



THE *HotBox*

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

VOL. 63 NO. 2

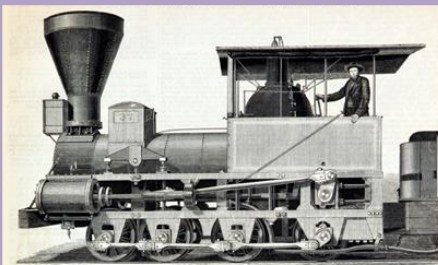
SUMMER 2022

RAILFANNING Grand Rapids Model RR Historical Society



**WEATHER
or NOT**

**THE CLOSET
EXPANSION**



**THE LOCOMOTIVES
OF ROSS WINANS**



NCR ONE DAY CONVENTION 2022 NEWS!

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

The HotBox

SUMMER 2022
Vol. 63, No. 2



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The HotBox is published quarterly by the North Central Region of the National Model Railroad Association. Publication dates are-

SPRING, March 1 SUMMER, June 1
AUTUMN, Sept 1 WINTER, Dec 1

The HotBox is available online at-

<http://ncrnmra.org>

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

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

YEAH!!!! Back to normal!! Well... so very close to it! I've been able to host and partake in some OPS sessions. It's so very good to be together and operate our layouts. I also got to help with some ballasting and scenery on a friend's layout. I hope you have the same opportunity with your model railroading friends!

Indy Junction is now complete! We can't report on the results, as the convention was taking place as this HotBox was being printed. We'll have a full report in the September issue of the HotBox.

In the mean-time.... get ready for a Fall One Day (really 2) NCR Convention, hosted by Division 9 and taking place in the Battle Creek and Kalamazoo area. It looks like it will be a great time. See the info and registration form on page 14 in this HotBox.

For me, our Division 6 first Model RR SALE was a huge success! Thanks to all of our vendors, public, members and volunteers that supported this event. Special Thanks to my co-chairman, Terry Kosmas! We did good! With the proceeds from the SALE, Division 6 remains dues free!

I've also found time for a few more projects on my layout. I'm working on the first structure for the Danville area. See the CLOSET EXPANSION article in this HotBox for the details of Danville!

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

MODEL RAILROADING IS FUN!



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 an event listed on April 26th, which did not happen and was a listing from an older issue of the HotBox. Our apologies to Chuck White and all involved.

FRONT COVER PICTURES- NMRA logo, 108 arrives under the train shed at the Grand Rapids Union Depot on the Grand Rapids Model RR Historical Society club layout; freight car weathering or Not; Layout expansion in a closet; early steam loco designs

REAR COVER PICTURES- 2022 Indy Junction logo; The Closet Expansion Part 2; Layouts on tour during the NCR One Day convention – a yard on the Kalamazoo Model Railroad Club layout

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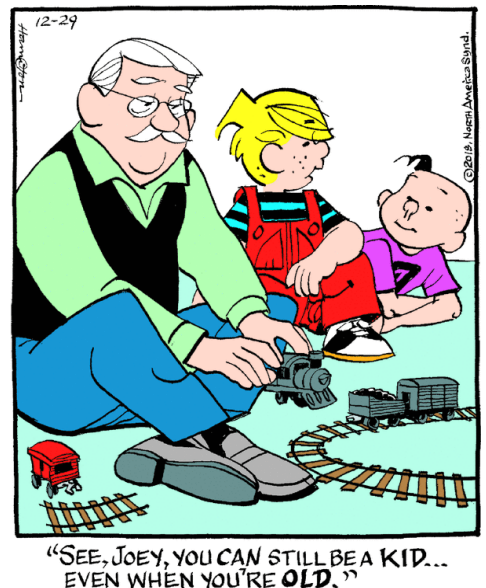
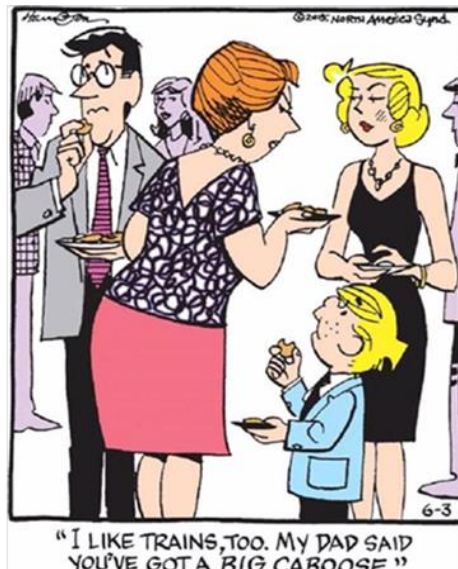
Division Ten - Ten Wheelers Div

Wayne Wilder 989-823-3409
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RAILROADING "WHAT THE ???"

NCR HUMOR

How many of us were like Dennis the Menace as kids? Hopefully, not many!



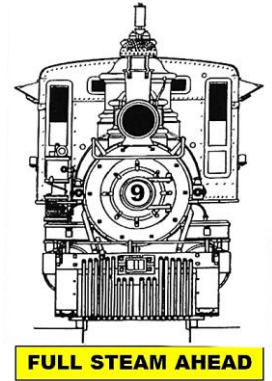
PRESIDENT'S OBSERVATION

Dave Capron

It is spring and time to get some of that yard work started. Rake those leaves, mow some grass and fix up some flower gardens. It has been a long winter and the layout will have to take some time off but there will be a rainy day here and there for you to be back in the train room catching up on some railroad time. That 'forced' time will be greatly appreciated so make the most of it. Now that so many of us are trying to live with the Covid 'new normal' we still need to show due diligence and social distance in groups at Division meetings, op sessions and our up-coming Tri Convention in Indy. I hope you are able to attend as the three regional committee has been working for the past four years putting together a super convention like no other before it. Extend your comfort zone and attend some clinics in areas that are beyond what you normally go to. Check out the contest room to get some ideas for your next project.

Our Hot Box is a great way to get started on your AP Author Certificate. Our editor, Barry Hensel, is always looking for new articles and new talent. He is available to help you get started and answer your questions. If you do not feel comfortable with a full article on your layout then maybe start with a short one on a corner town or industry. How about that latest scratch-built project or small craftsman kit? I am sure our members would love to see what you are working on and reading about some technique you have developed. Take a look at some previous Hot Boxes to get some ideas about how easy it is to author an article. There I nothing in them that you cannot do. Do not worry about a fancy camera the one in your cell phone will work fine. Next you can turn your article into a clinic for some more AP Author points.

For those of you that have a running layout there are two AP Certificates just waiting for some paper work. Get started on the Electrical and Civil certificates. These two go hand in hand as you build your layout. Remember you can ask for help from others that have the experience. They can assist you in those areas that are unfamiliar to you. Getting out of your comfort zone is part of the AP experience. Electrical and Civil are two areas that are needed to get a layout running. Remember that the work you do does not need to be on your layout. If you build a turn out on a friend's layout or wire a Tortise that counts also. So, keep track of any and all work you do. Those AP Certificates will start to come together one at a time.



As mentioned the convention is a couple weeks away and I hope to see many of you there. Please say hi and enjoy as much of the clinics, layout tours, op sessions and all that there is to see and do. Our Regional Conventions are only once a year and Three Regional Conventions come along much less than that. With the RPM this Convention is even bigger. Our NCR Conventions are usually in the fall but to coincide with the other two regions this one is now in the spring. That means that the next NCR convention will be in the fall of 2023 a year and a half away so don't miss this one.

OK it is time to finish some of that yard work so you can retreat to the train room and go run some trains. See you in Indy !

Dave Capron, President, NCR

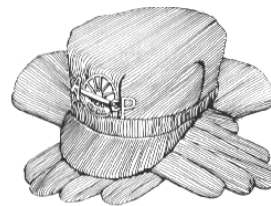
**How about writing an article on your latest modeling project! Earn AP points!
At the HotBox, WE NEED and WANT your articles!!**

NMRA-NCR ACHIEVEMENT PROGRAM

NCR AWARDS

Thanks go to Ken Chick, Jim Macino and Pete Magoun as they continue doing a great job keeping the level of AP activity in divisions 2,3, 6, 8 and 10 at a high pitch. We hope there will be many certificate awards to report in the next edition of the Hot Box. *Skip Luyk, MMR, NCR AP Coordinator*

I am pleased to report that the following NCR members have achieved the following certificates, Congratulations! –



GOLDEN SPIKE – Milt Moore, Div 6

NMRA ASSOCIATION OFFICIAL – Bill McMillan, Div 6

GOLDEN SPIKE AWARD, MASTER BUILDER STRUCTURES, MASTER BUILDER CARS, MASTER BUILDER SCENERY, MODEL RAILROAD ENGINEER – CIVIL, PROTOTYPE MODELER - Donald Bergman, Div. 4

MASTER MODEL RAILROADER # 701 - Donald Bergman, Div. 4



Milt Moore



Bill McMillan



Donald Bergman, MMR

ACHIEVEMENT PROGRAM QUESTIONS: If you have questions about the AP or requirements, start with your Regional AP manager, Skip Luyk, MMR. Also – Jim Macino, MMR covers Div 3 - 260-693-6102

jim@icmgt.com or Ken Chick, MMR covers Div 6, 8 and 10 – 734-420-0276 **kdchick@wowway.com** or Pete Magoun, MMR covers Div 2 – 231-941-1669 **orion@chartermi.net** If you still have questions, contact NMRA AP Chairman Frank Koch at **fjkoch@hotmail.com** or at 4769 Silverwood Drive, Batavia, OH 45103

GRAND RAPIDS MRHS CELEBRATES 30 YEARS NCR HISTORY

CELEBRATING 30 YEARS OF EXCELLENCE IN MODEL RAILROADING

The Grand Rapids Model Railroad Club was the brain child of a father and son team of the late, first president, Robert Baldwin and his son Mark. They put a sign-up sheet in Riders Hobby Shop in Grand Rapids to see how much interest there was in starting a new club in the city.

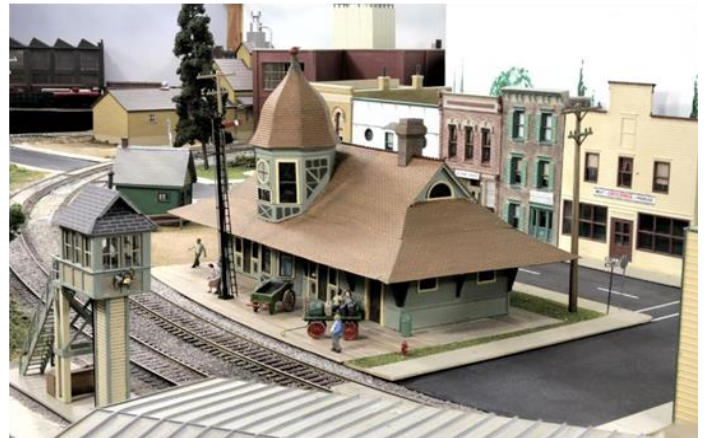
More than 30 people signed up to explore the idea and meetings commenced. It was in February of 1992 that the club was officially formed and elected its first board of directors. One of the early orders of business was to find a place to call home. We met in various locations until quite by accident we discovered the fish hatchery building in Dwight Lydell Park, our home since 1994. In 1993 we reorganized as a 501 (c) 3 organization renamed the Grand Rapids Model Railroad Historical Society. Construction of our Pere Marquette Ry. layout began in 1996 after 2 years of build upgrades to get our building up to code.



We became a 100% NMRA club in 2012 and are very proud of our history in connection with the NMRA, the NCR and Division 4. We have hosted 3 regional conventions and the 2012 NMRA National Convention. Please enjoy your trip over the PM pictured here. (see next two pages!)



Left down then right - 6018 hauls a train past the power plant at Port Sheldon on its way to Muskegon; BL-2 passes local GR eatery; Michigan State Fish Hatchery in Comstock Park; City of Midland scratch built by the late Jim Nelson, his first ever scratch built model; Coal Dock of Grand Rapids fuel dealer; Lake Odessa depot, a masterpiece by GRMRHS President Thom Post





Left down then right - No. 51 picks up a scrap load at a Scrap Yard near Lansing; Note the milk cans loaded with fingerling Black Bass waiting for the next train north; Spotting coal load at National Utilities - Benton Harbor; BL-2 passes through Grand Ledge headed for Detroit; Unloading the City of Midland; Waverly crew talk over the plans for the day; Mikado 1181 picks up the last load of the season at Newaygo





Weathering or color ageing rail cars and building can be a scary thing for model railroader to try. First, you put in all that time building the model, and maybe getting to operation correctly. Secondly, you did the research to find the correct colors and decals. Now, you want me to wash, spray, and fade this work of art? No. Just no.

Now wait just a minute. We have all seen the plastic models that shout “toy” on layouts. We have also seen wonderful models that seem to be somehow a bit more “real” than others because of something. That something is weathering. Weathering is a combination of research, technique, and art.

If you have seen live rail cars and buildings, you have noticed the aging process in real time. By looking at pictures of the time period you are modeling, you can see what rail cars and buildings looked like in your time period. Were these cars new from the shops. Was this building just built? Was this car pulled behind steam engines? Was this car used to carry heavy ore, or lumber, or steel, or traveled across the country? Was this the new church downtown. Was this the building in the middle of a steel making complex, always covered in smoke and heat.

Many of the pictures from the 1920-40s are black and white. However, with a little research today, online, we can see pictures of cars in museums that have been repainted and the same cars that have gone through the aging process in color.



By using your imagination, you can choose your “look” for your model. Making it look aged comes with technique – tools, practice, and performance.



First comes the technique. Now the questions start. What do I need? Is it paint? Is it ink? Is it chalk? Well hold on partner. Let’s look at some of the best of the best do this weathering thing. What do they use and how do they do it? What is the FIRST STEP in doing this? How do I start?

But Norm... I don’t have an air brush....or know how to use it. That’s OK. Some of the fastest and easy ways to do weathering is without using an air brush.

First, take your model and cut out small masking tape squares to cover the windows on buildings, caboose windows and wind shield on engines. Then use a flat clear coat via “rattle can” and lightly cover your model. By knocking off the plastic shine this will make the model look better and protect any decals from the weathering process! Now your model is ready to add paints of all kinds to this surface. I fact, many modelers put on thin coat of weathering and protect the washes with another coat of flat clear spray to protect it, as some of the techniques call to put on heavy color and then wipe it off while still wet. This makes the smallest detail molded parts show off on the model.

Next comes the finishing layers. You can get help by using photos or your iPad to get pictures. Would you like some lessons in weathering your models? And yes, these lessons are **FREE**. (*I thought that would get your attention.*) Find a computer that hooked up to the internet and go to YOUTUBE. Simply type in the search box: **Train car weathering**. Bam you're in!

Some of my favorite links for cars are:

JC's Rip track

NSmodeler24

Panzemeister36

DansRailroad2011

More advance painting / scenic design/ building:

Boomer Diorama: The Immersive Model Railroad



OK, hopefully you are now hooked on trying this. As you watch the videos write down the tools (brushes, paint, chalks you need) then STOP.....start with a cheap car, or building first.



Remember I said practice and performance? Watch the video again and try a technique on your CHEAP thing. Let it dry and look at it the NEXT DAY. Paint changed after it dries. Do you like the way it looks? If not take it off.... yup you use IPA or Windex to remove most paints. THIS IS WHY YOU PUT ON THE CLEAR COAT! DON'T PUSH TO HARD. BE CAREFUL NOT TO REMOVE THE DECALS OR

THE BASE PAINT!!! Then try it again. Was the first one too heavy, or muddy, or drippy? Thin washes are the WAY they do it. The performance comes with the practice of the details.



OK Grasshopper, you are ready for your first test. Find a picture (or close) of your model. What techniques do you need to age this model like the picture? What is STEP ONE? What will be the order of the washes etc.? Do you dry this over night? Do you put a spray clear coat over it for the NEXT STEP? What is missing from the picture that you KNOW you need to add to make it what you wish it to be. Do you use chalks or Oil paint to finish it? These are questions that you need to ask yourself to bring out the artistic part of this project. Every rail car is different and how it is USED by the railroad as they haul stuff. So, by looking at photos you can get a feeling of what is enough weathering for your period of modeling a rail car or building. Simply taking the shine off the plastic will give you the push to do more. By putting in a few details, people will use their imaginations and add more details take it up a level and make it look real to them. Be brave, you can do this. Have fun.

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

The Black Swamp Division has concluded meetings for the summer and will rejoin on September 16, 2022. There is a summer outing in the works! More information will be posted in the Division newsletter, The Train Order and on our website as plans progress. Our website address is <http://div1.ncrnmra.org>. Our Facebook group is located at <https://www.facebook.com/groups/ncrdiv1>.
(submitted by- Marshall Stull, Superintendent)

Division Two (Manistee to Iosco counties, to the Tip Of The Mitten at the Mackinac Bridge)

That's 24 counties! During our March meeting, we had a Michigan Rail History clinic presented by Kris Foondle from MDOT. It was interesting to see how Michigan railroads have grown and developed since 1825. Did you know that the first railroad tracks in Michigan were laid by the Erie and Kalamazoo Railroad between Adrian and Toledo? In April we were joined by Andy Keeney for a Track and Turnout Clinic. Good to see that I'm doing something right! During May we discussed Car Forwarding with Don Houston. Meetings are held on the 3rd Saturday of the month unless there are conflicts with other activities. We hold hybrid meetings at 1 pm, meeting simultaneously in person and by Zoom. The next scheduled meeting will be held on September 17th. Interested in attending one of our sessions? Send an email to jens.hensel50@gmail.com and we will include you in our next invite. (Submitted by Mike Cipko, Division 2 Superintendent)

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

The 3 Rivers Division is currently working on our new endeavor with 4H of Van Wert County Ohio putting together a model railroading group for kids. We meet monthly and have had several meetings with the kids building everything from a timesaver for the older kids to styrofoam static display modules for the younger kids. We currently have about 24 kids participating along with their parents and feel this program is working well to promote model railroading. We are also working with several county fair boards to promote the 3 Rivers Division along with the model railroading hobby during their county fairs this summer. We are continuing to move forward with our plans for Fort Wayne Rails 2023 Convention here in Fort Wayne as we try to secure some good prototype tours along with events that the spouses may enjoy. We are starting to get the Lima Swap organized as it will be held again at the Lima Fairgrounds in Lima, Ohio on Saturday, December 10. Hope everyone has a fun filled and safe summer. (Submitted by- Bob Jones, Superintendent)

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

Division 4 meets monthly with meetings in Grand Rapids and Holland. The June meeting will be in Holland at the Herrick Public Library, 155 Riley St. Holland. Starting at 10am. Program will be presented by Don Bergman and Frank Dekker. The program will be two presentations, the first an overview of Don Bergman's layout the Rio Grande Southern. The second presentation will be highlights of a trip taken by Don and Frank on the Cumbres and Toltec Railroad in September of 2013. There will also be two layouts open that afternoon for visits. Don Bergman's Rio Grande Southern and John Bona's Illinois Central. The July meeting will be a trip to the White Creek Railroad to be held on July 9th starting at 9am. More details to be announced. The August meeting will be held on August 13th at the Community of Christ Church, 6001 West River Drive NE Belmont, MI. Meeting time 10am. More details to be announced. For more information contact Mark Baldwin at grandrailsdiv4@gmail.com or Tim Scott at tjscott46@hotmail.com or visit the division website, just do a google search for division 4 ncr nmra. (submitted by Tim Scott, Div 4 Secretary)

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

The Clinton River Division had it's first layout tour program since before COVID featuring members Robert Cabrera and Rad Jones layouts at the beginning of May. We're still trying to line up our first quarterly operating session as layout owners seem to be skittish over COVID, hopefully this will turnaround later in the year. As always, you're invited to join us at 7PM on the Third Thursday of the month, please drop into the Troy Christian Chapel at 400 East Long Lake Road in Troy Michigan. Our web site is, <http://div8.ncr-nmra.org/> and our Facebook group is at <https://www.facebook.com/groups/288929175921717/>
(Submitted by Curt Danielewicz, Superintendent)

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

The Capital Division (5) is looking forward to its first in person meeting in May, our last scheduled meeting of the Spring, with a clinic by Mark Cowles presenting a number of model railroads featuring electric trains, that is those having streetcars, interurbans or electric locomotives on the layout. Plans will also be discussed for a summer outing of some sort to keep us together until the fall. Contact tdavis@msu.edu or subscribe to our newsletter to get the link for the Zoom meeting. We have been posting our clinics on YouTube at "Capital Division NCR NMRA" and currently have about 20 presentations on a wide variety of subjects available to view. You can subscribe to the 15-25 page monthly Division 5 Newsletter. Send a request, Mark Cowles, at nkpcowles@yahoo.com. For more information, see the Division 5 website: div5.ncr-nmra.org
(Submitted by- Mark Cowles, Div. 5 Clerk & Terry Davis, Div 5 Asst Superintendent)

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

In Division 6 - The Motor City Division, our first **MODEL RAILROAD SALE** event is history!! We did good, selling out of tables a month before the Sale and had a great crowd of 320 buyers through the door! This event has added to our treasury so that we can remain DUES FREE! Thanks to everyone that supported our SALE. We're going to plan another one for January 2023! Plus... it will help us as we start planning to host the 2024 NCR convention. NCR Secretary and Div 6 member Norm Logan will be our convention Chairman. Division 6 did showcase our MI-Track layout at the Great American train show in Novi in late March. It was a hit and we enjoyed engaging with the public and kids especially! Our members continue to work on their modules to make our "layout" look better and better. We also continue to hold our in-person meetings and also zoom them at the same time for those that choose not to attend in-person. We are now starting our meetings at 7pm. Recently we had NCR Director Rich Mahaney attend our March and April meetings and do clinics for us at each one, which were interesting and great information. Our newsletter "On The Rails" and other information can be found on our website - www.div6-ncr-nmra.com (submitted by Barry Hensel, Newsletter Editor)

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

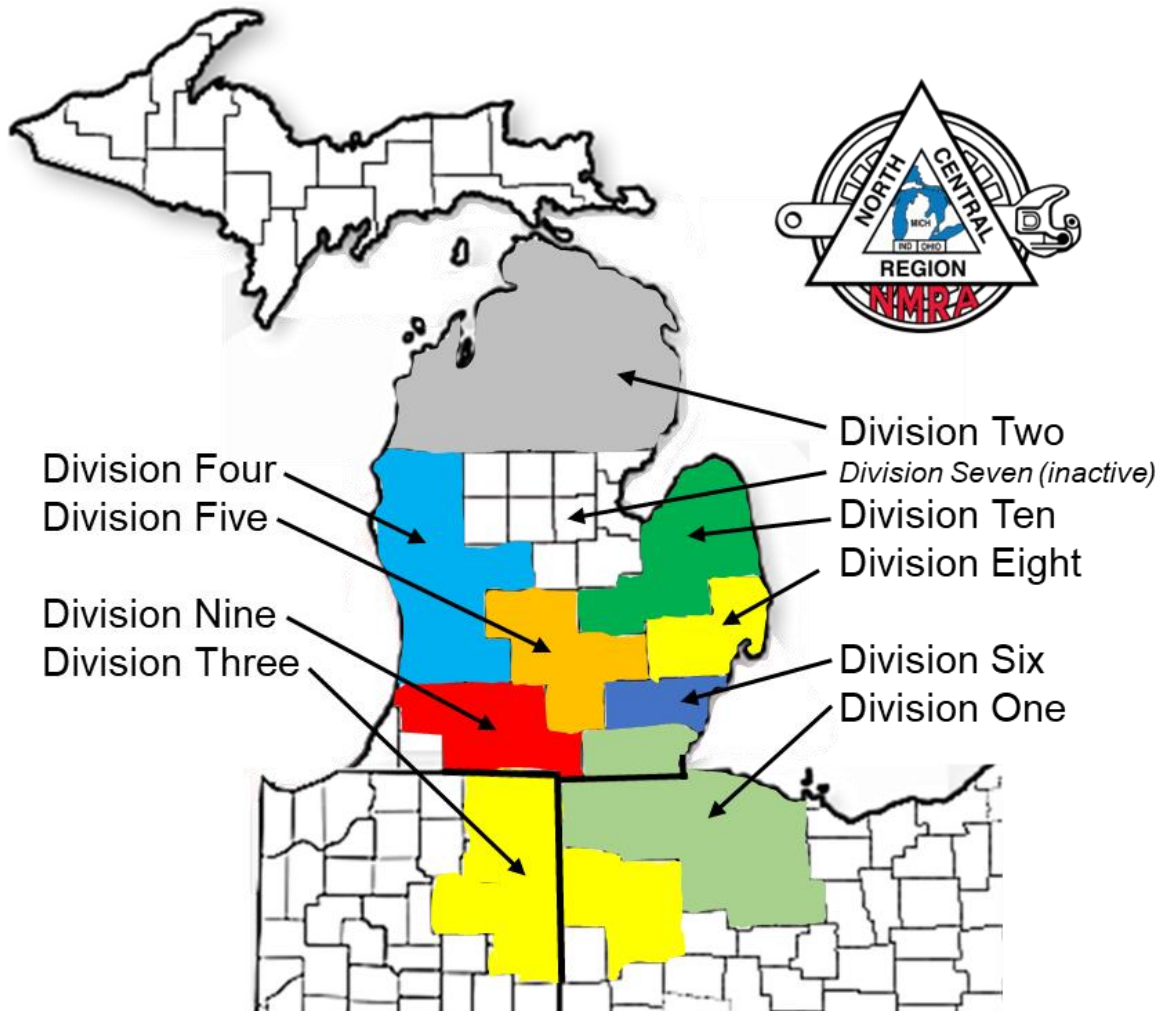
Division 9 continues "on track" with a monthly meeting format involving Saturday morning breakfasts on the third Saturday of the month, and then adds on a clinic, layout tour, attend an event or some other type of special presentation. Division 9 continues to try and work with our friends to the west and north (Michiana of the MWR and Division 4 of the NCR) for activities and information that would interest all members. Division 9 continues to work on our "One Day" Convention for the last weekend of Oct 2022. Plan on joining us on Oct 28 and 29 for a time of clinics, layout tours, a dinner and fun! Then stay over for the Kalamazoo MRHS fall train show and swap meet on Oct 30. Between now and Dec, we have educational clinics scheduled on the Grand Rapids and Indiana Railroad, poultry cars, layout tours and our annual Sept Division 9 Business Meeting.
(Submitted by: Rich Mahaney, NCR Director)

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

Division 10 continues to meet on the fourth Thursday of the month with many of our regular members and a few new faces. Meetings are held at the Experimental Aircraft Association Chapter 77 meeting room at Dalton Airport on Pierson Road in Flushing. We recently held our "Spring Cleaning Sale" with an assortment of items sold or exchanged. Many of our members are involved at the Durand Railroad Days, and some will be at Genesee County Days at Crossroads Village in Flint. We are making plans for several activities for Railfans Weekend on the Huckleberry Railroad at Crossroads Village. For more information about the "Ten Wheelers" contact Superintendent Wayne Wilder at ncrdiv10@gmail.com or 989-823-3409.
(Submitted by Wayne Wilder, Superintendent)

NORTH CENTRAL REGION MAP

We realized that our NCR Map has not been updated in close to 11 years! Yikes! Thus... the HotBox staff got to work and has revised and updated the NCR map. Here it is.....



Here is the NCR by counties.....

Division One – (Ohio)- Crawford, Defiance, Fulton, Hancock, Henry, Lucas, Ottawa, Sandusky, Seneca, Williams, Wood, Wyandot, (Michigan)- Lenawee, Monroe

Division Two – Manistee, Wexford, Missaukee, Roscommon, Ogemaw, Iosco, Alcona, Oscoda, Crawford, Kalkaska, Grand Traverse, Benzie, Leelanau, Antrim, Otsego, Montmorency, Alpena, Presque Isle, Cheboygan, Charlevoix, Emmet

Division Three – (Indiana)- Allen, DeKalb, LaGrange, Noble, Steuben, Whitley, Adams, Huntington, Wabash, Wells, Jay, Grant, Blackford (Ohio)- Allen, Auglaize, Paulding, Putnam, Van Wert

Division Four – Allegan, Barry, Kent, Lake, Mason, Montcalm, Muskegon, Newaygo, Oceana, Ottawa

Division Five – Clinton, Eaton, Ingham, Ionia, Jackson, Livingston

Division Six – Wayne, Washtenaw

Division Seven – not active

Division Eight – Oakland, Macomb, St.Clair

Division Nine – Branch, Calhoun, Hillsdale, Kalamazoo, St. Joseph, VanBuren

Division Ten - Shiawassee, Genesee, Lapeer Tuscola, Sanilac, Huron

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....

Passed on from Ken Borg – an article on Celebrity-Owned Model Railroads....

<https://amp.theguardian.com/lifeandstyle/2022/mar/23/im-blue-to-be-called-a-nerd-the-popand-rock-greats-who-love-model-railways>

Passed on from friend Bruce Ernatt - Model railroad action at the Durand Union Station Model Railroad Engineers (DUSMRE) operating session February 2022. These events are open to the public from 11am to 5pm on Saturdays and occasionally on Sundays 12 pm to 5 pm www.youtube.com/watch?v=A1jcyCOhJQ0 Also... Windsor Model RR Club Cab Ride and Layout progress. <https://youtu.be/OnZNZKX7orw>

BTR #2- Jim Sacco, the owner of City Classics died unexpectedly in March. I work with City Classics and am a close friend of the family and want to assure everyone that at this time there are **NO PLANS** to close the business or to discontinue selling kits. Jim's death is obviously a heavy blow and has slowed things down some, but there are a number of us who have been with Jim over the years who are now working to keep everything moving. On behalf of Jim's wife Cyndi, we would appreciate if sellers cease and desist from making comments about City Classics products like "these may never be made again" and "may become rare" as this could cause some who do not know the real story to think City Classics is closing or going away. Such rumors can be dangerous to the business, and there is the sense that such posts are trying to profit from this sad event. We appreciate everyone's cooperation on this matter as Cyndi and all of Jim's good friends (he made many over the years) work through our loss. Thank you all for your past support of City Classics and your future support as well. The model railroad industry has lost a true icon and one of the nicest guys you could know. *Dan Mack on Behalf of the Sacco Family*

BTR #3- MICHIGAN RAILROAD CLUB PROGRAM The Michigan Railroad Club will be meeting at the Maplewood Community Center located at 31735 Maplewood in Garden City, Mich. We will meet in the Maple Room which is in East wing of Building. Meetings will start at 7pm and end at 8:55pm. Here is the schedule –

June 01, 2022 - R.R. Bridges over the Saginaw River by Nathan Holth

July 06, 2022 - Railroads around Wayne County, Mich by Anthony Rzucidlo,

August 03, 2022 - Tentatively scheduled is Jim Roland from Maryland.

September 07, 2022 - Program by Mark Cowles.

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

BTR #4- We are saddened to report the loss of another Hobby Shop. Plymouth Train Shop in Plymouth, Michigan has been closing down and will be closed for good on July 15th. Dave, owner, has decided to re-retire and close the store. Plymouth Train Shop was on the Hobby Shop page of the HotBox for the past 12 years! Happy Retirement again Dave!! Thanks for supporting our hobby and the HotBox!



BTR #5- Congratulations to Div 8 member Dan Lewis, MMR for his article in the May Model Railroader magazine!

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

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

NCR ONE DAY *(really two!)* MODEL RAILROAD CONVENTION - KALAMAZOO/BATTLE CREEK, MI

The NMRA NCR Division 9 is hosting an **NCR ONE DAY Model Railroad Convention** over two days **OCT 28-29, 2022** which will include layout tours, clinics, a special dinner and hopefully some operating session, all of this is over a Friday afternoon through Saturday time frame. The location is in the Kalamazoo and Battle Creek area of Michigan. The Kalamazoo Model Railroad Club will be hosting their annual fall train show and sale on the Sunday (Oct 30) of that weekend if you would like to attend that also. A weekend of railroading activities. Hotel selection in the area is on your own.

A Registration location on Friday will be announced after you register, registration on Saturday will be at the location where the clinics are being held from 7:30am to 12:30pm. The Saturday registration location and the clinics will be at **The River Church**, located at 517 Walbridge, in downtown Kalamazoo. The building is northeast of the Kalamazoo Amtrak Station, and their parking lot backs up to the train tracks.

Oct 28, Friday afternoon, there will be layout open houses from 4pm to 6:30pm. You must have a paid registration and convention badge to see the layouts. Registration for the convention will occur at the first layout on the tour.

Oct 28, Friday evening, there will be a gathering of model railroaders for dinner at Clara's Restaurant in downtown Battle Creek starting at 6:30pm. You need to reserve a spot for this event and dinner will be ordered off the menu with individual bills. Who knows what might be scheduled for education, entertainment, and fun!

Oct 29, Saturday, at the River Church, registration from 7:30am to 8:30am and time to visit with other model railroaders. Free refreshments and some breakfast foods during registration and the clinics!

Oct 29, Saturday, 8:30am, 9:45am and 11am. 12 clinics will be presented between four different rooms.

Oct 29, Saturday, Lunch on your own. Then more model railroad layout viewing 1:00pm to 4:00pm, maybe operating sessions on Saturday evening.

More information will all be posted on The NMRA NCR Division 9 website, including information about paying with credit cards for registration and the Friday registration site. The Division 9 website address is - <http://ncr-div9.com/conventionForm.php> Registrations at this time can be check or money order made out to NMRA, NCR, Division 9. Cut off the registration form below and mail it to Division 9 Superintendent and Convention Registrar **Garry Johnson, 371 32nd Street N, Springfield, MI 49037**. Registration fees are to be paid in US Dollars only: Pre-registration is \$25, the late registration fee is \$30 on or after August 31, 2022. Yup, send your money and registration in now and save some money!

For more information or question contact Rich Mahaney at 269-214-4221 or rcmahaney@gmail.com

----- **REGISTRATION FORM** **Garry Johnson, 371 32nd Street N, Springfield, MI 49037** -----

NAME _____ NMRA Number _____

ADDRESS _____ CITY _____

STATE _____ COUNTRY _____ ZIP _____

EMAIL _____ PHONE _____

Are you interested or planning to attend the Friday, Oct 28, 2022 dinner at Clara's in Battle Creek, the cost of dinner will be on your own. **YES** _____ **NO** _____

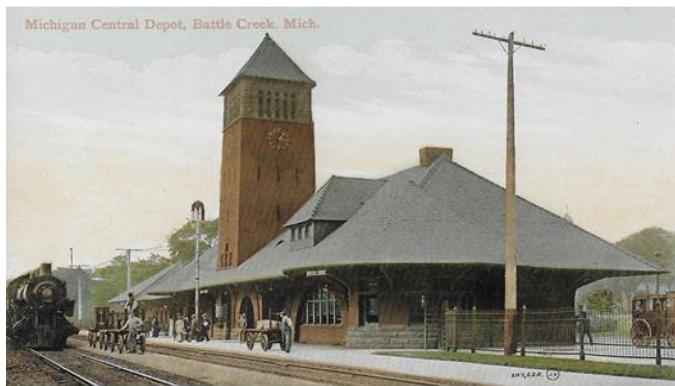
Are you interested in attending operation sessions on Saturday evening? **YES** _____ **NO** _____

More information will follow in the future as these get set up.

NCR ONE DAY (really two!) MODEL RAILROAD CONVENTION - KALAMAZOO/BATTLE CREEK, MI



Michigan Central Depot, Battle Creek, Mich.



Welcome to Clara's!
Serving Mid Michigan since 1992 We celebrate the spirit of the past here at Clara's. Good friends, great food in beautiful surroundings reminiscent of a simpler time.

The Michigan Central Railroad Depot was built in 1888 to support the growing transportation needs of Battle Creek and the U.S. Army training center at Fort Custer. It was heavily used by soldiers departing for overseas duty in World War I and World War II. Although the Michigan Central Railroad Depot stopped serving passengers in the early 1980's, today the Depot continues to serve customers making stops from all over the country as Clara's on the River.

The River Church 517 Walbridge Kalamazoo, MI



Friday - Saturday OCT 28-29, 2022

2022 RAILROAD HERITAGE WEEKEND MODEL RAILROAD SHOW & SWAP

Saturday, July 23
10:00 a.m. - 4:00 p.m.

Sunday, July 24
10:00 a.m. - 3:00 p.m.

VAN WERT COUNTY FAIRGROUNDS

1055 S. Washington Street, Van Wert, Ohio
On U.S. Route 127, South Side of Van Wert



VENDORS TABLES
OPERATING LAYOUTS
Food Court

<https://www.vwrrhw.com>



Over 200 Vendor Tables

ADMISSION: Adults \$6.00

Two Day Admission \$8.00 - Children 12 & under FREE

FREE STUFF for the Kids

Handicap Accessible

Sponsored by the VAN WERT CO. HISTORICAL SOCIETY

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

2022 *40th Anniversary!* RAILFANS WEEKEND



August 6-7
10am – 5pm

The only train of thought at Crossroads Village this weekend is the romance of the rails. Our featured rail history lesson will cover the illustrious Huckleberry Railroad and its historic railcars. This is the only time of the year that you can tour the railroad shop. During the tour you will see the tools and the toil it takes to maintain the celebrated steam locomotives.



Railfans from around the country will revel in the lore of Huck history through model train layouts and historical rail interpretations.

Each featured railcar on display this weekend is rich with rail history and can only be seen at the Village. So get away, right away and discover some of our nation's rail history this weekend at Crossroads Village and Huckleberry Railroad.

6140 Bray Rd.
Flint, MI 48505



This once-a-year event is co-sponsored by the Mid-Michigan Railway Historical Society and Genesee County Parks.

Saturday and Sunday
August 6-7
10am – 5pm

**GENESEE
COUNTY
PARKS**

THE LOCOMOTIVES OF ROSS WINANS



The development of the steam locomotive on American railroads has taken a fairly straightforward path from the first primitive locomotives of the 1830s to the final superpower machines of the late 1940s. The vast majority of steam locomotives in service at any one time have been broadly similar.

True, each railroad's locos had their own characteristics, often no more than visual, but there were few real oddballs. Unusual experimental loco designs were developed from time to time, but none of them were produced in large numbers relative to the total numbers of steam locos in service. But this wasn't the case in the 1840s and 1850s. At a time when relatively few locomotives were in service, one large group stood out as being individualistic, eccentric, and just plain weird. These were the locomotives of Ross Winans.

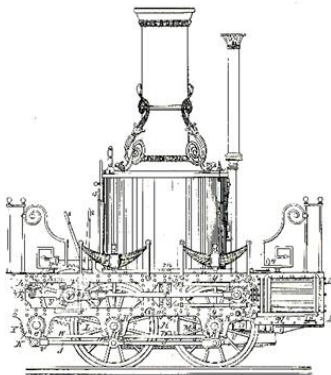


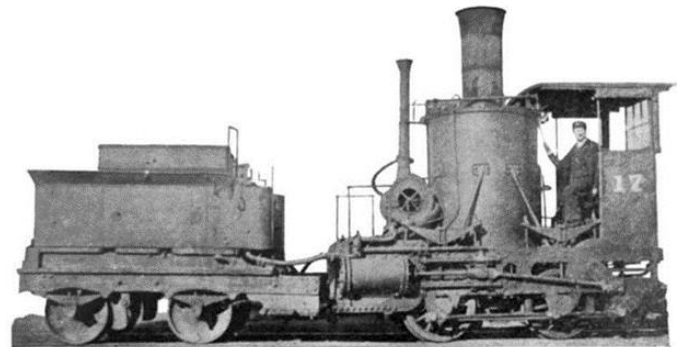
Fig. 4.

Ross Winans (1796-1877) was born in New Jersey. By the late 1820s he was associated with the Baltimore and Ohio railroad in their company shops at Mt. Clare, Baltimore. In 1841 he opened his own shop

adjacent to Mt. Clare where he built locomotives with the B&O as his primary customer.

EARLY LOCOMOTIVES Ross Winans' first locomotive order for the B&O was delivered in 1838. It was for two small, vertical boiler four wheeled machines. They had horizontal cylinders with their main rods driving a high mounted crankshaft geared to a second crankshaft, in line with the driving axles, and connected to them by

siderods. They were called Crabs by the railroad men, presumably for all of the rod and crank action visible as they scurried along.

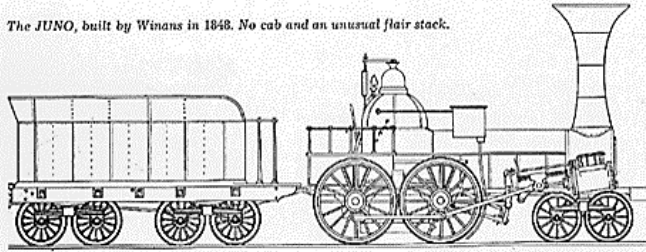


The two Crabs evidently were successful as they appeared on the roster through 1865, though by that time they were probably used only for shop service. The drawing shows a Crab as designed and the photo as in later years. Note that the engineer's location is above the crankshaft gears.



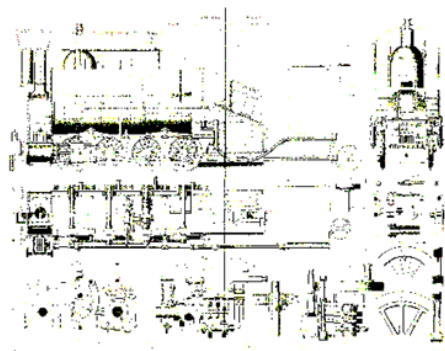
Winans' next freight engine for the B&O was a development of the Crab design, but much larger. Winans had previously provided a heavy 0-8-0 freight locomotive design to the Western Railroad (of Massachusetts). These locos, actually built by M. W. Baldwin, had vertical boilers and spur gear drives, like the Crabs. Winans delivered the first of twelve similar machines to the B&O in 1844. These 23 ton locos had horizontal boilers, making them look a little more conventional. The B&O men called them Muddiggers because their low mounted cranks threw so much mud up from the crudely ballasted track of the time. These locos were later rebuilt as conventional 0-8-0s known as Company's Eight Wheel Connected locomotives.

The JUNO, built by Winans in 1848. No cab and an unusual flair stack.



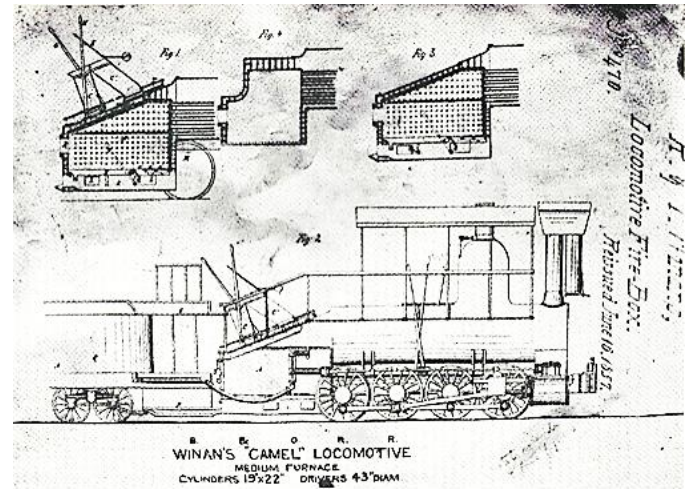
With the Muddiggers began Ross Winans association with heavy, slow, eight wheeled freight haulers. But he did produce other designs. Between 1843 and 1848 Winans furnished three 4-4-0s, Atalanta, Reindeer, and Juno, to the B&O. These locomotives were conventional for the 1840s, with a Bury style domed firebox, angled cylinders, short wheelbase lead truck, and no cab or headlight. However, Winans did give them a distinctive flared smokestack as shown in the drawing. By the mid 1850s all three had been rebuilt with cab, headlight, pilot, and a conventional funnel stack.

THE CAMEL LOCOMOTIVES While these early locomotives were reasonably successful, they were but a prelude to Winans' best known and most popular design, the Camel. The Camels are important as the first really successful coal burning locomotives to be built in the United States. They could burn either anthracite or bituminous coal. Their design, which was totally original with Winans, was functional yet decidedly odd. Zerah Colburn, a contemporary authority on railroad matters, wrote in 1860 that their design was, "as a whole, the most peculiar engine in use in the United States ... In every detail of construction this engine is alike peculiar, and in the strongest possible contrast with the proportions, arrangement, and workmanship of the standard American engine".



We are fortunate that a detailed set of drawings of a Winans Camel has survived. They depict the Philadelphia and Reading's Susquehanna

of 1854 and appeared in a German book on American Railroads. In the interest of clarity, however, we will look at these features as seen in a Winans drawing of a Camel.



One of the most prominent features is the huge steam dome, which likely suggested a camel's hump, leading to the B&O's giving the first of her class the name Camel. This dome was a potential trouble spot. It would have weakened the boiler because of the large hole needed to accommodate it. The smokestack was of Winans own design. Its bonnet housed baffles to deflect cinders. They collected in the forward tube which had to be emptied from time to time.

The firebox may have been the most peculiar of Camel features. It was cantilevered behind the frame rather than being mounted atop it. Camel fireboxes, or furnaces as Winans called them, came in three versions: short, medium, and long, with medium being the most common. This style of mounting has to have been another weak point, with such a great weight hanging off the rear of the boiler. The drawbar, however, was attached to the frame. But it had to pass through the high heat of the ashpan to reach the tender. It's hard to believe that Camel drawbars had a long service life. And the check valves for admitting water to the boiler were placed on the side of the firebox, whereas they were universally mounted near the front of the boiler on conventional locomotives. Their position on Camels was at the hottest-and therefore the worst possible location for them.

Medium and long furnace Camels were provided with two overhead chutes for firing, in addition to a conventional firedoor on the rear of the firebox. Camels could, therefore, be fired from two locations. A sort of pit was suspended from the extended fronts of the tender side sills to provide a location for the fireman to reach the firedoor. A high level platform above it allowed coal to be shoveled into the chutes, once it had been heaved up to the platform. This allowed fuel to reach the front of the grate. Evidently these chutes weren't a success as many photos of Camels show them to be removed.

Camel boilers had their own quirks. They, like the cylinders, were unlagged, even though the advantages of providing insulation on locomotive boilers were well known. It's not surprising that most photos of Camels show the cab windows and doors open.

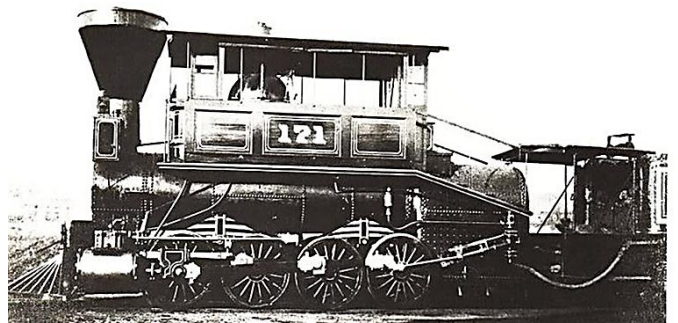
view clearly shows the arrangement of its original Winans stack and firebox firing chutes.



B&O No.111 was a medium furnace Camel with typical, relatively modest, updates. The Winans stack has been replaced with a conventional diamond version. A headlight and heavy pilot beam have been added. The water pump is now driven off a flycrank on the rear crankpin rather than by Winans' crosshead drive. However, the check valve is still located on the side of the firebox.



This rundown of Camel features has emphasized many of their design weaknesses. But, in spite of these apparent problems, Camels generally gave good service if used within their capabilities. They were particularly suited to slow running, as was typical of coal trains. The B&O's last Camel, shown here being scrapped, was in service for 45 years.



B&O No.171 received a more extensive rebuild. Its Winans firebox has been replaced with a conventional wagon-top version. The water pump is, again, driven off the rear driver but the boiler check valves have been moved to a more suitable location on the boiler itself. It has a funnel stack and an unusual side mounted headlamp. The upper firing deck is no longer needed but at least the fireman has been given a roof over his head. Striping and detail painting on the running gear provide a nice upgrade from Winans' standard dull green paint and unfinished surfaces.

SOME REPRESENTATIVE CAMELS

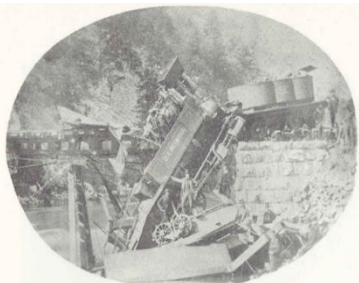
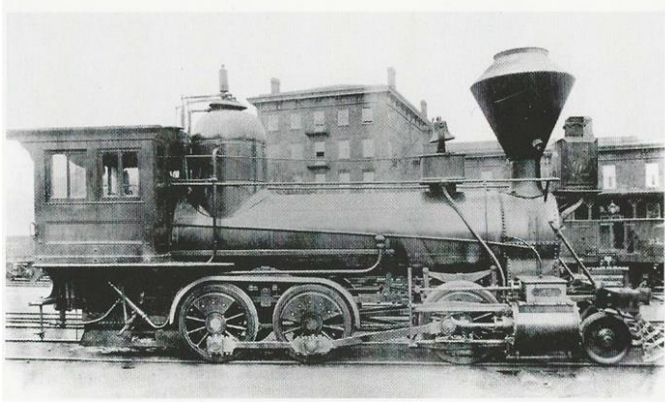


Fig. 166. The C. E. Detmold of the Cumberland and Pennsylvania Railroad was built by Winans in 1859. Scene: Wills Creek in about 1865.

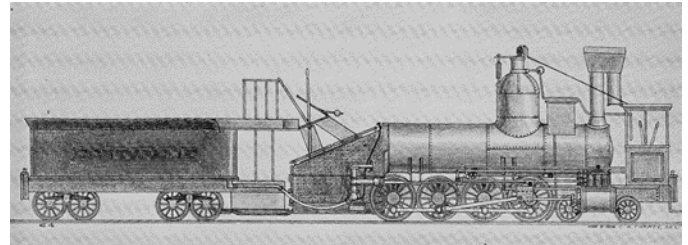
The Cumberland and Pennsylvania's C. E. Detmold of 1859 is shown in a wreck about 1865. This



Pennsylvania Railroad No.48, of 1853 is scarcely recognizable as a Camel. The enormous steam dome is the giveaway. The only other remaining Winans components were the throttle and three boiler rings. One might wonder why such an extensive rebuild would be undertaken. The answer was economics. The Pennsy's locomotive upgrade program began when wartime shortages caused the price of new locomotives to more than triple. But a rebuild could produce a somewhat modern loco for far less. Earlier Pennsy Camel rebuilds were less extreme, but may not have produced very satisfactory results.

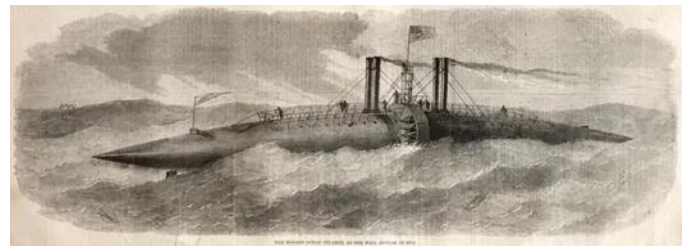
END OF THE LINE Winans' business flourished through the 1850s. He sold Camels to railroads as diverse as the Boston & Worcester, the Cleveland & Pittsburgh, and the South Carolina Railroad. He even delivered six, six-foot gauge Camels to the Delaware, Lackawanna and Western. But locomotive design was changing, evolving, and Winans wasn't. The beginning of the end of Winans' locomotive production came in 1856. The B&O was in the market for new motive power. Master of Machinery Henry Tyson proposed a ten wheeler of modern design that embodied none of the Camel's quirky features. He inquired as to whether Winans was interested in building them. Winans emphatically responded that he would not build ten wheelers and proposed more Camels instead. Thus began a very public controversy between the two men over the merits of their designs. Newspaper articles were written and pamphlets were published. Tyson's ten wheelers were eventually built by R. W. Denmeade and Sons. The B&O bought its last Camel from Winans in 1857. He closed his shop in 1860. In 1863 it was taken over by Hayward, Bartlett, & Company and

operated as the Baltimore Locomotive Works.



The final chapter in Winans' relationship with the B&O came shortly thereafter, when, faced with a wartime motive power shortage, the road bought from Hayward, Bartlett four incomplete locomotives left behind by Winans. Three were Camels and the fourth was the strange Centipede. This may well have been the world's first 4-8-0 and the world's first cab-forward, but it couldn't have been hard to see that it was little more than a gussied up Camel, with most of its design quirks.

EPILOGUE Winans built a total of 267 locomotives. His business was a great financial success and made him wealthy. At an average selling price of \$10,000, just the 192 engines listed in his notebook would have generated nearly two million dollars in revenue, and those are 1850s dollars. After exiting the locomotive business Winans remained active. He was able to live a very comfortable life. He had a great many interests. He wrote religious and political tracts. He was involved in the construction of railroads in Russia where he may well have done as much business as in the United States. During the Civil War he was a vocal southern supporter and was arrested for anti-Federal activities. In later years he turned his attention to ship design.



A proposed cigar shaped vessel of his received much publicity and is thought to have been the inspiration for Jules Verne's submarine Nautilus. Could Winans himself, perhaps, have been the inspiration for Captain Nemo?

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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. He's really honed his skills during our Zoom meetings by enhancing his lessons with pictures and charts/maps. The HotBox will be featuring many of his lessons. Thanks John!

THE JONESVILLE TURN

By Bob Hanna, Div 3

NCR OPS

THE JONESVILLE TURN on the B&O LOST DIVISION – MOUNTAIN BRANCH

This is Jonesville, WV. on the B&O's Lost Division, Mountain Branch. The Jonesville Turn on the B&O Lost Division Mountain Branch is one of the most profitable trains on the Mountain Branch, serving the National Amalgamated Canning Company located in Jonesville, WV.



It is also one of the least liked trains to have to run. You have to like switching to like this train! There are facing point sidings, run arounds, long shoves and a switch back to reach the boiler house. And you may have to clear for a train to pass through.

The train begins in Grafton Yard, with the maximum train length of 6 cars, one engine and a caboose. During normal business levels at the cannery, there are 3 reefers to deliver for unloading, one empty box car for the shipping dock, a gondola with coiled steel for the can making plant and a tank car of oil for the boiler house to power it all. Of course there are three empty reefers, a loaded box car, an

empty gondola and tank car to be brought back to the yard by the Jonesville Turn.



Although there are many ways to do anything, this is the way I have been running the Jonesville Turn. Perhaps you will see a better way to do it. The blocking of the train is important for good efficiency. Contrary to today's regulations, the tank car is the first car in the train. Then are the three reefers, the box car, and the gon by the caboose. Once out of the yard and across VJ Tower, it is a clear shot through Van Doren and up the hill to Jonesville. "The hill.." is actually the ruling grade on the layout, and has at times called for a helper or doubling the train up the hill to make it to Jonesville. But today we have a good GP 9 that has no problem getting us to Jonesville.



We hold at Jonesville to meet a train coming down the Mountain, then after the train passes, it's time to start our work by spotting the tank car, at the boiler house. Uncoupling the engine and tank car to be delivered, from our train, we pull ahead past the siding switch, and back down to the can plant. As this is a switchback, we first have to pull out the empty gon, and put it onto the caboose end of our train to get it out of our way. Opening the switch to the can plant we head in and couple to the empty gon. Then we back down past the siding switch and align it for putting the gon onto our train.



We will leave the loaded gon in the train for now. If we spotted it in the can plan, it would be delivered, but would block access to the empty tank car we have to pick up, and for the full tank car we need to spot at the boiler house. Backing out onto the main, we uncouple the tank car, and head towards the empty tank car at the boiler house.

After we pick up the empty tank car, we spot it back where we left the loaded tank car, then head to the other end of the train. Backing onto our train, we push back to pick up the empty tank car, but leave the loaded tank car, on the main.



Pull the train back in to clear the siding. Notice that we are making up our return train while doing this, with the caboose, empty gon and empty tank car headed in the right direction. Now we get to actually spot the loaded tank car at the boiler house! Back the engine down and pick up the loaded tank car. Pull ahead into the switch back and spot the tank car at the boiler house. Two cars picked up, one car spotted so far. Now lets spot the loaded gon at the can plant! As the loaded gon is by the caboose, couple on to the two cars we just picked up, the caboose and the loaded gon, and pull them out onto the main line. Push them down the siding to spot the loaded gon at the can plant. Then we can pull the caboose, empty gon and empty tank car out onto the main and leave them there for now, as we run our engine down to pick up the three empty reefers and the loaded box car at the canning plant.



With the worst of the switching done, open the switch to the shipping dock, back in to pick up the empty reefers and loaded box car. We can spot them with the rest of our train on the siding. Our return train is now assembled, the only thing left to do is to spot the loaded reefers and empty box at the shipping dock. Pull the engine ahead and back into the siding to pick then up. Got them? Then pull ahead past the switch for the shipping dock. Open the switch and back them in, almost done! Uncouple the engine and pull clear of the switch, set it back to normal and back onto our train in the siding.

THE JONESVILLE TURN

By Bob Hanna, Div 3

NCR OPS

Call to the dispatcher and see if he can bring us home to Grafton Yard. We have had this part of the railroad tied up for quite some time now, so the dispatcher will usually tell us to wait in the siding for a train or two to go by before we can head down the hill. After just one train of empty hoppers goes by, we get to head down to Van Doren.



Sometimes we might have a reefer to drop at Van Doren yard too. And as the grade from Van Doren to Grafton Yard is lower, the maximum train length is increased from 6 to 10 cars. So the dispatcher may tell us to pick up cars at Van Doren and take them along with us to Grafton Yard. It's not so bad, as we usually have to stop at Van Doren anyway to wait for the VJ Tower operator to get us cleared through to Grafton. Today we are told to pickup the first four cars on the elevator track as trains on the mainline go by. This will give us our maximum train length for Van Doren to Grafton Yard, 10 cars, but don't worry, our GP9 can handle it. With the four cars picked up and brake pressure pumped up on our train, we wait for VJ Tower to give us the OK to cross the main lines and go into Grafton Yard.



After a while the tower man give us the go ahead and says we will be going into track 6 at Grafton yard. As our train pulls clear onto track 6, we cut off the engine and run back through the yard on track 4 to pick up our caboose. The Jonesville Turn may be done, but there are many more cars in Grafton Yard that need to be delivered up on the Mountain Branch. So get busy and make up another train to run! Check the car cards on tracks 1, 2, or 3. Bet you can find 6 cars that need to go to Smith or Megantown. Then look for any that you can drop off at Van Doren on your way there. You can max out your train to the 10 car limit, as long as you drop 4 at Van Doren. Pump up the air, do a brake check, and call the dispatcher to let him know you are ready to depart.



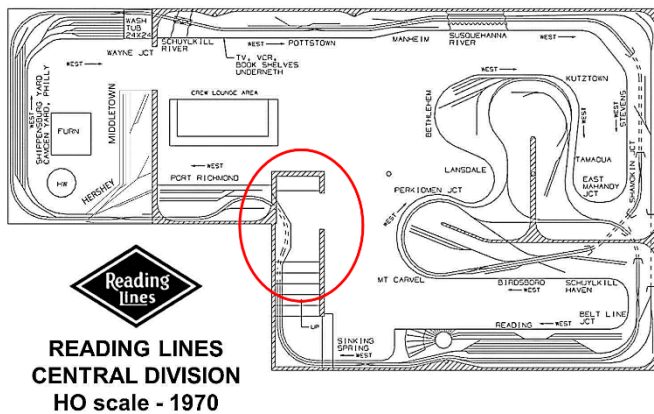
I recommend making up a train for Smith. Your train can deliver 6 cars, then pick up 6 cars going to Megantown, then bring back any cars on the interchange at Megantown for Smith, then take 6 cars from Smith down the mountain. It works well if you have a good crew on the switcher at Smith, but that is another story. Enjoy!

THE CLOSET EXPANSION

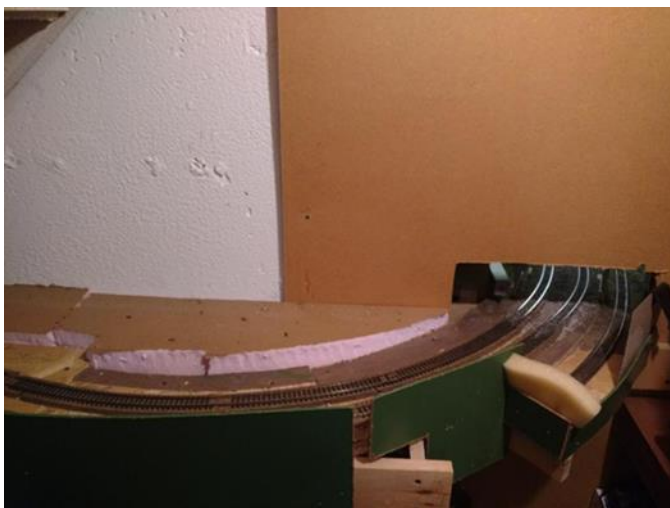
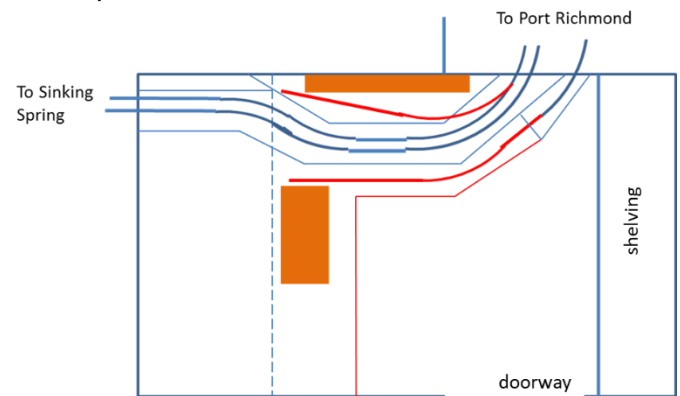
by Barry Hensel, Div 6

NCR PROJECT

This project was started in May of 2020, which was still during the Covid-19 “stay-at-home” directives by our state government. I was taking a survey of my layout, the Reading Lines – Central Division HO scale 1970, and after making the list of improvements for each town I came upon the closet under the stairs. Here the mainlines run through the stairs, through the closet and out to the main areas of the layout. Since we are always looking for more trackage, industries and operation... It suddenly hit me that I could add two sidings and industries in this area! As my main basement area is full and I have already expanded around the furnace area, this appears to be the last place where I can add track and industries. Let's take a look at this new and latest project..... Here is my layout and the area involved... the closet under the stairs!



Here is the plan.... The blue lines are existing walls, benchwork and mainline. The red lines would be the additional track and benchwork. Orange are possible industry buildings. Pictures below show the existing area. Panels would be added to the cement wall and underside of the stairs to give this area a finished look! With two new industries, several train orders would need modifying, meaning more operations!



What is needed for this plan... While the drawing is not to scale, there would be 2-3 sections of flex track needed. A curved turnout will be placed on Mainline #2 for the siding along the wall. The industrial track in Port Richmond will be extended for the second industry. We'll also need some 1x4 lumber, 1/8" hard board for backdrop and covering for the stairs (ceiling) and some 1/2" plywood for basic roadbed. Estimating that basic construction and trackwork would only take a few hours. One of the next things to consider... What will this “town” name be? Also, what type of industries will these be?

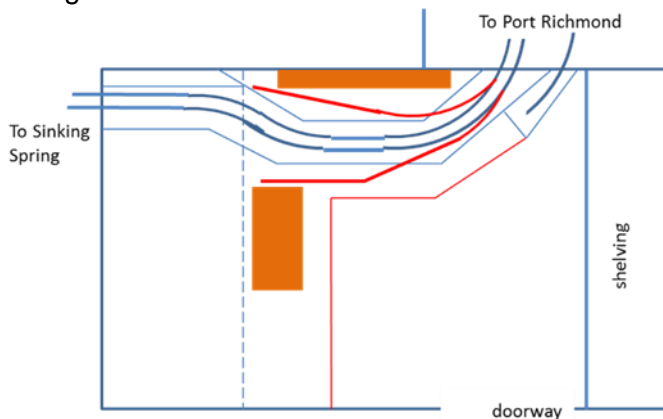
THE CLOSET EXPANSION

by Barry Hensel, Div 6

NCR PROJECT

I again took a survey of the towns on my layout, the industries in each town and what they did. Then looking at the Reading RR track plans I found a town at the northeastern end that could fit into my operating scheme. This is now – DANVILLE, PA!! There will be 3 industries - the building under the stairs will be Danville Wholesale Grocery Co. It will have at least one track for box and refrig cars. The track along the wall with be for two other industries, Thompson Products Co that handles machine parts and WW Welliver Hardware Co that deals in hardware supplies. Both will see mostly boxcars. If there is room, there may also be a Team Track spot modeled, making 4 spots for switching. The names for these companies came from the 1954 Reading RR Shippers Guide.

After looking over the plans, I found that a revision was needed. Here is the NEW plan.... Instead of hooking up to the track in Port Richmond, we'll add a second turnout on the mainline for the other siding. This will be better than trying to switch through Port Richmond.



Construction starts with some added backdrop material and painting, plus additional benchwork. The backdrop and "ceiling" were done with 1/8" hardboard.



THE CLOSET EXPANSION

by Barry Hensel, Div 6

NCR PROJECT

Good progress! With the “ceiling” and backdrop done, we return to benchwork, some roadbed and fascia board. Some 1/2” plywood will be the roadbed/basic covering, cut to fit the space. Also used some pieces of homasote. Next, let’s reuse the old fascia board, curving the corner to match the rest of the layout. I had to modify the corner of the benchwork to help get it curved, then added new fascia. Finally a coat of paint and looking good! One last piece to “finish” the tunnel area.



Even though there are no tracks, or no structures.... I went through all of my train orders and ran each one including switching. This is the result in Danville and it worked pretty well.



The main message from this article is.... There is (almost) always room for more track and operations! I just saw this t-shirt design on Facebook and it echo's this message.



The Closet Expansion Part 2 in the next HotBox

Let's continue our discussion about clinic presentations. One of the main reasons for attending national conventions, Regional conventions and Division meetings is the opportunity to attend and listen to clinics presented by many different people. Not every clinic that you attend will be one of your favorites, but every clinic will provide you some information. Lot's of times I come out of a clinic saying to myself - "I didn't know that", so it was probably time well spent in some way!

So as a clinic instructor or "presenter", you will need to develop "your style". This is what you will be known for, as you present your clinics. Every instructor/presenter teaches or presents material a little different. That's ok, as long as the learner learns from you and your style! Every learner learns differently and how they learn (a future Directors Report) and every instructor/presenter presents material differently. This also comes from how you develop the information you know and your photos into a presentation. You want the information that you plan to present to be delivered in a nice flow of an introduction, facts, support examples, photos, other visual materials that you bring along, so the learner "can be along for the ride".

Think about these items and your teaching style. Your eye contact with members of the audience. The tone and loudness of your voice. The things that you choose to emphasize and the things that you don't. Your use of humor in your presentation. Don't use humor "at other people's expense" in the audience, that will be a turn off and you will never be invited to speak again. It does not seem like much, but where you stand and how you stand by the screen with your images on it. Learning how to "present or talk to the audience" and "not to the projection screen". How you take questions and answer questions.

As you create or learn your teaching style, think about other great speakers or presenters you have listened to and really enjoyed. What did you like about how they presented and delivered information and photo images to you? What can

you copy from them or "model" your teaching/presenting style after theirs? When you got done listening to a presentation and presenter, have you ever said to yourself – "wow that was a great presentation, I really learned something from that person, I really like the way they present!" So, there is your "model" to learn to be like. Remember you will never be exactly like another person, but you can use some of their good techniques for when you are presenting. Think about the sound of their voice, the speed at which they presented information, the quality of their photos, their use of humor, their personality, their teaching behaviors, and how they presented to the audience, how their presentation organized and how they handled their topic or topics in their presentation.



So now you have a job to do when you sit in your next presentation(s) and listen as a student. If you are attending the Tri-Region Convention in Indy, there will be lots of presenters/clinicians/instructors to listen to, to watch and get ideas from. See you there! In our next Hot Box, we will look at how people learn, which has a great deal with how you plan and deliver information for the clinics you develop.

*Rich Mahaney
NMRA NCR Director at Large, Division 9 Member*

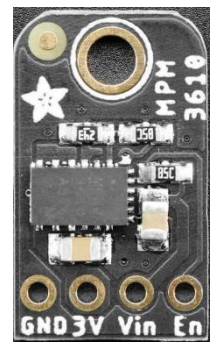
**HOW ABOUT WRITING AN ARTICLE ON YOUR LATEST MODELING PROJECT!
AT THE HOTBOX, WE NEED AND WANT YOUR ARTICLES!!**

FROM THE WORKBENCH – LED POWER Scott Pandoff, Division 2

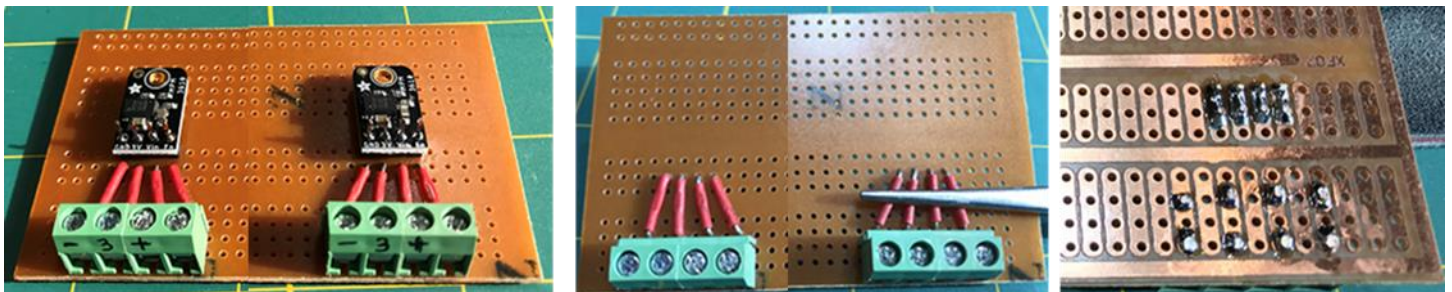
Editor's Note – I was looking for a one page article and found this! I'm sorry to say I don't remember exactly when Scott sent this to me, but the file date was Nov 2021. I now wish I could/would have published it sooner, so he would have seen it in print, but I don't think he'll mind me using it now. Just very sad that he's not with us anymore, to give us the next installment and more great articles. Thanks Scott!! Rest well with our Lord!

An Amp at 3.3 volts! Recently I was talking to a friend who was trying to figure out how to wire 14+ 0402 LEDs into a station he was building. My response was why not use bus bars? Ok, was his response, but what about all those resistors? Ah, I said what if I could eliminate all the resistors? Perfect he says!

So here is my solution to his problem. You can always wire a resistor in circuit with the LED once you know the supply voltage and the forward voltage of the LED and calculate a resistor value. We do it all the time in our locomotives, but where you have many LEDs that all want to run at the same voltage you can use a 'buck' converter to deliver 3.3 volts to the LEDs. In this case Adafruit offers a 3.3-volt buck converter that will accept 5 volts to 21 volts and output 3.3 volts at 1.2 amps. Enough amperage for most LED lighting projects. Note, all power for this project is DC (Direct Current).



Since my friend wasn't particularly savvy about electronics, I went ahead and added some additional parts to make his wiring task simpler by mounting everything on a prototype board with screw terminals. Inputs to the buck converter are Gnd (Ground, common, negative, black wire); Vin (input voltage +5 to +21 volts DC, red wire); En (if you want to be able to turn off all the LEDs at once wire En to ground through a switch, then when you want to turn off your LEDs turn the switch on. Leaving the En connection unconnected (floating) results in the circuit being always on. Outputs from the buck converter are Gnd (the negative or cathode side of your LEDs, if I did it again, I might put two Gnd connections on the screw terminals to make it easier to understand – hindsight); and 3V (+3.3 volts DC for the Anode side of your LEDs).



Bill of Materials

As you can see, I wired two of the buck converters on one proto board, a razor saw makes quick work of separating them.

Happy wiring! Scott

Source	Description	Url	Price
Adafruit	MPM3610 3.3v Buck Converter*	https://www.adafruit.com/product/4683	\$5.95
ebay	Prototype board (qty 5)	Search for US Stock 5pcs Prototype PCB Universal Bread Board 5 x 10cm Single Side Copper	\$8.95
ebay	2 pin 5mm pitch screw terminal (qty 20)	Search for US Stock 20x 5mm Pitch 2 pin 2 way PCB Screw Terminal Blocks Connector Blue	\$9.07
On hand	Wire	Solid wire to make the connections from the buck converter to the screw terminals.	


*There is a cheaper (\$2.95) version of this circuit using an AP3429A if you can supply 5 volts. I chose the more expensive circuit to make it easier for my friend

<https://www.adafruit.com/product/4711>



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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 (west of Toledo). 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, member layouts, rail related information and our monthly publication, the Train Order, are posted on our website at <http://div1.ncrnmra.org>

Division Two Tip of the Mitt (Manistee to Iosco counties, to the tip of the mitten at the Mackinac Bridge)

Meetings currently are on hold as we enjoy wine tasting, boating, golf, festivals, travel, and other activities during the summer months. Meetings are held on the 3rd Saturday of the month unless there are conflicts with other activities. We hold hybrid meetings at 1 pm, meeting simultaneously in person and by Zoom. To request meeting info and a copy of our quarterly newsletter please email 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)

Meets quarterly with other special events thrown in. For additional information contact Superintendent Mark Baldwin 616-258-0110 grandrailsdiv4@gmail.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. www.div5.ncr-nmra.org

Division Six Motor City Division (Wayne & Washtenaw Counties)

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

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

Meets at 7:00pm, on the THIRD Thursday of each month at Troy Christian Chapel, 400 East Long Lake Road, between Rochester and Livernois Roads, Troy. Division 8 meets year-round. www.div8.ncr-nmra.org

Division Nine SW Michigan Division (Branch, Calhoun, Hillsdale, Kalamazoo, St. Joseph and Van Buren Counties)

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

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

NEW- 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 bvpsrr@gmail.com for directions to the meeting location.

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

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

In this issue of the HotBox, we highlight the the rail photography of George Emmett, a friend of your HotBox Editor and NCR Secretary. We've asked George to show us some of the unusual loads and cars that have passed by the SE Michigan NCR area. *Left down then right* – Sperry Rail Services truck; windmill blades in transit; 4 truck HD flat car; special breast cancer theme boxcar; depressed center flat car w/transformer load, extra tall sided scrap gon; CP wheel flat car; trash container cars; bulkhead flat car with aluminum ingots



NCR TIMETABLE EVENTS!

NCR AREA EVENTS

NOTE- Events listed have been compiled from listings on 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! **NOTE – it appears most shows are back to normal!! BUT, Please contact event organizers before you attend as “things” can change after publication.**

Saturday, June 4, 2022 - Bradford Ohio Railroad Heritage Festival 200 N Miami Avenue Bradford, Ohio 45308 www.bradfordrrmuseum.org

Saturday, June 11, 2022 - 2022 Almost Annual Small Layout Meet
Northwest Ohio Railroad Preservation 12505 CR 99, Findlay Ohio 45840 Setup 9am, Meet 10am – 4pm
Come have a fun day with fellow Micronuts, promote Model Railroading to the public and get a ride on the 15” gauge. Food will be available on site with several other local options More Info: jschumaker@cros.net

Saturday-Sunday, June 25 & 26, 2022 – 2022 Rail Festival at Carillon Park Dayton, Ohio
Carillon Park 1000 Carillon Blvd, Dayton, OH 45409 Saturday, 9:30AM - 5PM Sunday, 11:30AM - 4PM
Admission: \$12 Adults, \$10 Seniors, \$8 Children 3-17 The two-day rail-themed event features free miniature train rides, steam engines, model train displays from tiny N-track cars to elaborate G-gauge garden models, historical displays, rail vendors, unique railroad merchandise, the Carillon Concert Band, food and merchandise vendors. Fun for all ages! Check out www.railfestival.com or call 937-293-2841

Saturday-Sunday, July 23 & 24, 2022 – Van Wert RR Heritage Weekend Show & Swap *see ad page 16*
Van Wert County Fairgrounds, 1055 S Washington St., Van Wert, OH. Sponsored by The Van Wert County Historical Society – a Not For Profit organization. Saturday 10-4 & Sunday 10-3. Admission is \$6. Scouts in uniform and Children 12 & under Free. Two day admission available for \$8. Over 200 Vendor tables, All Gauges & Scales, Railroad Memorabilia and Railfan items. Three buildings and a dozen model railroad layouts & displays. Free Parking. Handicap Accessible. Good Food available at the food court.
Info: Chuck White – railcarman@frontier.com 260-760-1666 Web Site: <https://www.vwrrhw.com>

Saturday-Sunday, August 6-7, 2022 - Crossroad's Village Railfans Weekend *see ad page 17*
Genesee County, MI - Huckleberry Railroad 10am – 5pm 616-396-6492
The romance of the rails will be this weekend's history lesson featuring the Huckleberry Railroad. Railfans from around the country will revel in the history through the one-of-a-kind train shop tours and historical rail interpretations. Purchase tickets by calling 810-736-7100, ext. 6., or at the Crossroads Village's ticket booth. Model Train displays from groups throughout Michigan and Ohio; Visit the Hobo Camp; Railroad shop tours
mrhc2019@gmail.com <https://geneseecountyparks.org/crossroads-village/programs/railfans-weekend/>

Sunday, September 11, 2022 - Flag City Train Show Northwest Ohio Railroad Preservation, Inc. 12505 Cty Rd 99, Findlay, OH 419 423-2995 nworrp@nwrrp.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

Saturday, September 24, 2022 - 20th Annual Fostoria Rail Festival Fostoria, OH - Fostoria Jr/Sr High School Ellen Gatrell 419-435-1781

Saturday, September 24, 2022 - 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

Saturday-Sunday, October 1-2, 2022 - The Great Berea Train Show Middleburg Hts., OH - Cuyahoga Co. Fairgrounds Event Center 440-785-9907

NCR – DIVISION LOGOS

NCR HISTORY

Since we've included an updated NCR - Division map in this HotBox issue, the staff then suggested that we include all of the Division logos too. Well, sounds good to us! Here they are.....



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

MORE LAYOUT PHOTOS

MORE HOW-TO-DO ARTICLES

MORE INFORMATION

.... stay tuned!

**INDY JUNCTION
RECAP**



Closest Expansion part 2

**RailFanning the Layouts of
Division 9 – NCR One Day**

