by having Gordy join our meeting from Scotland. There was a brief discussion about the hosting of a spring one-day NCR Division event with some specific focuses for model railroaders.

Some discussion on the HotBox and distribution of it occurred and along with comments to Barry Hensel on the great job he does with the HotBox four times a year. The colored version of the HotBox on the internet versus the black and white printed version is such a joy to read and look at.

The last item I will mention is membership retention and membership renewal. All of the NMRA including the littlest Division needs to put some effort into retaining old members and getting new members.

*Continued next page.....*



## **PRESIDENT'S OBSERVATION**

**Rich Mahaney**

Take a look at how your Division retains members, look at how your group treats new guests at your meetings that could become new members, how do you explain the benefits of NMRA membership, how does your Division follow up with people that attend a Division meeting for the first time. How can you explain your membership numbers compared to the numbers of people that come out one day to the Lansing Area Train Show? There are a lot of model railroaders that don't belong to the NMRA. When people talk to me about NMRA membership, I always ask them what they can put into the hobby and Division meetings. It is not always about what you are going to get out of belonging to an

organization, but what are willing to put into the organization and what are you willing to bring into the organization? I have enjoyed being a member of the NMRA for many years and have made so many friends across North America.

I hope to see you in October in Fort Wayne for the NCR Convention. By the time you see this HotBox, I will have presented clinics for model railroaders in Rockford, IL, at the Pacific Northwest Region Convention in Tacoma, WA and at the Fundy Rail Festival in St Johns, New Brunswick, Canada.

Rich Mahaney, NCR President

## **NCR DIVISION OF CHOICE**

**NCR PROCEDURE**

Do you live in one division, but attend meetings and participate in another? With the "DIVISION OF CHOICE" program you can become an official member and even hold office in the division of your liking! All you need to do is fill out the **DIVISION OF CHOICE** form and submit it to the NCR Registrar. Once filed, you can vote and hold office in the division of your choice. Please be aware, the North Central Region (NCR) will notify both divisions of your choice and records will be maintained within the NCR. The NMRA national office WILL NOT change your default division (which is part of your NMRA number). The NCR and your division of choice will honor your selection and provide all the rights of a standard member of that division.

<https://www.ncrnmra.org/wp-content/uploads/2023/02/NCRDivisionOfChoice.pdf>

## **NCR HOSTING 2025 NMRA CONVENTION!**

**NCR NEWS**

At the NCR Board of Directors meeting, Director Scott Kremer gave us some great news! All of the contracts have been signed and the NCR is now officially hosting the 2025 convention! We have LOTS of work to do, but Scott, who is Chairman of the 2025 NMRA National Convention Committee for the NCR, already has many people lined up for assignments, but more will be needed. The other big news on this convention, is that it will follow what was done last year with the INDY JUNCTION convention. Things like lower over-all costs, self-driving layout tours and shorter schedule but still tons of activities. The National Train Show will be at a different location, but bus service will be provided one day. The HQ hotel for the convention is the Novi Sheraton with the Train Show down the street at the Suburban Showplace. With everything centered in Novi, the convention name picked is –

**STATION No. VI**  
**90<sup>th</sup> NMRA National Convention**  
**Novi, Michigan, USA**  
**July 14-19, 2025**

The HotBox will be dedicating a full page per issue to bring you all of the important updates and news of the planning of this event and how YOU as NCR members can participate, volunteer and help! It's been 16 years since we last hosted the NMRA National (2007) and we're looking forward to setting a new standard for others to follow! Much more info to come!!

*The image to the right is a "concept logo", other designs are also being considered. DO NOT distribute this image!!*



**STATION No VI**  
**90<sup>th</sup> NMRA National Convention**  
**Novi, Michigan, USA**  
**July 14 - 19, 2025**



# ***RAILFANNING the LAYOUTS OF DIV 3***

**NCR TRACKSIDE**

We're getting you prepped for a great convention, **FORT WAYNE RAILS 2023!**

Here are some of the layouts that will be available for operating sessions .... *left, down, then right* – John Hanske - Burlington Southern RR; Bill Wemhoff - NKP & Indiana Northern RR; Phil Buck - Union Pacific / Marysville Sub; Gary Evans - NoWhere Line; Montpelier Trackside Modelers - Montpelier, St. Joe and Western RR; Joe Berger - Great Northern Railway, Cascade Division.





# **RAILFANNING the LAYOUTS OF DIV 3**

**NCR TRACKSIDE**

Here are more operating layouts for the **Fort Wayne Rails 2023** convention. *Left down, then right* - Alan Bell - NYC MoHawk Division; Bob Hanna - B&O Lost Division; Chip Cole - CSX Plymouth Sub; Fred Paepke - Michigan Northern RR (*September HotBox feature layout!*); Joe Painter - NKP & ACY RR.





As you have seen in the past, I model the Reading RR and have a representation of the Hershey Chocolate factory on my layout. I have also modeled the cocoa bean elevator, the Hershey power plant and the Reading Hershey passenger station. What could be missing.....? **How about the Hershey Park Monorail?!**



The Monorail at the Hershey Amusement Park was installed in 1969 and became operational in 1970. Here is an article on Hershey Monorail history - <https://amusementparkives.com/2017/02/21/monorail-hersheypark/>

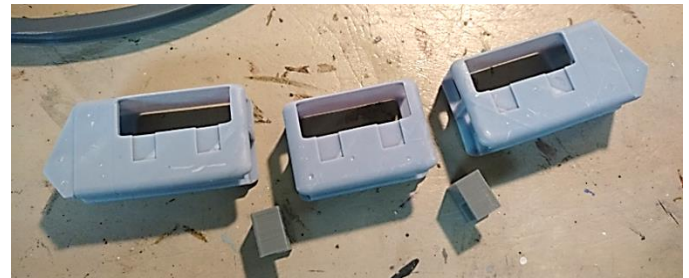
In the picture below, we see the Monorail in 1970 from the downtown Hershey station (Station #2).



This picture is perfect for me, as my Reading Lines – Central Division layout is based in 1970! But, where to add this to my Hershey and how? Inspiration for my Hershey comes from the RCT&HS modular layout and the Hershey module they have, which also includes the monorail. Bob Capone was nice enough to email me the files so I could have the monorail 3D printed for my layout.



Terry Suetterlin, a friend and Rail Gang member, 3D printed (in resin) 2 end cars and 2 middle cars, but I'll probably only use one middle car. I knew I had a piece of I beam that was already curved and that should work well for the track. I did have to bend it some more by heating it with a candle. Here's a look at where it will go in the scene.



A couple of trees were removed to make room for the track. There is enough room for a support column between the mainline and the siding. Another support column will be embedded into the hill by the silo. To support the other end, a bracket was made on the factory building that helps frame the hole in the wall where the mainline comes through.





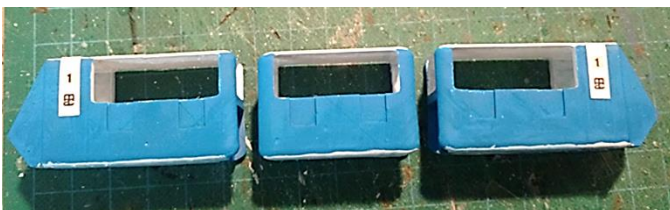
The photo shows a test fit... Looking pretty good! 1/4" x 3/8" tubing is used as the track support columns. Glued with ACC as the plastics are a bit incompatible. The track was painted grey, as that is what the photos show. I added some clump foliage to hide the holes where the trees were removed, but I also found one tree could be put back.



Time for painting the cars.... I found a very nice bright blue craft paint for the cars. The roofs and insides are white, so I followed the photos and simply brush painted everything. With a fairly steady hand, I painted the bottom white so it looked like there was a white stripe along the bottom, like the prototype photos.



Using a prototype photo and one of the ride coupon images I redid the logo and number for the side of the lead and end cars. Shrunk down to HO scale and printed off on regular paper. Then cut out and glued to the cars using Walthers Goo. Since only one side of the cars will be seen, I did that side.



With the cars painted and decaled, the track installed... Time for an in place photo! NICE!!!



*BUT WAIT.....!* It looks like there is enough room for the other middle car. How would that look? Well, not bad!! Looks like it's time to get the paint out again. Finished and looking better! Nice! One last touch? I should add some riders in the cars!



Another detail project completed! This adds to the overall scene and does help hind the hole in the wall where the mainline runs through. It was a fun project that only took a few days to complete. I hope you enjoyed the build.

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

June marks the end of our regularly scheduled meetings as we take the summer off. Our meetings will resume in September (check our website for the latest information and dates). We are planning two summer outings this year with trips to the Midwest Railway Preservation Society in Cleveland OH and the Steam Railroading Institute in Owosso, MI. To stay informed of the latest news and information at the Black Swamp by visiting our website and subscribing to our newsletter at <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 Mitt (Manistee to Iosco counties, north to the Mackinac Bridge)***

We've had some great clinics during the Spring. David Zolnieriek demonstrated his meticulous efforts with his Mikado Saloon. Just imagine card tables with poker chips, playing cards, beer bottles and mugs. Tables with silverware, plates with steaks and sides. Can't forget the bar, beverages, bartender, customers, and much more. In HO scale! The "Petoskey 1913" display was great to see. Can't forget the detail in the historic homes of the Bay View Association. Lumbering, farming, and numerous local structures, along with the Grand Rapids and Indiana Railroad (G. R. & I.) really capture the feeling of 1913. Too early to report on Skip Luyk's insights on "Achievement Program Evaluations" held in May. (After HotBox deadline) Show and Tell is popular and gives us a chance to see what progress members have been making. Planning is now underway for the Fall. Send an email to [jens.hensel50@gmail.com](mailto: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 finalizing all of the prototype and layout tours, Ops sessions, and events for the Fort Wayne Rails Convention here in Fort Wayne. In March we participated in The Great Train Connection with the Botanical Conservatory in Fort Wayne that helped 2100 participants learn about model railroading and model trains. We are finalizing our plans with some of the Ohio County Fairs in which we have reached thousands of child participants and gave away over 50 train sets to some of the lucky participants in 2022. The Swap meets are coming together well and we anticipate a large amount of tables for each event. Hope everyone has a safe and enjoyable Summer with family and friends. 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)***

We continue to meet monthly in Grand Rapids & Holland. Ron Tennant has been doing a outstanding job of setting up activities every month. That being said, please let us know what YOU would like to see. Please check out our website or Facebook page for the latest schedule and updates. What can the division do to make you a better Model Railroader? Let's share our ideas. Please see our website for our meeting schedule. All meetings start at 10am and details to be determined. For more information contact Mark Baldwin at [grandrailsdiv4@gmail.com](mailto:grandrailsdiv4@gmail.com) or Tim Scott at [tjscott46@hotmail.com](mailto: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)***

Attracting new people is critical to maintaining and growing any organization. The NMRA has had some success lately in increasing membership numbers. We really need to make sure that we keep that momentum. In the spirit of building on that positive trend, Div 8 has just rolled out a new program aimed at bringing in new members. We've noticed over the past few years that most of our new members were introduced to Div 8 and the NMRA by other fellow Div 8 members. With that in mind, we have begun an incentive program. Anybody who has not been a member of the NMRA for five years who joins Division 8 will now get a \$25 gift certificate to Great Lakes Hobby when they join the NMRA. In addition, if that new person is introduced to the division by another member, the existing member will get a \$10 gift certificate as a "sponsorship" bonus. 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/> Our Facebook group is at <https://www.facebook.com/groups/288929175921717/> (Submitted by Mark Mincek, Superintendent)



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

The Capital Division (5) has had a good spring with clinics by Terry Davis on the railroads of Eaton County, and one by Ralph Moxley and Jim Sheriffs on a layout based on the Ann Arbor Railroad in the 1950s. The May get together was a visit to Jay & Brook Qualman's layout in Milford. Plans are being made for a summer event visiting several layouts that are too far away to get to after the regular meeting. The officers recently got together by Zoom to plan events for the fall. Most gatherings will continue to be held at the Meridian Township Firehall in Okemos, but at least two will be held at a church basement in Charlotte where we will be able to do some hands on weathering clinics. You can subscribe to the 15-25 page monthly Division 5 Newsletter. Send a request, Mark Cowles, at [nkpcowles@yahoo.com](mailto:nkpcowles@yahoo.com). For more information, see the Division 5 website: <https://nmranrcdiv5.com/> (Submitted by- Mark Cowles, Div. 5 Clerk)

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

The Motor City Division is going to be BUSY!!! Our annual Fall Model RR Show & Workshop event, which we've been doing for over 40 years, will again be on for November of this year. A new location is being scouted and we're hoping for a huge increase in publicity to get YOU to attend. This event is the only one in Michigan that is solely dedicated to hobby promotion, information and education! Next, work on our 3rd annual Model Train Sale is almost complete. Watch for all of the details in the September HotBox. Plus... we're working on the 2024 NCR Convention – The North Central Express 2024! It will be held in Northville, MI and be a weekend packed with model railroading activities. Full information and registration will be starting at the Fort Wayne Rails convention and in the December HotBox! Think we could get busier? Our monthly meetings continue to be well attended and only a few are on the zoom meeting format. Everyone is welcome to attend! The new Board of Directors is working through their new responsibilities and getting everything reset. Seems that pesky pandemic got some things, like membership lists, out of wack a bit. We're almost there! Our newsletter "On The Rails" and other information can be found on our website - [www.div6-ncr-nmra.com](http://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 to busy with a shift from meetings that included breakfast and a clinic (presented in person or by zoom) to meetings that include layout tours and we are "on the road". We take June, July and August off from regular meetings and start back up with our annual Division meeting in September. Check our website or our monthly newsletter. Not getting our newsletter, send your email address to Alan Bau at [alanwbau@gmail.com](mailto:alanwbau@gmail.com). January through June and September through December includes regular meetings with clinics and layout tours for Division 9. (Submitted by: Rich Mahaney, Div 9 Director)

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

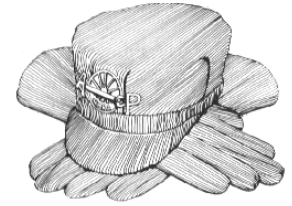
The 10 Wheelers held a successful "Spring Cleaning" swap and sale at our April meeting. We continue to meet on the Fourth Thursday of the month at 7pm at the Chapter 77 EAA meeting room at Dalton Airport in Flushing. Meetings are informal and usually have "show and tell" with a lot of discussion about current projects. We will be making plans for Railfans Weekend at the Huckleberry Railroad at Crossroads Village this August. If you would like to join one of our meetings or for more information contact [ncrdiv10@gmail.com](mailto:ncrdiv10@gmail.com), or Superintendent Wayne Wilder at 989-823-3409. (Submitted by Wayne Wilder, Superintendent)

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

# **NMRA-NCR ACHIEVEMENT PROGRAM**

**NCR AWARDS**

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 picked up a bit so I am pleased to report that three of our members have achieved the following certificates (see below). Congratulations!  
Skip Luyk, MMR, NCR AP Coordinator



**MASTER BUILDER SCENERY** - Robert Scherer, Div. 8

**MASTER BUILDER ENG - ELECTRICAL** - Robert Scherer, Div 8

**MASTER BUILDER ENG - CIVIL** - Kenneth Scherer, Div 8

**NMRA ASSOCIATION VOLUNTEER** - David Zolnierek, Div. 2



*Left to Right –  
David Zolnierek;  
Robert Scherer and  
Ken Scherer*

**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 [rarjgilbert@yahoo.com](mailto:rarjgilbert@yahoo.com); Jim Macino, MMR covers Div 3 - 260-693-6102 [jim@icmgt.com](mailto:jim@icmgt.com) or Ken Chick, MMR covers Div 6, 8 and 10 – 734-420-0276 [kdchick@wowway.com](mailto:kdchick@wowway.com) or Pete Magoun, MMR covers Div 2 – 231-941-1669 [orion@chartermi.net](mailto:orion@chartermi.net) and Dorman Wilson for Div 9 - [N8YNW@charter.net](mailto:N8YNW@charter.net) If you still have questions, contact NMRA AP Chairman Frank Koch at [fjkoch@hotmail.com](mailto:fjkoch@hotmail.com) or at 4769 Silverwood Drive, Batavia, OH 45103

## **IN MEMORIAM**

**NCR STORY**

We are sad to report that members in the NCR have been lost. Our deepest sympathies go to the family and friends of our fallen members.....

**PAUL RUNYAN** - passed away after a short illness on March 20 at the age of 86. Paul was a long-term Division 8 member and former officer. Paul was a friend that always had a kind word for everybody. He will be missed. Paul and his wife of 61 years, Diane, moved to Detroit in 1961 when Paul began his career at Ford Motor Company. Paul held numerous positions in the finance and accounting field during his 35 years at Ford. Anyone familiar with Paul knew that the pride and joy of his life was his wife and family. Not far behind was his love of his Orchard United Methodist church family, northern Michigan and nature in general, fishing, and model railroading. Paul loved life and never passed up the opportunity to learn.



Paul Runyan

**LYNN WELLS** – passed on April 19 at the age of 75. Lynn was a Div 6 member for many years and modeled in O scale. Lynn married the love of his life, Marjorie “Margie” Rader and dedicated the next 55 years to her. Lynn was a passionate model railroader, maintaining a large collection of Lionel trains and was a key member of the NMRA. His collection was constantly evolving, and he maintained lifelong friendships while actively recruiting new members. Lynn also had an extensive book collection and was a fabulous home decorator. Lynn was also an avid drawer particularly known for his Biblical drawings in the Temple Baptist Church newspaper. The only thing that Lynn loved more than his trains and books, was spending time with his family and grandchildren. Lynn will be missed by all who knew him.



Lynn Wells



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....

Div 6 member Steve Gladstein emailed this link – a near hour presentation on radios in the railroad industry. It's from an amateur radio group presentation... [www.youtube.com/watch?v=4JHlxWAqnOo](http://www.youtube.com/watch?v=4JHlxWAqnOo)

Here's a video on the working DMIR wreck crane still in operation!

[www.youtube.com/watch?v=OJJj35P3 FE](http://www.youtube.com/watch?v=OJJj35P3 FE)

From Bruce Ernatt - Free-MO Red River Run, Also found a couple of other YouTube videos about this event. They say this was the largest Free-Mo set up ever. They had some very impressive modules – the ones with the rock cuts are amazing. [www.youtube.com/watch?v=wb7eXHzBM5A](http://www.youtube.com/watch?v=wb7eXHzBM5A)

**BTR #2- NMRA PROMOTIONAL VIDEOS** - Here are several good video's that can/should be shared on Division or Region websites. Here is a presentation that looks pretty good, describing the NMRA benefits:

[https://www.nmra.org/sites/default/files/membership/recruiting\\_retention/recruitment\\_and\\_retention\\_presentation.pptx](https://www.nmra.org/sites/default/files/membership/recruiting_retention/recruitment_and_retention_presentation.pptx) Here is a good recruiting video if someone who is not already in hobby lands on our site it could help recruit them. [https://www.nmra.org/sites/default/files/membership/nmra\\_recruitment\\_video-hd.mp4](https://www.nmra.org/sites/default/files/membership/nmra_recruitment_video-hd.mp4)

**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 –

**June 07, 2023** - Mr. Mark Cedeck from Muskegon, Michigan with St. Louis Holiday

**July 05, 2023** - Another fine program from Jim Roland from Maryland.

**August 02, 2023** - Bob Wise from the Pittsburg area with material from 1952-1953.

**September 06, 2023** – Mark Cowles from the Anthracite Railroads Historical Society

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

**BTR #4- IN MEMORIAM** – We've had a few more passings of some hobby pioneers. Our deepest sympathies to the friends and families of –

**Malcolm Furlow**, noted model railroader and artist, died in early March from the effects of long COVID. He was 77 years old. Though Malcolm had an American Flyer train set as a child, he didn't become interested in model railroading until later in life. In 1977 Malcolm read a John Olson article about his HOn3 layout, which sparked his interest in the hobby.

**Bob Hundman** passed away in late April 2023. Probably best known for his magazine, Mainline Modeler, Bob was also involved with both the Arrow and the COHS History magazine, and gave clinics at both society conventions. He was very fond of C&O, N&W, and VGN locomotives. Another loss to historians and modelers.

**BTR #5-** In the model press we see that NCR members Larry Burk had a great photo of his On30 layout in the June issue of Model Railroader.

**BTR #6- BUMMER!!** – It's been reported that vandals have been trashing the Rail Park in Fostoria, Ohio. They have trashed the restrooms and lights for the US Flag and more. New cameras are needed and donations are requested. Please send your donation, to Fostoria Rail Preservation Society (FRPS) P. O. Box 421, Fostoria, OH 44830. Please note the donation is for the Rail Park Camera project. Thank you for considering to help on this upgrade. The Rail Park will be ten years old in November and FRPS is planning to have a celebration.

**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.

# UPDATED DETAILS

## 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



Enter **[div3.ncrnmra.org](http://div3.ncrnmra.org)** in your browser to take you to Div 3 website, then click on Fort Wayne Rails 2023 at the top of the page for convention details



**Fort Wayne  
TRAIN SHOW & SWAP  
MEET**

---

**SATURDAY**  
**October 21, 2023**  
10:00 am – 4:00 pm

Allen County War Memorial Coliseum  
4000 Parnell Ave \* Fort Wayne, IN \* 46805

*Admission: Adults \$8.00  
Children 12 & under Free  
NMRA members w/ card \$5.00  
\$4 parking rebate with \$25 qualifying purchase at show*

**FEATURING:**

- ❖ Hourly Door Prizes
- ❖ All Gauges
- ❖ Railfan Items
- ❖ Over 170 Tables
- ❖ Children's Activities
- ❖ Two HO Train Set Drawings
- ❖ Handicap Accessible
- ❖ Food Service

---

Contact: Jim Marquardt for Table Reservations / Show Information  
Phone: 260-437-3844 Email: [jmmarq4@hotmail.com](mailto:jmmarq4@hotmail.com)





## 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. Direct web link to hotel reservations located on convention website.

## 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 has times allocated for 24 clinics. 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'. Clinician signup forms and additional details can be found on 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.

- **765 Shop Tour** – 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.

- **Indiana Northeastern Railroad Shop and Yard Tour**– a guided tour of the shops, adjacent yard facilities and local switching operations located in Ashley, IN. This 100 mile long short line railroad serves customers in Northeastern Indiana, Southeastern Michigan and Northwest Ohio. It is also the summer home of the 765 for the running of excursions.



- **Maker Lab Tour** – a guided tour of the Maker Space located in the Allen County Public Library and an overview of the 3D printing process that is available to library patrons.

## **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 Thursday evening, Friday and Saturday (morning / afternoon) to allow participants to also partake of other convention activities. If you are interested in participating, mark YES on the registration form. (Scheduling will be handled using [operatingsessions.com](http://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. If you are submitting a model for judging, please bring a completed Statement of Qualification form and required documentation. Modelers may submit multiple models. (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. Layout viewing times are shown on the Convention Schedule, be sure to indicate on your registration form if you plan to attend a Layout Open House event. (A listing of layouts will be provided to registered participants along with scheduling information 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.ncnmra.org](http://div3.ncnmra.org)

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 sign up 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 15 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 (Fri & Sat times will be assigned)	_____	\$75	_____
Bungee Prototype Tour (Sat 7:00 am)	_____	\$20	_____
765 Shop Tour (Fri 8:00 am)	_____	\$20	_____
Indiana Northeastern Shop Tour (Fri 1:00pm)	_____	\$20	_____
Allen County Library Maker Space Tour(Fri 9:00am)	_____	\$20	_____
Measure A Caboose Clinic (Fri 1:00pm)	_____	n/c	_____
Sweetwater & DeBrand Chocolate Tour (Fri 10:00am)	_____	\$25	_____
Country Heritage Wine & Cheeses Tasting (Sat. 5:00 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** \_\_\_\_\_

Send completed registration form and payment by 10 October, 2023 to:  
Make Check Payable to: Div. 3 NMRA

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

Received: \_\_\_\_\_ Seq. No: \_\_\_\_\_

## THE AMERICAN LOCOMOTIVE COMPANY, A BRIEF HISTORY

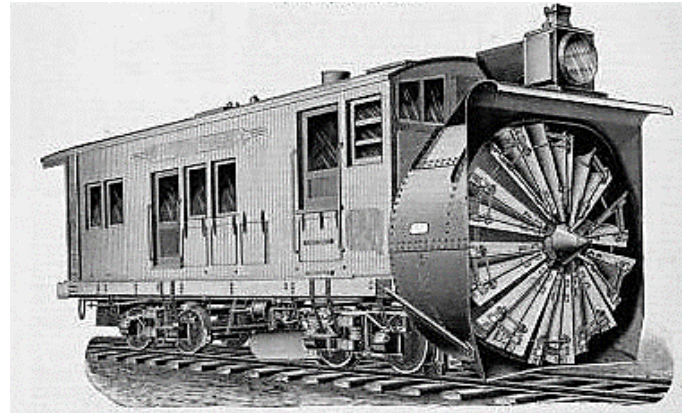
The American Locomotive Works (**ALCO**) was one of the three companies that built nearly all the steam locomotives used on American railroads in the 20th century. ALCO was not incorporated until 1901 but its roots reached back to the earliest days of locomotive building in North America. On June 24, 1901, eight locomotive manufacturers merged to form ALCO. They were: Brooks Locomotive Works, Cooke Locomotive & Machine Works, Dickson Manufacturing Company, Manchester Locomotive Works, Pittsburgh Locomotive and Car Works, Rhode Island Locomotive Works, Richmond Locomotive Works and Schenectady Locomotive Works. In 1904, ALCO bought the Locomotive and Machine Company of Montreal, Quebec, Canada; renaming it the Montreal Locomotive Works. In 1905, ALCO bought the Rogers Locomotive Works of Paterson, New Jersey, making ALCO the second-largest locomotive manufacturer in the United States behind the Baldwin Locomotive Works. Let's take a quick look at the predecessor companies of ALCO.



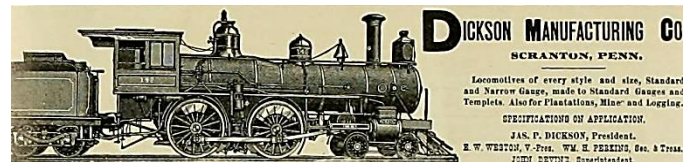
In 1869 the New York & Erie railroad moved out of its shops in Dunkirk, NY. Horatio Brooks, former chief engineer of the NY&E, leased the facility and opened the Brooks Locomotive Works. Over the following decades Brooks enjoyed steady, modest success. DL&W 807 was one of 15 4-8-0 'Brooks Hogs' built in 1898. These locos were not well liked on the Lackawanna and all were scrapped in the early 1920s.

Danforth, Cooke, and Company of Paterson, NJ was formed in 1852 by John Cooke of Paterson and Charles Danforth of Montreal. The company was renamed Danforth Locomotive and Machine Company in 1865. Cooke succeeded Danforth as president in 1871, and continued in that capacity until his death in 1882. Cooke's sons, John,

Frederick, and Charles then reorganized the firm as the Cooke Locomotive and Machine Works.



What may have been Cooke's best known product wasn't a locomotive but the Leslie rotary snowplow. The Leslie Brothers of Toronto had contracted with Cooke to build the rotary, whose design had originated with J. W. Elliot, also of Toronto, in 1869.

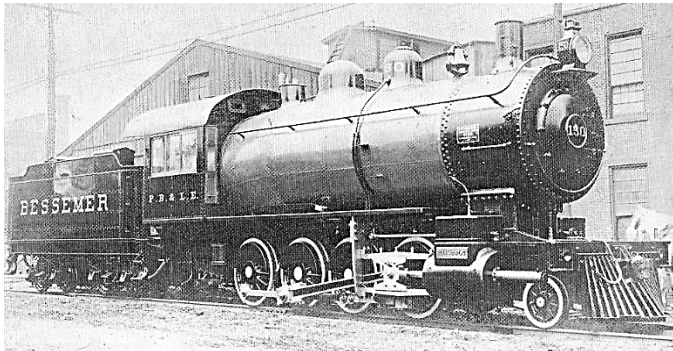


In 1856, the firm of Dickson & Company of Carbondale, PA moved to Scranton, PA, at the request of George Scranton. Their first locomotive order came from the Delaware and Hudson Canal Company. Business boomed and in 1862 the company was re-incorporated as the Dickson Manufacturing Company. The oddly proportioned 4-4-0 pictured was designed to burn lump anthracite. The Delaware, Lackawanna and Western was a buyer of this type of locomotive.





The Manchester Locomotive Works of Manchester, NH was the successor to the earlier Amoskeag Locomotive Works. The works shop superintendent, Aretas Blood, purchased shares in the company, worked his way up, and eventually took ownership. Blood's designs were heavier than Amoskeag's had been and therefore were better suited to the increasing weight of trains in the later nineteenth century. The steam locos of the Mt. Washington Cog Railroad were built by Manchester.

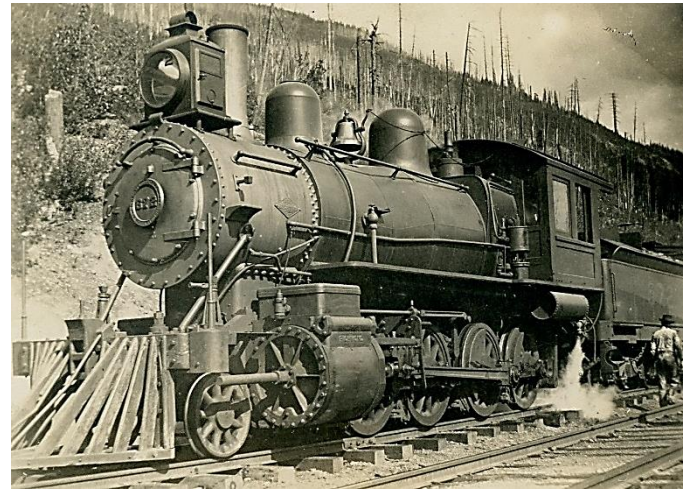


The Pittsburgh Locomotive and Car Works was founded by Andrew Carnegie and T.N. Miller in 1865. It was located in Allegheny, Pennsylvania, then a suburb of Pittsburgh. One of the best known figures in the Pittsburgh Locomotive Works' history was general manager Walter P. Chrysler. Chrysler had grown up in the railroad business, leaving the Chicago Great Western for a position at Pittsburgh, then known as ALCO's Allegheny Works, in 1909. Chrysler stayed with ALCO only until early 1912, when he left to become plant manager at Buick Motor Company, in Flint, MI.

The locomotive pictured, Pittsburgh Bessemer and Lake Erie class C3A No.150, was reputed to be the heaviest and most powerful steam locomotive in the world at the time of its construction by the Pittsburgh Locomotive Works in 1900



The Rhode Island Locomotive Works of Providence was established in 1865 by Earl P. Mason, Sr. From 1866 to the ALCO merger in 1899, it produced some 3,400 steam locomotives. These Wabash moguls, well known to model railroaders, were a product of the Rhode Island Locomotive Works. One is preserved at the National Museum of Transportation in St. Louis.



The Richmond Locomotive Works was the largest builder of locomotives in the south. The locomotive pictured here is a cross-compound. In a compound, exhaust steam from the high pressure cylinder is admitted to a much larger low pressure cylinder for further expansion, thereby increasing the thermal efficiency, and hence the fuel economy of the locomotive. Compounding was popular from the 1890s up until the adoption of superheating in the early 1900s.





The Schenectady Locomotive Works was founded in 1848. Under the leadership of Master Mechanic Walter McQueen, the company thrived. Some accounts identify Schenectady as the major player in the ALCO merger. They describe the merger as acquisitions of smaller builders by Schenectady. The best-known locomotive built by Schenectady pre-merger may well be the Central Pacific's Jupiter, one of the locos present at the golden spike ceremony. The photo shows the replica Jupiter built for the national Park Service.



The Montreal Locomotive Works began in 1883 as the Locomotive & Machine Company of Montreal. High tariffs levied at the time on imported locomotives largely kept American builders out of the Canadian market. To get around this ALCO bought the Locomotive & Machine Company of Montreal in 1904 and renamed it the Montreal Locomotive Works. Montreal became a major supplier to Canadian railroads in the steam and diesel eras. The Canadian Pacific Royal Hudsons are one of Montreal's better known locos.



The Rogers Locomotive Works of Paterson, NJ was founded in 1832 by Thomas Rogers along with partners Morris Ketchum and Jasper Grosvenor.

Early Rogers 4-4-0s featured many advanced features for the time, including level cylinders and long wheelbase lead trucks. The Civil War locomotive General is a Rogers product. After the merger and the Montreal and Rogers purchases, ALCO became the second largest American manufacturer of locomotives, after the Baldwin Locomotive Works. Locomotive production continued for a time at all of the ALCO facilities but the smaller locations were gradually closed down, leaving production concentrated at Schenectady, and also at Montreal, for the Canadian market.



Early ALCO locomotives were rather conventional and often retained features of ALCO's predecessor companies. But, by the 1930s, ALCO had moved to the forefront of modern locomotive design. On May 29, 1935, the Milwaukee Road inaugurated its Hiawatha service between Chicago and the Twin Cities. Motive power was provided by four new class A 4-4-2s built by ALCO with streamlining by noted designer Otto Kuhler. The Hiawathas were among the fastest steam locos ever built, capable of powering their five-car trains at speeds of over 100 mph.



Twenty five Union Pacific Big Boys were built by ALCO between 1941 and 1944 and remained in revenue service until 1962. They were the only 4-8-8-4s ever built. Eight survive with No.4014 now restored to operating condition.





ALCO was in at the very beginning of diesel locomotive production. Central Railroad of New Jersey No.1000, now on display at the B&O museum, was the first commercially successful diesel-electric locomotive. It was built in 1924 by ALCO in combination with General Electric for electrical equipment and Ingersoll-Rand for the prime mover.



ALCO's early diesel focus was switchers and by the 1930s it was the leading builder of diesel switchers in the U.S. In the meantime, however, General Motors Electro Motive Division was concentrating on building reliable diesel power for mainline service. ALCO didn't start production of their own passenger diesel locomotives until 1939. By this time ALCO was producing their own diesel engines after having purchased the McIntosh & Seymour Diesel Engine Company in 1929. General Electric continued to produce ALCO's electrical components. But GE grew unhappy with ALCO's slow development of a new prime mover. GE dissolved their partnership with ALCO in 1953, and went into the locomotive business on their own. By the time ALCO developed a reliable prime mover and introduced their Century Series hood

units, they had already fallen into third place among locomotive manufacturers, behind EMD and GE. ALCO was now in an unenviable position. They lacked the market position and reputation for reliability of EMD, and the financing strength and customer support of GE. ALCO Products, as they were then called, was purchased by Worthington Corporation in 1964 but being part of a larger organization didn't help secure ALCO's future.



In 1969 ALCO ended locomotive production in Schenectady, leaving only Montreal to produce locomotives. In 1985 the Montreal Locomotive Works, by then controlled by Bombardier, ceased locomotive production. The photo shows a Montreal M636, a version of the ALCO Century 636.

## SOURCES

Curcio, Vincent. Chrysler The Life and Times of an Automotive Genius, New York: Oxford University Press; 2000, ISBN 0-19-507896-9

Kerr, O. M. Illustrated Treasury of the American Locomotive Company, Montreal: Delta Publications; 1980, ISBN 0-919295-00-2

Locomotives and Locomotive Building in America, A Reproduction of Rogers Locomotive and Machine Works Illustrated Catalogue, 1886, Berkeley, California: Howell-North Books; 1963

White, John H., Jr. American Locomotives An Engineering History, 1830-1880, Baltimore, Maryland: The Johns Hopkins Press; 1968

Wikipedia, American Locomotive Company

*NOTE- John Bopp is a Division 6 member and has been our "historian" for several years, giving our members interesting railroad related history lessons nearly every meeting. The HotBox will be featuring many of his lessons. Thanks John!*

# CRYOGENIC TANK CARS

By Rich Mahaney, Div 9

NCR PROTOTYPE

*Note – this article was borrowed from the Div 9 newsletter – The Yardmaster*

Class DOT 113 and Class AAR 204 tank cars are vacuum-insulated tank cars having an inner tank within an outer tank, not a jacket. (DOT stands Department of Transportation, AAR stands for Association of American Railroads) Cryogenic tank cars are designed to transport refrigerated liquefied gases having a boiling point colder than minus 130 degrees F. Common products are liquid hydrogen, oxygen, ethylene, nitrogen, methane/liquefied natural gas (LNG) and argon.

The insulation system between the two tanks and the vacuum placed in there controls the rate of heat in there for normal transportation time periods. If one of these tank cars containing flammable cryogenic liquid is not received at the location it is being transported within 20 days from the date it was shipped the Federal Railroad Administration must be notified to locate the tank car. There could be a concern that the pressure relief devices/vents could open as the product warms up after 20 days.

Specification DOT – 113A60W tank cars have a design service temperature of minus 423 degrees F, at a minimum burst pressure of 240psig, and a tank test pressure of 60psig.

Specification DOT – 113C120W tank cars have design service temperature of minus 260 degrees F, at a minimum burst pressure of 300psig, and a tank test pressure of 120psig.



On June 19, 2020, the DOT's Pipeline and Hazardous Materials Administration (PHMSA) issued a final rule which authorizes the transportation of liquefied natural gas (LNG) in a new tank car specification of DOT – 113C120W9 with a thicker steel outer tank.

Specification AAR – 204W cryogenic tank cars must meet the specification requirements for the class – 113 tank cars, with some exceptions. Also, AAR – 204W tank cars are not authorized to transport Division 2.1 flammable gas materials.

Load/unload boxes are on the ends or sides



Cryogenic tank cars have various pressure relief devices to protect the tank assembly and piping system that are directed away from workers and other equipment on the tank car. The inner tank must be equipped with at least one pressure relief vent and at least one safety vent. The car may also be equipped with a pressure control device and mixing device to control the routine release of vaporized product being transported during transportation. Tank cars in liquid hydrogen service are equipped with a device that will instantly ignite any hydrogen that is discharged through the pressure relief devices. The loading and unloading valves and piping are located in a protective box (or housing) either on the sides or the ends of the tank car (see the photos). In the housing, you will find all of the control valves, gauges, piping diagram and nameplates.

In the specifications labeled on cryogenic tank cars in the third space or spot (known as the “delimiter letter”) on the use of DOT 113 tank cars there can be one of the letters – A, C, or D. As examples: DOT – 113C120W or DOT – 113A60W.

In the specifications line, an “A” means the car is authorized for minus 423 degrees F product loading. In the specifications line, a “C” means the car is authorized for minus 260 degrees F product loading. A “D” in the specifications line, means the car is authorized for minus 155 degrees F product loading. There are only several hundred of these types of tank cars in North American railroad service.



# CRYOGENIC TANK CARS

By Rich Mahaney, Div 9

NCR PROTOTYPE

They are a “specialty” tank car in a “special transportation service” for their customers. Occasionally you will see them in a passing train, but otherwise you need to visit places specifically where the tank cars are loaded or unloaded. I can think of two places like that that I have visited, one is in Iowa and the other is in Oklahoma, where I have gotten photos of cryogenic tank cars. You can purchase models of cryogenic tank cars to move on your model railroad, many of the models do not look like the cars we see today but are designs from other eras. The design and shapes of these model tank cars will stand out on your layout, in your trains and at the industries where they are loaded and unloaded. RRMods and Broadway Limited make model cryogenic tank cars. You may want to do research on cryogenic tank cars for the design, looks and construction based on the era you are modeling. Cryogenic tank cars do stand out, when you see them passing in a train or you find them sitting at an industry.

These tank cars have an inner tank and an outer tank. There is a “vacuum” in the space between them to help keep the product cold.



They come in a variety of shapes and designs



Note in the photos, the shapes, and designs of the cars for structural strength, where the protective

boxes are located with the valves and piping are to load and unload the tank car (sides and ends) and where the piping is for the safety devices are to vent the tank car. These tank cars may not be “humped” in yards during switching, and you will see that warning information on the tank car.

Older style cryogenic tank car transporting liquid hydrogen



Older style cryogenic tank inside a box car



HO models of cryogenic tank cars



# GRASS TUFTS & DETAILS

By Bill McMillan, Div 6

NCR PROJECT

## Making Static Grass Tufts and Grass Mats Using the Flat Bed – Grass Box Pro Machine

Many of us have used or thought about using static grass in the scenery of our layouts. The majority of us have at least seen or have maybe already purchased the hand held “shaker” type of static grass machine. But, did you know that there are two types of static grass machines? First there is the traditional shaker style and second, there is the Flat Bed – Grass Box Pro.

Hand Held “Shaker”      Flat Bed – Grass Box



Why would you choose to use the Flat Bed – Grass Box machine instead of the Shaker Style? The Shaker Style is terrific for covering larger open areas, but it can be messy! Shaking that static charged grass can cause a real mess of stray grass fibers and requires very careful cleanup methods. The use of a vacuum is really the only way to clean-up the area, but it may also vacuum up previously laid scenic materials like your ground cover or ballast. The Grass Box is unique in that instead of the static grass being charged and then dropped from the shaker to the surface of your layout and going everywhere, the Grass Box charges the grass and it travels up to the static charged base material. The static material is contained to the surface of the Grass Box and the receiving base held above the machine. With the Grass Box you can easily create grass or weed tufts or long rows of grass. Another application for the Grass Box is to make grass mats.



Just what is Static Grass? Static grass consists of man-made fibers selected for their ability to hold a static electric charge. They are usually a blend of coloured nylon, rayon, or polyester fibers that are used to more realistically replicate grass on a modeler's layout. Static grass is available in many lengths ranging from 2mm to 12mm. It also comes in a range of colours, mainly greens and browns from light to dark.

Here is what you will need to make those grass tufts and grass mats: The machine. The one I use is the War World Scenics Pro Grass Box. I found mine on Amazon, but it also available at some hobby stores that cater to the war gaming crowd. Not too expensive, mine was \$60.00. The company that manufactures the Pro Grass Box is based in the UK. Their website is: [www.wwsenics.com](http://www.wwsenics.com)



The Static Grass. I primarily use the Woodland Scenics brand of static grass. This can be easily found at most hobby stores. The Static Grass is available in many shades of green and brown. The greens are varied from light to medium to dark and the brown is referred to as straw to represent dead or dried grass. It also comes in many different lengths from 2mm to 12mm which then convert to various heights in the different scales. On the back of each Woodland Scenics package is a convenient chart to show you the size conversion in scale. I'd recommend to start with a bag of each size you want to work with, you will find they do last a while.

Static Grass	N Scale 1:160	H0 Scale 1:87	O Scale 1:48
2 mm	12 in (30 cm)	7 in (18 cm)	4 in (11 cm)
4 mm	2 ft (61 cm)	1 ft (30 cm)	8 in (20 cm)
7 mm	4 ft (122 cm)	2 ft (61 cm)	1 ft (30 cm)
12 mm	6.5 ft (198 cm)	3.5 ft (107 cm)	2 ft (61 cm)

Approximate / Approximatif / Aproximadamente / Ungefähr



# GRASS TUFTS & DETAILS

By Bill McMillan, Div 6

NCR PROJECT



You will need some glue. I have had very good success using Aileen's Tacky Glue and Elmer's White Glue All. If you use Elmer's I recommend the white Glue All not the School Glue, the formulas are different! Experiment with other glues you may have around. You will want a glue that dries clear or possibly brown. You will also want it to have a somewhat slow drying time, so don't use Super Glue! I have even had success with Walthers GOO.

You will also need supplies to make the base where you will "grow" the grass. For making grass tufts and rows I like to use quarter inch foam board for the base. Foam board sheets can be found at stores like Michaels and Hobby Lobby. For making grass mats I use one inch pink or blue insulation board. This product can be found at most big box home improvement stores. If you have new homes being built in your area, stop by and ask the contractor if they have scraps of the insulation board. You are not going to need full sheets of either material, scraps are just fine. For the tufts I like to use pieces that are about 3 by 6 inches and for the mats about 4 by 10 inches. When you start experimenting with the technique, I'm sure you will determine the sizes you like to work with. You will need materials to cover the base and allow the finished grass tufts to be easily removed from. I recommend you use Parchment Baking Paper and Aluminum Foil. Just run to the grocery store and pick up a small roll of each, I recommend you don't use your wife's supply in the kitchen! Wax paper is a good substitute for the parchment paper. Surprisingly, I have found the best wax paper is actually free. It comes as the bag that contains your



There is one more supply that you absolutely must have. A box of Nitrile Gloves! No, it's not because you will get your hands dirty, it is because you need to be insulated from the static generated by the Grass Box. You will be getting your hands close to the static generating area of the box. Trust me gloves are a **MUST!!**



**PART 2 in the September HotBox!**

# **MODEL RAILROADERS DONATING!**

**CHARITY EFFORT**

On February 4, 2023 a massive NS train derailment caused a national disaster for the town of East Palestine, Ohio. The toxic burn of materials made the situation worse and the towns-people suffered greatly. NS, EPA and other agencies seemed to move very slowly to help. The help that was offered, seemed to be wholly inadequate. That prompted action by members of the NCR!

An email to the NCR BoD was sent by HotBox Editor Barry Hensel, requesting a donation from each Division and supplemented by the NCR (hoping to total about \$1500) to be given to a local charity in East Palestine to help with food, water and supplies those residents needed.

Unfortunately, it was determined that because the NCR is an educational 501c3 organization, we could not donate money to a 501c3 group that is not educational, as proposed. After many emails and opinions, Barry withdrew his request.

However.... in steps Div 2 Superintendent Mike Cipko! Mike responded that he would be happy to collect personal donations from any NCR member and send those on to a charity called THE WAY STATION. This was a local group that was helping residents with supplies, just as we wanted to do. They were recommended to Mike, after he contacted the East Palestine Library Director. The word was then sent out!! A deadline was given to send checks to Mike, all made out to The Way Station. After the deadline had passed, Mike sent out this email....



*Hi Everyone, Finally got out of the house yesterday and out to the Post Office. Yes, "the checks are in the mail," Priority Mail actually. The attached document (see below) is what I included with the checks. Hope you approve. Thanks to your generosity we are sending a donation of **OVER SEVEN HUNDRED DOLLARS** to The Way Station. A reminder that The Way Station is a 501 c (3) non-profit organization. Sincerely appreciate all the help that you have given to this effort. Have a great Spring, Mike Cipko*

March 11, 2023

Chaney Nezbeth, Executive Director

The Way Station PO Box 449 Columbiana, Ohio 44408

Dear Ms. Nezbeth,

The recent Norfolk Southern derailment in East Palestine has obviously dominated the news, and the suffering of your community has been pronounced. It's also been a topic of conversation in my local model railroading group. We all share a love of railroading and frequently socialize and share our passion. It was during one of these occasions that we discussed how we can help on a personal level.

Let me explain briefly who we are. Many of us have layouts where we model a favorite railroad, location, and era. The Silverton RR, Lehigh Valley, East Raton & Santa Fe, Reading, Saybrook Northern, and Ann Arbor are just a few of the many railroads that we model. We gather at homes and operate on layouts where we sometimes have derailments of our own. Our "disasters" pale in comparison with what you have experienced. We are all members of the National Model Railroad Association which is an international organization. This effort is not an official NMRA function. Rather, it was a group of concerned individuals who wanted to make a difference. Each person donated what they could, and your organization was suggested when I reached out to your local librarian. We hope it helps the residents of East Palestine in some small way.

Hopefully, conditions will continue to improve in your community. Here's hoping for a brighter tomorrow. Sincerely, Mike Cipko, Traverse City, MI 49686

**WOW!!! THANKS to all that donated and sent checks in for this great cause! Model Railroaders are GREAT people and this effort proves that! THANK-YOU ALL!!!**



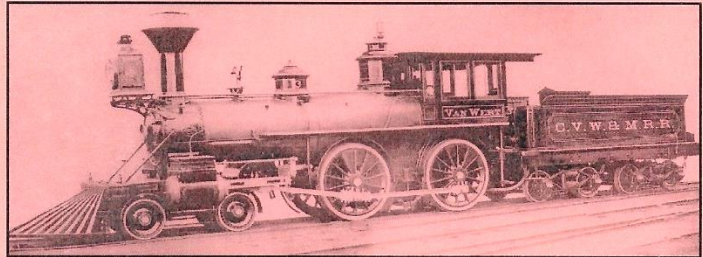
20th Annual  
2023 RAILROAD HERITAGE WEEKEND  
**MODEL RAILROAD  
SHOW & SWAP**

**Saturday, July 29**  
10:00 a.m. - 4:00 p.m.

**Sunday, July 30**  
10:00 a.m. - 3:00 p.m.

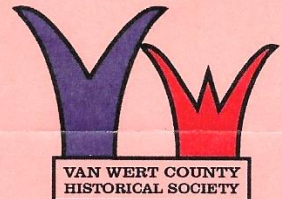
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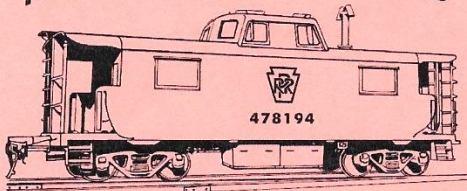


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Show Information Contact/Tables: Chuck White  
260-760-1666 or E-mail: Railcarman@frontier.com



We're doing something a bit different for the next few PROTOTYPE PAGE features. A very interesting article has been submitted to the HotBox and it involves an NCR member and his civil engineering job with a local railroad! Here is part one of - **GRASSY CREEK BRIDGE** By: Ray Huber, Div 1 **Part 1 of 3**

It will be 47 years ago this coming May of "23" that Phil Shuster, Chief Engineer of the Toledo Terminal Railroad (TTRR), granted me an interview as a candidate for employment. I had just finished my first 9 month teaching contract at Owens Technical College (now Owens Community College) and I needed work to carry me over the summer of 1976. I met Phil much earlier at a T.M.R.E. (Toledo Model Railroad Engineers) meeting when "The Rovers" (another club in town to which I belonged) had been invited to spend a Friday evening playing trains with the group. As usual, it was an evening full of fun and fellowship. Little did I realize at the time, that one-day I would be working for Phil as an Engineering Assistant.

The day of the interview came and we talked about what duties I might perform. I told Phil that I could spend the summer with the track crew as a Gandy Dancer so long as I had work until September and a new teaching contract. "Also, and if interested" I said, I could work during the week when not obligated to teach classes. Phil was okay with that idea and set me up with an appointment for a physical exam that was required to work for the Railroad. As I left the office, Phil told me to report to his office on my first day (still two weeks away) as he had something he needed to discuss with me. "OK" I said, and we parted company. All the way home I had a smile on my face thinking that once again, I was going to work for a Railroad Company, the New York Central System being the first.



The day finally came; I was free from my contract at Owens and ready to head for the office of the TTRR. I remember it well! Fully expecting to be taken to a project location, I dressed accordingly. The jeans were clean, the shirt was clean and I had

a blue hard hat that Phil issued me on the day of the interview, which I still have to this day. After introductions all around the office, I asked Phil where my first job was going to be. His reply was, before you go out with the crew, I would like to ask you a question. "OK" I said, "shoot!" And his question was, have you ever designed a bridge? Needless to say, I was somewhat taken aback, but "yes" I said, "What do you have in mind?" Take a look out the window; "do you see that Gondola (Gon) sitting over there?" "Sure do!" "Well, there's a bridge in that Gon that goes with the steel girders sitting next to it and it's just waiting to be built." Now the plot gets thicker!



As the story unfolds, Phil bought a used "Shoofly" bridge (10 cents on the dollar) from a contractor that was going to scrap it if no one wanted it. It had been part of a new grade separation project out West and no longer needed. "Sounds interesting" I said, "but how do I fit in this picture?"

The answer was quick and to the point! "I need someone that understands drafting (this was before Auto CAD mind you), steel detailing, and steel design to create a set of plans based on what you see out there. They in turn will be used to help replace the old bridge over Grassy Creek." "Sounds like fun to me" I said "but, what about the track gang?" "For the time being, I want you to work in the office getting the plans ready for the bridge project and to help me, as I need you. We'll talk about track work later!" That one comment started a fantastic eight-year railroad experience for me and to this day, I'm still waiting to go to work with the "Track Gang."



Now we'll look at where I had to work, what I had to work with and how it all started to come together. As a side note, and to keep everything in perspective, we all know the Toledo Terminal Railroad no longer exists; or in other words, a "Fallen Flag." The only portion left of the TTRR is a section of double track main line approximately 15 miles long. This section runs between Hallett Tower (now closed) at Matzinger Rd. in North Toledo and Bates Tower (now gone) at Bates Rd. near Perrysburg, Ohio. This section of track is used and maintained by CSX as a connecting route between Michigan (the Detroit area) and lines south in Ohio. Everything else is either sold or gone including the 1902 iconic through truss Swing Bridge over the Maumee River near Maumee, Ohio.

By this time, we were into the summer of "76", the Bicentennial Year, and I was beginning to get to know my way around the Railroad. The first thing I had to remember was direction "A" and direction "B". Initially, the Toledo Terminal was laid out as two main line tracks built in a circle around the city of Toledo. Along this circle there were numerous industries that used rail for shipping and receiving. The function of the Terminal was to provide a switching service for those industries. The track consisted of the "A" main or the outside loop with trains moving in the counter clockwise, and the "B" main or the inside loop with trains moving in the clockwise direction. Actually, trains could move either direction on either main as long as you knew which main and which direction as determined by the Dispatcher.

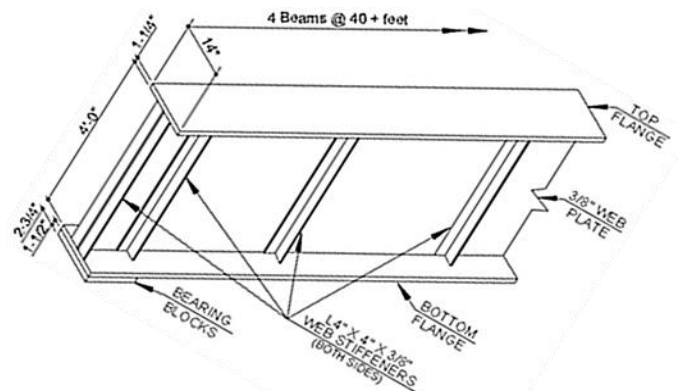
In addition to learning the "A" way and "B" way, I visited all the yard offices, all the interlocking towers and met all the track gangs. In other words, I'd seen just about all of the 28+ miles of the big circle (belt) that ringed the city of Toledo and surrounding area. Keep in mind, I'm getting paid for this and OH, what fun it was! One of those industries along the belt was the Libbey Owens Ford (LOF) glass plant in Rossford, Ohio. In order to service the plant, car loads of raw material used to make glass were spotted on Bates Siding (at Bates tower where the TTRR crossed the old B&O main). The cars were then moved over the Ford Lead (about one mile) to the glass plant. Along this route, you had to cross over Grassy Creek on an old steel deck girder bridge, circa 1913.

And now my story begins.



The Ford Lead over Grassy Creek (see Fig 1) proved to be a bit of a surprise to me. I had envisioned a short span; say 20' or so over a small ditch – No Big Deal! Well, when I got out of the car and walked over to the bridge, I had a quick change of mind. First off, the span was more like 40' and the height above the creek was 35'. This was a far cry from my first thoughts about a bridge over Grassy Creek. Nevertheless, the challenge was there and I was game.

The next thing I was confronted with was the size of the bridge beams which until now I had only seen from a window. Upon closer inspection, I discovered 4 very large girders sitting side by side, each looking as if each one could hold up the world. In my mind, a beam is a piece of steel hot rolled into shape at a steel mill. A Girder is fabricated from many different components too look like a beam. During the design phase of the project and based on bridge design practice, I determined that two girders were all that was necessary. Each girder was 4 feet deep with a top and bottom flange of steel plate that measured 1 1/4" thick by 14" wide.



**PART 2 in the Sept. HotBox!**



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*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.ncrmra.org>

***Division Two - Tip of the Mitt*** (Northern Lower Peninsula) Heading south from the Mackinac Bridge, our Division includes 21 contiguous northern Michigan counties. Meetings are typically 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](mailto: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](mailto: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](http://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](http://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](mailto: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](http://www.michiganrailroads.com) [www.ohiorailtourism.org](http://www.ohiorailtourism.org) [www.irtg.org](http://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 seen 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.



**OPEN - Fridays, Saturdays and Sundays  
- 11am to 5pm -**

**November 4, 2022 to March 26, 2023**

**Admission fees:**

**Adults (18 and over) - \$6.00**

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# **NCR TIMETABLE EVENTS!**

## **NCR AREA EVENTS**

**NOTE-** Events listed have been compiled from listings on [www.trainshowlist.com/](http://www.trainshowlist.com/) and [www.trains.com](http://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!

**Saturday, June 3, 2023** – 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](http://www.redfordmrrc.org)

**Saturday-Sunday, June 24-25, 2023** – 2023 Rail Festival at Carillon Park Dayton, Ohio  
Check out [www.railfestival.com](http://www.railfestival.com) or call 937-293-2841

**Saturday-Sunday, July 29-30, 2023** – 20th annual Van Wert Railroad Heritage Weekend Show & Swap. Van Wert County Fairgrounds, 1055 S Washington St., Van Wert, OH. Sponsored by (and for the benefit of) The Van Wert County Historical Society – a Not-For-Profit organization. Saturday 10-4 & Sunday 10-3. Adults \$6 Scouts in uniform and Children 12 & under: FREE. Two day admission available for \$8  
Over 225 Vendor tables last year. All Gauges & Scales. Railroad Memorabilia and Railfan items. Four buildings, with about 40,000 sq. ft., at least a dozen model railroad layouts & displays, including several Time Savers and “Locomotive Races.” Children’s play area with Thomas & other wooden toy trains. Junior Engineer Certificate (and drawing) for train sets. We gave away 4 last year. Door prize drawings for Train Swap Bucks  
Free Parking. Handicap Accessible. Good Food will be available courtesy of the ladies of the VWCHS. For safety reasons the main entrance (on Washington St.) to the fairgrounds will be closed. Please use one of the many other entrances. Info: Chuck White – [railcarman@frontier.com](mailto:railcarman@frontier.com) 260-760-1666. Web Site: <https://www.vwrrhw.com> Find us on Facebook at Van Wert Railroad Heritage Weekend

**Saturday, August 26, 2023** - Grand Rapids Model Railroad Historical Society Open House 4040 Leland Ave NW, Comstock Park, MI 49321 [www.gmrhcs.org](http://www.gmrhcs.org)

**Sunday, September 10, 2023** - Flag City Train Show Northwest Ohio Railroad Preservation, Inc. 12505 Cty Rd 99, Findlay, OH 10AM - 3PM \$5.00 per Adults, Children 12+under accompanied by an adult will be free. 419 423-2995 [nworrp@nworrp.org](mailto:nworrp@nworrp.org)

**Saturday, September 17, 2022** - 16th Michigan Railroad History Conference - United Methodist Church of Ludington in Ludington, MI Michigan Railroad History Conference P.O.Box 16235 Lansing, Michigan 48901 <http://www.michiganrailroads.com/mrhc-home> [chair.mrhc16.2022@gmail.com](mailto:chair.mrhc16.2022@gmail.com)

**Friday-Sunday, September 15-16-17, 2023** - Anthracite Railroads Modelers Meet XI Reading Railroad Heritage Museum, Hamburg, PA Clinics, model displays, vendors, layout tours! [www.readingrrmm.com](http://www.readingrrmm.com)

**Saturday, September 16, 2023** - Battle Creek Train Show - Sponsored by Battle Creek & Grand River Calhoun County Fairgrounds, 720 Fair St., Marshall, MI Andy Buck 269-268-0910 [andrew.buck@comcast.net](mailto:andrew.buck@comcast.net)

**Saturday, September 23, 2023** - 20th Annual Fostoria Rail Festival Fostoria, OH - Fostoria Jr/Sr High School Ellen Gatrell 419-435-1781

**Saturday, September 23, 2023** - Mt Clemens Train Show St. Louis Social Hall 39140 Ormsby St. Mt. Clemens, MI 48036 10am to 3pm \$3 per person, \$5 per family, children under 12 free Food & Refreshments on site, Barrier Free Access, Free Parking, Hourly Door Prizes, Operating Layouts Contact Information - Carl Hikade 586-463-5184 [cdhikade@juno.com](mailto:cdhikade@juno.com)





## Mini-Bunch Fall Meet

OHIO, DEFIANCE  
Meeting at the Glaize  
September 30, 2023

St. John United Church of Christ,  
950 Webster St., Defiance, OH 43512.

This all-scale Narrow Gauge and Short Line Model Railroad Meet includes clinic presentations, display and sales opportunities, business meeting, raffle, coffee and donuts. Free parking. Wheel chair accessible. Close to lodging and popular restaurants. Offsite locations to visit on Friday and Sunday pending. Registration is \$15.00. Hosted by the Mini Bunch, Richard Witteborg, chairman; 215 Riverdale Drive; Defiance, OH 43512. Questions? Call 419-784 1907 or e-mail rswitteborg@hotmail.com.

## NCR HotBox PIKE ADS



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Offering instruction in realistic  
Railway Operations  
<http://operationsroadshow.com>  
email: wab2ndops@yahoo.com

### "Follow the Flag"

...to a great operating experience. Join us for a fun operating session on a large HO scale model railroad where you will learn to operate trains under timetable and train order dispatching (TT&TO).



**rails on wheels**

### Greater Washtenaw County's HO Modular Model Railroad Club

See our web site for meeting times and locations

<http://www.railsonwheels.com>

Visitors and new members welcome!

### Lake Shore Garden Railway Club



**G Track: Standard and Narrow Gauge Scales - Garden Layouts & Modular Show Layout**

**New Members Welcome**  
[www.lakeshoregrc.org](http://www.lakeshoregrc.org)

### MEMBERSHIPS OPEN

MEETS EVERY MONDAY AT 7:30PM



### Gratiot Valley Railroad Club

281 NORTH AVE.  
MT. CLEMENS, MI 48043  
FOR INFORMATION CALL- 586-468-4877  
[www.gvrr.org](http://www.gvrr.org)

**DKS RAILWORKS**  
SELL AND BUY MODEL TRAINS  
BRASS - DIECAST - PLASTIC  
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ESTATES - DATED INVENTORIES - LIQUIDATIONS  
LAYOUTS DISMANTLED  
Contact Doug Kass: (586) 306-5306 or email: [info@dksrailworks.com](mailto:info@dksrailworks.com)  
[www.dksrailworks.com](http://www.dksrailworks.com)

YOU too, can have a Pike Ad for your railroad or club! Just email the HotBox Staff for all the details. We'll even help you design your Pike Ad. **And best of all... IT'S COOL!!**

### Quality model railroading in S Scale 1:64



Memberships open!  
Visitors Welcome!  
For more information  
we're on the web at

[www.smsgtrains.org](http://www.smsgtrains.org) - or  
Contact- [t.hawley@comcast.net](mailto:t.hawley@comcast.net)



# NCR HotBox PIKE ADS

DETROIT AND  
PORT HURON RR



Service on the *dot*

TERRY & DONNA BOSSICK  
Roseville, MI



Calumet & Miscowauvik  
Railroad


Michigan's Copper Country  
1913 in HO scale

Mike Sutinen Ann Arbor, MI

Michigan  
Southern


Serving  
Southeast  
Michigan

Norm Logan  
Northville, MI



Larry Wolohon  
President & Chief  
Bottle Washer

2 Rail O scale  
Late 1940's  
Branchline TBD  
Plymouth, MI



LOST DIVISION  
Mountain Branch


Operates 3rd Tues at 7:30pm  
BOB HANNA Defiance, OH



MICHIGAN  
LINES

Jay and Brook Qualman | Millford, Michigan

THE ROAD WEST



A Division of  
NP RAILWAY


KEN CHICK  
NORTHVILLE, MI

Barry Hensel  
Canton, MI

Era- 1970  
HO Scale




CENTRAL DIVISION





Detroit Division  
Curt Danielewicz  
Macomb, Michigan

COPPER VALLEY  
RAILWAY



JIM ZINSER  
Dearborn Heights, Mich.



GTWHS  
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SHELBY TWP, MI 48317

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www.bmrr.org  
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Richard Neibert  
Superintendent



Southeast Michigan Free-mo  
Modular Group


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- Free-form module designs
- Point-to-point prototypical operation
- Participate at events across the country
- Every setup is unique

Join the conversation at [semichiganfreemo.groups.io](http://semichiganfreemo.groups.io)  
or search "SE Michigan Free-mo" on Facebook.

South Oakland County  
Model Railroad Club

Hazel Park, MI  
Meets Tues. & Fri. at 7:30 PM  
New Members Welcome

For information Contact  
[info@socmrrc.org](mailto:info@socmrrc.org)  
[www.socmrrc.org](http://www.socmrrc.org)

DETROIT, MACKINAC  
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Reflections on a Classic Europe

Tony Britsky, Troy, MI [www.LaRoutesdesVinRR.com](http://www.LaRoutesdesVinRR.com)

Permit Holder:  
**National Model Railroad Association**  
The North Central Region,  
c/o Jonathan Pulling, Resident Agent  
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East Lansing, MI 48823

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*in the next issue of THE **HotBox** –*

**MORE LAYOUT PHOTOS**

**MORE HOW-TO-DO ARTICLES**

**MORE INFORMATION**

*.... stay tuned!*



**Grass Tufts**  
**Part 2**



**FORT WAYNE RAILS 2023**  
**LAST CONVENTION UPDATE!**

***RailFanning Fred Paepke's***  
***Michigan Northern RR***

