



THE *HotBox*

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

VOL. 61 NO. 4

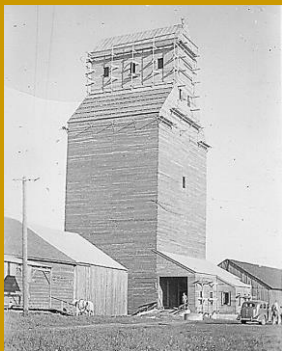
WINTER 2020

RAILFANNING GERALD SAHAGIAN'S GN RAILROAD!



The BLACK SWAMP JUNCTION 2021 NCR CONVENTION

GRAIN ELEVATORS!



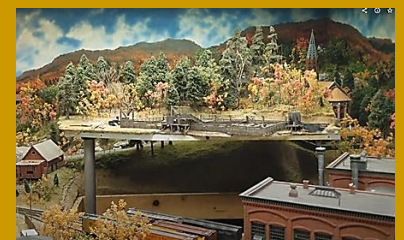
NCR ELECTION RESULTS



*METERS
FOR BUILDINGS*



INOVATIVE ACCESS HATCH



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

The HotBox

WINTER 2020
Vol. 61, No. 4



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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

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Send address corrections to the

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

HELLO again!! I am hoping you have had a very Happy Thanksgiving with your family and/or friends. Things are still very different for us all and I continue to hope and pray for a quick and more normal life for us all. It's also time to say Merry Christmas and Happy New Year!! Here's wishing you and your family the very best possible holiday season.

Even though "things" are still happening all around us, many feel as I do, that we just can't sit too still. Events are being planned for the future. Yes, some may still get cancelled, but as one event chairman said - "It's much easier to cancel at the last minute, than to try to put ON the event last minute." Here's hoping you can plan on attending some events in the coming months, weather and other conditions being considered.

With that planning in mind... in this issue of the HotBox, we re-introduce the plans for the NCR 2021 Convention - The Black Swamp Junction! I hope to see you there, I'm planning on it!!

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! The corrections for the September 2020 edition of the **HotBox** are - none that we are aware of.

FRONT COVER PICTURES- NMRA logo, Black Swamp Junction logo; Meters for buildings; access hatch on the Erie RR; Grain elevator information - Elevator at Mochanema, Wa. 1941; The Empire Builder with a heavy weight consist crossing the tall Sheep Creek Crossing Trestle on Gerry Sahagian's GN layout based on the GN in Montana.

REAR COVER PICTURES- 2021 Black Swamp Junction Logo; A

Copper Valley Railway Alco S2 switches the Ima Lumber Company coal dock in Houghton, Michigan on Jim Zinser's freelanced HO scale layout; Rubber Fiber Sheet Roads!

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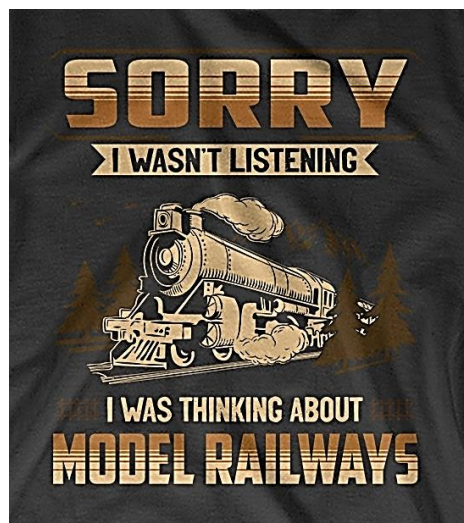
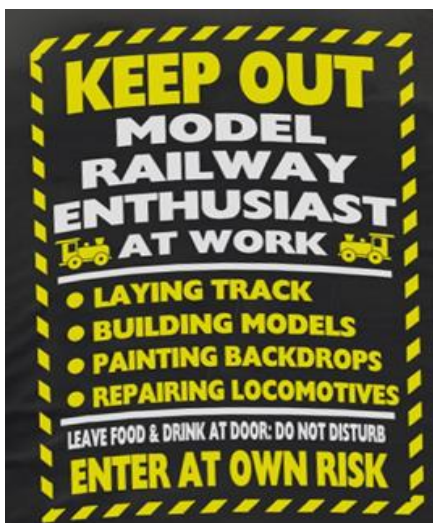
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RAILROADING "WHAT THE ???"

NCR HUMOR

Here are some more, possible new t-shirts for your collection.....



PRESIDENT'S OBSERVATION

Scott Kremer

Boring. That's how it feels all too often to me. Despite the Zoom meetings, the NMRA digital presentations and even the time I have spent on models and the layout it all seems too boring too often. Obviously that is because of the virus and as I write this it doesn't look like it is going to get better for some time. I miss our Division meetings and our Regional convention. I miss flea markets. I bet you do too. I miss my Friday night group meetings. But most of all I just miss people. I have found a lot of interesting model railroad people using my computer. There are an incredible number of groups out there that can help you with almost any model railroad topic you may be interested in. There are great people that give of their time and share valuable information. It is up to you to find them and work with them but if you do I think it will help get you through this until we are free to return to normal. I encourage you to try. The other part that helps is communication. Make the effort to keep in touch with your friends and fellow model railroaders. Participate in the Zoom meetings our Divisions have established. Thanks to those who have made these happen.

This will be my final President's Observation as my two terms are up at year's end. By our rules I will remain on the Board as a Director. This concludes eight years as VP and President of the Region. It has been great fun, frustration, pride and satisfaction. Most of all I would like to thank the Officers, Superintendents, and all those that work for the Region. In the last eight years the Board has been great to work with and all our members should be proud of their effort. I don't recall a single harsh discussion. Despite some difficult issues everyone always worked toward a positive solution in a polite manner. I believe we accomplished a

number of important things for the Region. We met our objective of having an active Division for all but a few that live in more distant and less populated areas. I think we have greater flexibility in much that we do and offer more than we have in the past. Obviously this year is a major disappointment but we are prepared to continue with a one-day event in the spring each year and our annual fall Regional Convention. Toledo next fall will be special. Whether the virus will let us have a meeting in April remains to be seen but we will get back to normal when it does. My singular regret from the last four years was the inability to negotiate an agreement with the National for the 2023 Convention. I feel strongly that we made the right decision. I can only hope that somewhere down the track things can be worked out and the NCR will host again.



Finally, I learned a long time ago that the most important responsibility you have when you are in a leadership role is to make sure you find the people to take your place. The election is complete and the two new officers are Dave Capron as President and Phil Doolittle as Vice President. I want to thank both of them for stepping up and taking these jobs. Both are great people with vast experience. They will do a great job.

So, that's it for now. I am heading down to the basement. Time to work on some structures, get a few more steam engine decoder installs done and run some trains.

Scott Kremer, President, NCR

NCR ELECTION RESULTS!!

NCR NEWS

The results are in... here is your new NCR Board of Directors!

PRESIDENT - Dave Capron

VICE-PRESIDENT - Phil Doolittle

SECRETARY - Norm Logan

TREASURER - Robert Baird

DIRECTORS - Dave McMullian and Rich Mahaney and Scott Kremer is now a director too.

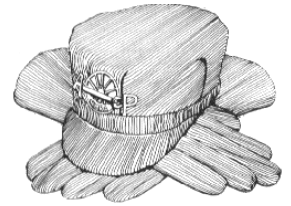
The new Board starts their official duties on January 1, 2021. They are on a two year term.

CONGRATULATIONS and Thank-You for supporting our hobby by being part of our leadership!

NMRA-NCR ACHIEVEMENT PROGRAM

NCR AWARDS

We have had a lot of activity since my report in the last Hot Box. Thanks go to Ken Chick and Jim Macino as they continue doing a great job keeping the level of AP activity in divisions 3, 6, 8 and 10 at a high pitch, I appreciate their efforts very much. Congratulations to all and Thank-You for participating in the NMRA Achievement Program! Skip, Luyk, MMR, NCR AP Coordinator Congratulations go to the following:



MODEL RAILROAD MASTER BUILDER – MOTIVE POWER – Brook Qualman, Div 6

MODEL RAILROAD MASTER BUILDER – STRUCTURES – Larry Burk, Div 10

MODEL RAILROAD MASTER BUILDER – SCENERY – Larry Burk, Div 10 and James Marquardt, Div 3

MODEL RAILROAD AUTHOR - Phil Doolittle, Div. 8

NMRA ASSOCIATION VOLUNTEER - John Hanske, Div 3

A special “high five” goes to **Jim Macino**, Div 3, for becoming **Master Model Railroader # 661 CONGRATULATIONS!!!**

(note.... we have two others that will be getting their MMR in the next few months! WOW!!)



Larry Burk getting his awards mentioned last issue!

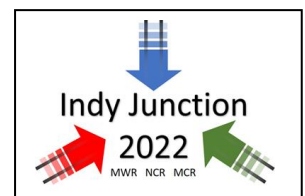
ACHIEVEMENT PROGRAM QUESTIONS: If you have questions about the AP or requirements, start with your Regional AP manager, Skip Luyk, MMR.

If you still have questions, contact NMRA AP Chairman Frank Koch at fjkoch@hotmail.com or write Frank at 4769 Silverwood Drive, Batavia, OH 45103.

INDY JUNCTION – Tri-Regional Event

NCR EVENT

There is a new and exciting event coming in 2022! Three NMRA Regions have combined efforts to create – **INDY JUNCTION 2022** !! The Mid-West Region, North Central Region (that’s US!) and the Mid-Central Region have been working on this event/convention for about 1.5 years already. Indianapolis is centrally located to these Regions and thus became the site for this event. Plans are to have clinics, tours and a train show all included in a 4 day weekend. This event is planned for May 2022.



IN MEMORIAM

NCR STORY

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

GLEN DUKE, former Div 6 member, sadly, passed away Thursday, September 10, 2020. Initially he modeled in N-Scale when he lived in the Southfield area. Later he moved to a large fine old home in the Boston/Edison district and built a much larger and better N-Scale railroad, then added an O Scale railroad in the next room of the basement. Sometime later he was living in Taylor where he built a room onto the back of the house for his railroad and he knocked out a wall to the connecting bedroom to expand the railroad area. In this “room” he modeled N-Scale, HO and O Scale – 3 railroads in the space. A number of years ago Glen started to suffer from dementia and/or alzheimer’s. His wife, Nita, wasn’t able to provide the level of care he needed and he was moved to an assisted living home in Sarasota, where his daughter Melissa lived with her family. Glen, Marv and I were some of the early Gandy Dancers founded in 1972, as I recall. We have been friends for almost 50 years now and he will continue to bring good memories. Glen studied to become a priest in his early life. Along the line, he decided to leave the seminary and became a school teacher; however, he maintained his close Catholic ties and beliefs through-out his life. May God now rest his soul. *Written by Ken Chick*

RAILFANNING GERALD SAHAGIAN'S GN RR **NCR TRACKSIDE**

Gerry's Great Northern Railroad is HO scale and based on the GN in Montana. *Left, down, then right* - The Ada coal company has received hoppers in Chester Montana; A small local farm sits quietly perched on a hill in Shelby Montana; The three large grain elevators in Shelby Montana represent different construction methods over the years; Across the street from Ada Coal Company, the grocery store serves the local community next to the GN main line; Employees from a supply company in the east end of Havre are playing horseshoes on their lunch break. New diesels (for the 1950s) are entering the east end of Havre Montana.



RAILFANNING GERALD SAHAGIAN'S GN RR NCR TRACKSIDE



Left, down then right –
The lumber mill is in full production; The filling station is modeled after a prototype location in Chester Montana; The round house in Havre Montana services all the GN steam locomotives. The locomotives here represent the S-1 and S-2 class of GN Northern (4-8-4) built by Baldwin in 1929 and 1930 respectively; The Diesel House in Havre Montana with geeps and F-units ready for work; In Chester Montana, the children staying at the small motel are enjoying the playground as a GN freight rumbles past.

I wanted to add a small detail to all my buildings, electrical meter boxes. I had one box from a commercial casting, but I needed to have two dozen more. So, I decided to manufacture the boxes. You will need some brass wire .030, some styrene (188 x 80 or 188 x 60), clear styrene 1/16 round, and .010 styrene.



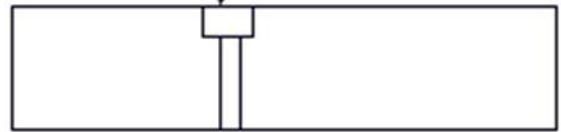
Cut the rectangle styrene to the approximate size you think looks good, maybe 2-2.5 ft. Then drill a hole in the top for the brass wire to fit into, only 1/16 deep. Cut the wire to the desired height, bend with round nose pliers and then glue into the hole at top of the box. If you want to have a double box setup you can add a box on the side use brass or styrene. You should drill a small hole in the side, use either the brass wire or styrene rod to connect. Now paint your boxes and wire drops a gray color and let dry.



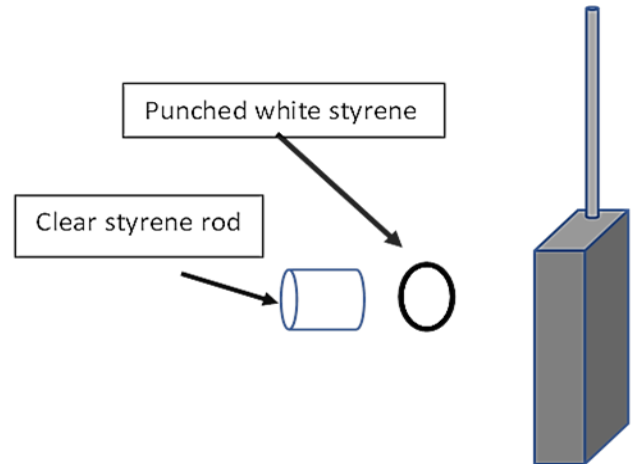
Next take small sheet of .010 styrene, use a leather hole punch, to create a small round disk approximately 1/16. This does not need to be painted.

Now to cut the clear 1/16 styrene rod I use a small block of wood 3/8 thick. Drill a small hole 1/16 diameter and 1/16 deep (see Fig 3). Then drill all the way through with 1/32. Place the rod into the hole, cut flush with X-acto knife or sprue cutters. Then sand smooth with 300, 600 sand paper. Once it is polished and flat use a small wire to push out the styrene, be careful it does fly out.

Place the clear styrene in the hole on top then cut flush with the wood block, use a wire to push out the cut piece. (not to scale)



Now if the paint on the boxes is dry place small drop of styrene glue on the gray meter box, place the white disk on the drop of glue. See the exploded view below.



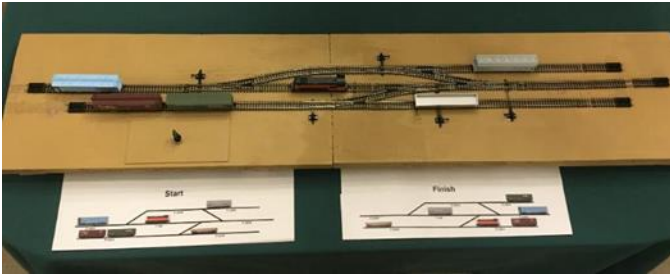
Then another drop of glue on the white disk, place the clear styrene on the white disk, this will give the look of the white meter face through the clear styrene. Let dry then add to your buildings. Electric meter boxes are generally at the back of the building, sometimes near the rear door. If you have an apartment building, there may be multiple meters in the same or adjoining boxes. This is a nice detail to buildings that many forget to add.

MY FIRST LAYOUT – N SCALE TIMESAVER

NCR PROJECT

PART 2 by Bruce Wolff, Div. 6

In one file, I wrote “Start” in big font at the top of the image and pasted the photo of the locomotive and each car in their start locations. In a second file I wrote “Finish” at the top, and pasted the photos of the locomotive and cars in the locations the operator is supposed to move them to. I then printed out the “Start” and “Finish” diagrams in color on 8½” x 14” paper.



I also wrote out a sheet with five rules and six hints. Rule #5: “Have fun!” Similarly, the last hint is: “Have fun!” During test operation, almost everything went well. I did uncover two more problems:

1. I’d miscalculated yet again! Two of the tail tracks were long enough to hold more cars than they were supposed to. Pushpins stuck between the ties gave an effective interim solution.
2. The uncoupling magnets worked great on straight track. But where they were close to a turnout, the locomotive’s body-mounted couplers would not uncouple on the diverging route. I peeled up the magnets and decided to hand the operators a bamboo skewer to uncouple cars.

Even without benchwork or scenery, my Timesaver was ready for its debut at the 2018 Division 6 Fall Show & Workshop. As I took it out to my car, I was amazed that I could easily carry my whole layout in one hand! I also realized that it was small enough that I didn’t need to put my Prius’ back seat down: It easily fits IN the back seat.



It was a hit! Even non-model railroaders enjoyed it, and sometimes did better than seasoned operators. The Timesaver’s small size and light weight made it very versatile. When I took it to my local model railroad club’s holiday party, it made itself at home on top of the host’s washing machine and dryer, steps away from his own basement empire.

It was around this time that I decided it didn’t really need the “benchwork”, the frame of 1 x 4s that would have surrounded it like a picture frame. Its foam structure hasn’t had any damage after a couple years of storage, transport and use. The wood frame would just add unneeded bulk and weight. One problem would need to be resolved: Once or twice an operator pressed down on the front edge of the layout, almost flipping it over. I’ve peeled off the foam board feet, and will glue them back on right at the edge to make the layout more stable. I’m also in the process of shortening the two tracks that were still too long. This let me cut off about four inches of length from this already-tiny layout!

Future plans include:

- Weathering and ballasting the track, and applying basic ground cover to the rest of the layout.
- Building and installing two or three small, simple laser-cut structure kits.

Once those are done the layout will be essentially complete. But this leaves one question: How can I share the Timesaver with friends who are beyond driving distance? I have friends both in my hometown in western Canada, and at my company’s head office in southern Germany, who’d like to try their hands at sorting the cars on the Timesaver. Given that it’s only 43” long, 9” wide and maybe 4” tall over the toggle switch and the future structures, I’ll look into building or buying a travel case so that it can travel by plane with me. Aside from Jeffrey MacHan’s Z-scale “Val Ease Central”, how many model railroads have even the possibility of being checked in as airline luggage?

My N scale Timesaver has given me and others lots of fun over the last couple years, and promises more to come!

Division One - Black Swamp Division (Toledo and Northwest Ohio area)

The Black Swamp Division has not been able to hold a live meeting since February due to the pandemic. However, I am excited to announce that we began monthly online meetings in November. We are scheduled for our next one on December 18, and you can check our website for the 2021 dates. We recently held our first "Back Shop" event where several members gathered in a home to discuss and learn about airbrushing. We hope to expand this concept to include many other topics of interest to our members. Our monthly meetings will continue to feature clinics with broad interest, whereas the Back Shops will provide more specialized and hands-on subjects on a sign-up basis. We publish our monthly online newsletter, the Train Order, and are working to expand modeling content with each issue. We are also busy planning and preparing to host the 2021 NCR convention, so watch the Hot Box for news and updates. Follow our Division website for updates and activities at <http://www.divisiononencr.com>. (submitted by- Dave McMullian, Superintendent)

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

We are currently meeting monthly via zoom until the Pandemic eases. Because everyone is zooming from home, we have moved our meeting times to 10:00 AM on Saturday mornings, which seems to be working. Our meetings are typically 2 – 3 hours long and consist of Division Business followed by any opportunity for show and tell (we encourage a maximum of one or two member layout tours via video per session). Following that we have one or more clinics that are either in-person or pre-recorded video. We follow each clinic with an opportunity for attendees to ask questions and get answers. Subject matter this fall has already been: Quick Ways to Weather your Car Fleet; Details Make the Difference; and more. Upcoming clinics include scenery details, using JMRI Decoder Pro, and 3D Printing. If you are interested in attending send an email to superintendent.nmra.ncr.div2@gmail.com and we will include you in our next invite. (Submitted by Scott Pandorf, Division 2 Superintendent)

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

Greeting modelers! As we move into the fall months, the division had a September meeting with those that were able to attend enjoying a clinic on 3D printing of models. Following the clinic we had a great time of sharing of modeling experiences. Time flew by and 2 ½ hours later we wrap up the meeting, most enjoyable. October and November the Division will be traveling to the Grand Rapids area to visit layouts and December we will be having a clinic along with good food. Division 9 meets monthly except the months of July and August. Monthly activities begin with a business meeting, followed by either a clinic or a planned layout tour usually on the third Saturday of the month. An informal optional breakfast at 9:00 AM is also a part of our routine. (Submitted by: Garry Johnson, Division 9 Superintendent)

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

Division 10 was able to have 2 in person meetings in September and October with many different projects and ideas shared. At our September meeting, Larry Burk was presented with 4 AP Certificates and he talked about his work towards a Master Model Railroader. Ken Chick gave a presentation on the AP and MMR programs. Our November and December meetings will fall on holidays, and since we do not have a proper meeting location, we are going to try virtual meetings during the winter months. Our "What's on Your Workbench?" series of emails will be starting again, with our members submitting pictures and descriptions of projects they are working on, and the activities are then shared with the Division. I have also started "Flashback Friday" emails to our members with an assortment of past articles from the Hotbox. We will continue to meet on the fourth Thursday of the month, meetings will be determined by current quarantine practices. Contact Superintendent Wayne Wilder at ncrdiv10@gmail.com or 989-823-3409 for more information on attending our meetings. (submitted by Wayne Wilder, Superintendent)

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

Three Rivers Division has not met since March and have suspended all meetings till after January 2021 with the uptick in covid-19 cases here in Indiana. We have some members working on getting models finished and judged for the AP program so all is not lost. We would like to congratulate our own Jim Macino on his MMR achievement. We have cancelled our December Lima Train Show and Swap for this year and are hoping we can resume it in 2021. We hope all stay safe and healthy during this upcoming holiday season.

(submitted by- Bob Jones, Superintendent)

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

Like the rest of you, our regular meeting place has indicated that their meeting room will not be available at least through the rest of 2020. So, technology to the rescue. The Division has started holding Zoom meetings. One of the members has been able to host us and we've been able to proceed, more or less, with our meetings. We meet on line at 1pm on the second Sat. of the month. Publication of the Division Newsletter has also resumed, sent via email to Division members and other interested members in the Region. Please stay safe, Keep Calm and keep on model railroading. 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)*

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

Division 6, the Motor City Division, continues to meet online! While it is not the same as an in-person meeting, we are trying our very best and getting good results with great clinics and conversations. One of our biggest projects is still going forward... what we are calling MI-TRAK (Michigan track) is our own HO modular table-top layout! Members ordered "kits" to build modules based on the N scale T-Trak system, but ours is using Bachmann HO Easy track. The kits were delivered before November, so members can start building during the indoor fall/winter months. We also bought a used EasyDCC system to power the layout! Our 42nd annual fall **MODEL RAILROAD SHOW & WORKSHOP** is going **VIRTUAL** and will be held on Saturday, December 5th. See the ad on page 12 for the details! We hope you will join us! To all our members and the entire NCR... stay safe and healthy!! 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 Eight - Clinton River Division (Oakland, Macomb, St. Clair Counties)

Clinton River Division is still using Zoom meetings until COVID-19 is behind us and we and our host facility (Troy Christian Chapel) can be confident of meeting in person again. Our Zoom meetings have had lively discussions and interesting Show and Tell sessions highlighting members' recent projects, or whatever is the theme of the month. Our newsletter, The Car House, continues to feature photos of the Show and Tell items, thanks to the efforts of Secretary Kent Aughe and the members who send photo files to him for publication. One S&T feature turned into a mini clinic as Greg Rich, MMR, presented photos of several steam engines on his layout that did NOT run on rails. It included 3 steamboats, 4 steam donkeys, a road roller, and 2 steam cranes. After a couple of months missing clinics, we started including them again in September, trying one of the NMRA EduTrain clinics, by fellow NCR member Bill Neale, MMR. In October NCR member, Ken Chick, MMR, gave an interesting live clinic on soldering, with a few different angles. In November, Greg Rich, MMR, showing us his methods for making Styrofoam rocks. CRD is thinking about board elections coming up next year, and I am happy to note that we have some excellent volunteers willing to run, but we could still use a couple more. We'd be happy to increase the attendance at our meetings, the third Thursday of each month, and not just with Clinton River Division members but any NMRA members in NCR or beyond. If you want to join us, shoot an email to me, Phil Doolittle (contact info on page 3) and I'll send you the Zoom invitation. Our web site is, <http://div8.ncr-nmra.org/> Come join the fun. *(Submitted by Phil Doolittle, Superintendent)*

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

The Grand Rails Division is still trying to find a way to relevant and active. Please visit our website and our Facebook page. *(submitted by, Skip Luyk, Superintendent)*

A GOOD CHRISTMAS

Did Santa bringing you the present you want this year? Or maybe someone got you the present you have been wanting. Myself, I have come to the point of saying to the family, don't get me anything for my model railroad! Got too many train cars and items that don't fit the era of my railroad, yet you have to work them in somehow.

To solve this problem, Santa brought me just what I wanted this year. In fact it was wrapped and under the tree before all the other presents, (even though the writing on the present looked very much like my own). My snoopy 8 year old granddaughter said that Santa must have snuck in early and put the present under the tree.

This year Santa brought me a Broadway Limited B&O NW2 Switch engine! It is just like the one that worked in my hometown for so many years when I was young. They would usually park it at the Freight House overnight and Dad would often drive by on the way home just so I could see it. If it wasn't there I would ask him if they had put it away inside the freight station. Made sense to me as a 3 year old, because I had to put my train engine away in the box when I was done playing with it. Seeing that NW2 in the catalog brought back so many memories that I just had to have it! So thank you Santa! And I



have got just the place on the layout to use it. Once programmed, I plan to use it for the switcher in the town of Van Doren to switch all the industries there. And when done for the night, you will find it parked right there by the Freight House. Unless they have to put it back in its box! I hope you have a Merry Christmas too!



DIVISION 6 and invited guests of the
NORTH CENTRAL REGION of the
NATIONAL MODEL RR ASSOCIATION



PRESENTS-

42nd ANNUAL!

MODEL RAILROAD SHOW & WORKSHOP

**9am- 8pm Saturday
December 5, 2020**

**NEW DAY!!
VIRTUAL!!**

LEARN HOW TO DO & ENJOY MODEL RAILROADING!

YES... we are doing a VIRTUAL event for 2020! Using ZOOM conferencing software, we'll be presenting 5 clinics and 4 layout tours! We'll also have a video to share during a small lunch break! We have Raffle prizes!! We'll give away a prize after each presentation – 9 in total! You will redeem them at Nankin Hobby in Farmington!! To register for this **FREE** event... please email Chairman MARK ELLIS at emark@sbcglobal.net All we need to get you registered is your name, city, state and email address. The meeting link and other info will be emailed to you 2-3 days before the event.

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....

Seems the prototype is copying us modelers again... automatic/remote couplers!!

https://www.railwayage.com/mechanical/freight-cars/robotic-brakemen/?utm_source=&utm_medium=email&utm_campaign=19209

WOW... auto rack car roofs peeled back under low bridge!! They do post clearances about routes. Someone really goofed up sending this movement on this route! https://youtu.be/pcqfa_uj2hA

Amazing at how quickly they were able to get trains running after the derailment at Santa Fe Junction, in less than 48 hours they were back in operation, If you are interested in watching a condensed version of how they did it watch this link, well worth a look <https://www.youtube.com/watch?v=AmPJvP1Itz4>

BTR #2- MICHIGAN RAILROAD CLUB PROGRAM

It is with regret that we inform you that the Michigan Railroad Club meetings and presentations are suspended, most likely through the end of this year. With the current Covid restrictions on gatherings, we simply cannot hold our meetings. Thanks for your understanding. For any other questions please contact: Kenneth Borg 3512 Merrick, Dearborn, MI 48124

BTR #3- Special Announcement! Chooch Enterprises sold!

Wm. K. Walthers, Inc. is proud to announce that we have purchased Chooch Enterprises and that Chooch is now a member of the Walthers family of products! The product line has found a great home with Walthers; as a significant distributor of the Chooch line, Walthers is uniquely poised to take on ownership of the portfolio and put the energy of the Walthers brand behind it bringing these exceptional products forward. Walthers will continue to market and sell all of your favorite Chooch products accessible right here! Check back for more details as they become available. Soon we will have Chooch product pages, how-to videos, and FAQ's accessible to address any product or customer question you may have. You are always welcome to contact one of our customer service reps by calling (800) 4-TRAINS.

BTR #4- CONGRATULATIONS!! Seems the NCR membership did some sizable contributions in the recent November 2020 issue of Model Railroader magazine! Two full articles by Brooks Stover and Larry Burk! Brooks's article was on his new scenery technique and was also the cover picture! Larry's told of his new On30 layout he is building and he also had a photo of his railroad in the Trackside section of the September 2020 MR. GOOD stuff guys!! Thanks for keeping us inspired in the national press.

Ed note – *Model Railroader is the only magazine your Editor subscribes to. I'm sure other NCR members have had articles published in other magazines. Please let us know when these occur, so we can give them credit too. Thanks!*

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.



**WHERE PROTOTYPE MODELING,
OPERATIONS & TECHNOLOGY CONVERGE...**

Join us in Santa Clara, California for NMRA's national convention featuring clinics, layout tours, contests, and a renowned keynote speaker.

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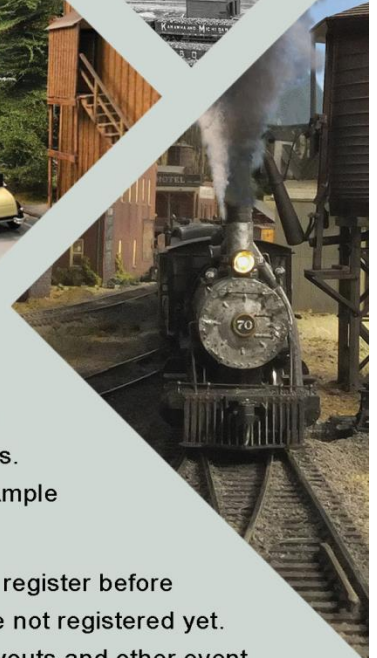
www.nmra2021.com





NCR 2021 Convention

Hosted by the Black Swamp Division



Oct. 21-24, 2021

Radisson Hotel at The University Of Toledo
3100 Glendale Avenue, Toledo, Ohio 43614

Join us in Toledo Ohio as we celebrate the enjoyment of Model Railroading. Toledo has a long and strong history of railroading, being served by 20+ railroads during the 20th century. The theme for this year's convention is Rail Marine to coincide with Toledo's historical role as a major port on the great lakes.

This year's convention will be hosted within the Radisson Hotel at the University of Toledo. The hotel is an all inclusive hotel/conference facility with large meeting areas. A special room rate has been negotiated so you can relax and not worry about travel. Ample space has been provided for display rooms, clinics and on-site layouts.

On-line and mail-in registration is available! Early bird registration is only \$55 if you register before September 1, 2021. Do not forget to sign-up for our special mailing list even if you have not registered yet. As the event date draws closer we will be publishing regular updates on new clinics, layouts and other event news.

CONVENTION HIGHLIGHTS

CLINICS | OP SESSIONS | LAYOUT TOURS | PROTOTYPE TOURS

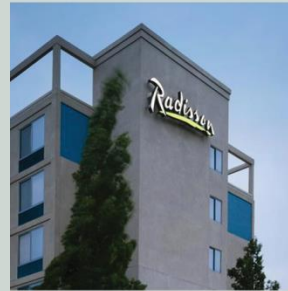
www.divisiononencr.com/2021



ACCOMMODATIONS

This year's convention will be hosted within the **Radisson Hotel at the University of Toledo**. The hotel is an all-inclusive hotel/conference facility with large meeting areas. Ample space has been provided for display rooms, clinics and on-site layouts. Many popular attractions are within five miles, including the Toledo Zoo & Aquarium, and downtown is just a 15-minute drive away.

Radisson Hotel at the University of Toledo
3100 Glendale Avenue
Toledo, Ohio 43614
Phone: +1 (419) 381-6800
E-mail: rhi_UTOL@radisson.com

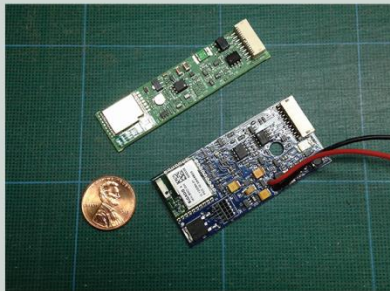


CLINICS

New clinics and topics are in the works for this year's convention.

We have made it a goal to only have clinics which are new or subjects which have not been seen in at least two years. Even with this lofty goal, the list of clinics continues to grow, and new clinics will be added right up to the convention. Make sure to sign-up for e-mail updates to stay in tune with the changes.

The theme for this year's convention is Rail Marine. This coincides with Toledo's historical role as a major port on the great lakes. Toledo has a long and strong history of railroading, being served by 20+ railroads during the 20th century. Clinics are planned to reveal the rich history of the Rail Marine interface and the NW Ohio/SE Michigan areas railroads.



LAYOUT TOURS

Many layouts from North West Ohio and South East Michigan will be available with a great variety of subjects, settings and timeframes.





MODULAR LAYOUTS

The conference will have small and modular layouts available for viewing within the conference. Some of these layouts will include operations running live during the conference. These layouts will include:

- Small and Micro Layouts
- Modular Club Layouts
- Free-mo Layout



OPERATIONS

Several layouts are already set aside for operations. If you are interested in attending any ops sessions, make sure to check the Operations Box on the registration form. As the conference nears you will be contacted with a list of available Op Sessions to choose from.



PROTOTYPE TOURS

The theme for this year's convention is **Rail Marine** so this year's signature tour will be the National Museum of the Great Lakes. This coincides with Toledo's historical role as a major port on the great lakes. The museum has several displays related to the rail industry and the museum will be doing a special presentation just for our convention.





Black Swamp Junction

NCR 2021 Convention

October 21th - 24th

Radisson Hotel at The University of Toledo

3100 Glendale Ave, Toledo, OH 43614

Hosted by the Black Swamp Division (Division 1)

Website: divisiononencr.com/2021

email: div1ncr@outlook.com

Registrar Phone: 614 937 7209

Registration Form

Registration Name: _____ Name on Badge: _____

Email Address: _____ Phone No: _____

Street Address: _____

City: _____ State: _____ Zip: _____

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

<p>One Registration form per registrant.</p> <p>Email is preferred way to correspond.</p> <p>Email address will be used only for convention business.</p> <p>Non-paid family members can purchase lunch on Saturday.</p> <p>Young people under the age of 15 can participate free if accompanied by a paid adult.</p> <p>Luncheon reservations orders need to be received by 9/15/2021.</p> <p>Polo shirts need to be ordered by 9/1/2021 to guarantee delivery at the convention.</p>	<p>Registration</p> <p>Early Bird NMRA Member (by September 1st, 2021) \$55 _____</p> <p>Early Bird Non-NMRA Member (by September 1st, 2021)..... \$65 _____</p> <p>NMRA Member (after September 1st, 2021) \$65 _____</p> <p>Non-NMRA Member (after September 1st, 2021)..... \$75 _____</p> <p>Day Pass (Circle: Friday Saturday)..... \$40 _____</p> <p>Spouse (Badge Name: _____)..... \$0 _____</p> <p>Registration Subtotal..... \$ _____</p>		
	<p>Extras</p> <p>Luncheon Buffet (1:00 PM Saturday)..... \$20 \$ _____</p> <p>Polo Shirts - Short Sleeve wo/Pocket Circle Color: Stone Cool Gray</p> <p>Enter Qty: S___, M___, L___, XL___ \$30 \$ _____</p> <p>Enter Qty: XXL___ \$32, 3XL___ \$34, 4XL___ \$35..... \$ _____</p> <p>Short Sleeve w/Pocket and Long Sleeve available at divisiononencr.com/2021/register.html</p> <p>Extras Subtotal \$ _____</p> <p>Grand Total (Registration + Extras)..... \$ _____</p>		
	<p><input type="checkbox"/> Check here if interested in operations</p> <p>Those interested in Ops will be contacted at a later date with available options and scheduling information</p>		

Make Checks Payable to:

"Division 1 NCR NMRA"

ver1.4

Send Completed Form to:

NCR 2021 Convention
Attn: Paul Marsden
1530 S Marblewood Dr
Marblehead, OH, 43440

THE FIRST MILE-A-MINUTE RUN!

In 1848 a new speed record was set by a railroad in the United States. But that was 140 years ago. Since none of us were around at the time of this record setting, let me take a little time to try and get you adjusted in thought, to the year 1848. There certainly were no automobiles, planes or space shuttles in existence and very few railroads. Only 5000 miles of track existed in the entire country. The oldest railroad in the country was only 18 years old at this time.

Although the first message had been sent by telegraph in 1844 between Washington and Baltimore, there still only a few cities that were using the telegraph and no railroads used it. When the average citizens thought of speed, it was in terms of how fast he could cover a given distance on his own horse.

At this point in time, there were few locomotives that were capable of running 45 MPH and of the few that were capable of attaining such a speed, none would consider it for several reasons:

a) The track was not considered safe for such a speed. Although the iron T rail had been developed and was in use in England, its use had not yet spread to the United States. The US railroads were still using wood rails with a long flat iron strip spiked to the top of the wood.

b) The link and pin coupler was the only coupler available and there was so much slack available in each coupler that starting and stopping a train was a jolting experience!

c) Many trains then in use, only had brakes on the locomotive and no brakes on the cars. Regardless of what pieces of equipment had brakes, it had to be applied manually.

Now that you are more familiar with the scene in 1848, I will continue with the story as it was written up in the local papers at the time....



The First Mile-a-Minute Run

It was in 1848 and over the Boston & Maine's western division that the first mile-a-minute run of history was achieved. The road had become the delighted possessor of a new locomotive built to its order in England. It weighed ten tons, could develop, with a good hardwood fire, power equal to a team of thirty-five horses, and was called the "Antelope."



Charles Minot, General Superintendent of the line, was an astute fellow, and even in the days before high-pressure promotion and press agents, was aware of the uses of publicity, and he summoned to his office his veteran engine driver.

"Pemberton," he said, abruptly, "can you make the Lawrence run in twenty-six minutes flat?"

"Twenty-six miles in twenty-six minutes? It's as good as taking your life in your hands," was the reply. "You take it and I'll ride with you," said the General Super, and the next day the most intrepid reporter from each local paper showed up in Haymarket Square, his will neatly filed with his editor and a large bandanna handkerchief in his pocket with which to secure his best hat to his head. All along the line the switches had been spiked to prevent spreading. Every crossing was guarded by railroad men and local constables, and the populace was out along the line to see what they might see. Largely, it is reported, they were skeptical. With a terrific amount of snorting and a shower of sparks that sent neighboring shopkeepers hastening to their roofs with wet mops, the Antelope got under way.

There was no securing the cylinder cocks from the engine cab in those days, and after the train had run a few yards to gather momentum, the fireman dropped off, ran ahead, closed them and leaped aboard again as the drivers passed him. The reporters held onto their seats and grew pale. Somebody produced a flask of Old Tannery Dew, and at Somerville crossing, Charlie Minot was wheeling her at a breathless forty, and Pemberton was aiding the fireman to toss dry pine into the firebox.

At Malden the single coach was felt to be on the rails only at infrequent intervals and the reporters were lying on the floor, inquiring of one another and of God why they had ever embarked on this ultimate folly. At South Reading the Antelope came into view on the Crystal Pond stretch in such a blaze of brass, red paint and rolling wood smoke that Cyrus Wakefield, the town's first citizen, was observed jumping up and down in his congress gaiters from sheer delighted excitement. At Reading the village drunkard took one look at the demon that streaked across his vision and was strictly sober for a fortnight thereafter. At Ballardvale, Minot leaned far out on the pounding gangway and smelled hot metal. In the course of which discovery he lost his hat, a new white beaver that had been brought him from Locke in London by Mr. Bartlee, the bookseller in Cornhill.

The Dreyfus self-feeding oil cups had yet to be invented, and when the steam chest became overheated, the fireman crawled out on the running board with an oiler in his teeth and clung precariously to the cow-catcher while sousing the running parts with liquid paraffin. As the Antelope sounded a piercing scream on her whistle for North Andover crossing, a loose stretch of track was encountered and the strap-iron rails, torn from the ties by the speed of the train, flew up behind in a shower of curling snakeheads. It was, too, just twenty-six minutes to Lawrence.



The reporters were in no shape to write their copy until they had been treated at the nearest sample room by the populace, and most of the gilt and red lacquer was blistered off the Antelope. It was the first time mankind had ever achieved a mile a minute over a protracted run, and the passengers said they never purposed to duplicate the performance. It was plainly against the will of God.

From Boston and the Boston Legend, by Lucius Beebe. pp. 133-135. Copyright, 1935. by D. Appleton-Century Co. New York and London.

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

Pictures are from the internet.

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

INOVATIVE ACCESS HATCH by Byrne Blumenstein, Div 6 **NCR PROJECT**

Ron King, MMR has developed a new way to use an access hatch! As you can see by the following photos, Ron has developed a new way to create an access hatch to a more remote part of his layout, while not losing that space for usable landscaping. He did this by creating a lift mechanism that takes a section of the layout landscaping, providing it with the ability to lift vertically up, and then rotating it out of the way when access is needed. The section of landscaping is made of conventional materials, i.e. foam, plywood, trees, and ground cover.



The outer tube is secured to the benchwork with a clamping mechanism, so the tube remains rigid and vertical, as the inner tube is lifted via the handle in the slot, and then the raised benchwork is rotated out of the way of the opening in the benchwork, using the horizontal slot.

He developed the lift that sits under it from metal piping and bracing, with no hinges or motors. The mechanism itself is a tube placed within a second, outside tube, with that outside tube secured to the lower benchwork. A vertical slot was routed through the outer tube, running most of the way up. It intersects a horizontal slot running most of the way around that outer tube, creating a "T" shaped opening.

The inner tube is then inserted into that outer cylinder, and then a rod used for a handle is inserted through the slot, and into the inner tube. This allows the user to drive the inner tube up about two feet, and then to pivot the benchwork attached horizontally to the top of the inner tube, about 180 degrees.



INOVATIVE ACCESS HATCH by Byrne Blumenstein, Div 6 **NCR PROJECT**

The inner tube is attached to the benchwork, much like a restaurant table base would be connected to the underside of a table.

Interestingly, Ron noted that, to lubricate the inner tube, he simply used STP, the automotive lubricant.

So when Ron needs access, he slips under the opening, raises the handle up to the "T" in the slot, and then rotates the handle to the opposite side, clearing the landscaped benchwork section completely out of the way of the access hatch. To close the hatch, he merely rotates the handle sideways, and allows the handle with the inner tube

to drop down the slot, neatly seating the landscaped section back precisely into place.

Best of all, since there is no significant gap as would be needed for a hinged benchwork section, the border of the landscaped section is totally invisible. As you can see in the photos, you really cannot see where the hatch begins and the rest of the surrounding benchwork end, until that whole section of landscaping raises vertically.

If you have a need for an access hatch in the middle of your layout, be sure to ask Ron if you can have a demonstration of his modeling magic! Thanks Ron for helping with this article!!

NCR DIRECTOR REPORT

NCR NEWS

Well, we continue down this "covid/covid road" with the number of cases and deaths going up and down. I know last spring and early summer, I thought this would be all over by now and life would look like a "new normal". But not at this time, I think this problem will continue to be with us for some time, I still continue to plan for the Kalamazoo one day conference in April 2021, but I am not sure that won't be postponed until 2022. There are a lot of moving parts to put on a conference like this. Having a place to host the conference, the governor's and others healthcare rules, finding presenters to come, getting layout owners to open up their layouts for viewing, being able to do advertising at weekend train shows and other items.

I have been in talks about presenting my clinics at a conference in North Dakota in May 2021, Oklahoma in June 2021 and at the NMRA National Convention in California in July 2021. I wish them all of the luck they need to pull off great conventions, but changing rules can shut them down. Yes, work is still going on behind the scenes for the Steel Mill Modelers SIG Convention for August 2021 south of Detroit.

My own NCR Division 9 has ventured out to do some layout tours for October and November meetings this fall, we thank the layout owners for working with us, so far the attendance has been small, but it is nice to see model railroading activities continuing on, meeting up with friends to share stories and experiences with and seeing some of the great layouts in West Michigan!

It is very sad to report that the Division 9 BoD has made a decision to postpone or cancel the Division 9 one day April 2021 train event. This is not because we don't want to have it, but because we can't do any planning related to rental facilities (places open, then they close), it is hard to keep up with the changing rules, the number of people that can meet inside or outside keeps changing, making a plan for April when you know the rules will change again in March, no place to advertise (yes, we can send flyers to NCR members and Division's, but no train shows to set flyers out at), how many NCR people will or would attend, can we find clinic presenters, will layout owners invite people in to their homes, and the list of problems and concerns goes on and on. We will work on holding this event in April 2022.

We are waiting on an upcoming NCR Board meeting and the changing of some officers to see what our directions will be for 2021 and the future. *Rich Mahaney, NMRA NCR Director at Large*

This is a short history of one aspect of grain production, the grain elevator, sometimes called prairie skyscrapers. The term grain covers a wide range of products; wheat, corn, soybeans, barley and rye just to name a few. For the purpose of this article I will focus mainly on wheat, but most of this can also apply to the other grains as they are handled usually in the same way, from production to the final user.

Grain has played an important part of American history from the earliest days. From the production, the milling and transportation grain reaches all corners of not only the United States but all over the world. Wheat became the first major cash crop in the US. Due to foreign demand, it became the first crop to create long distance shipping opportunities. Railroads play a large part in the movement of grain across the country.



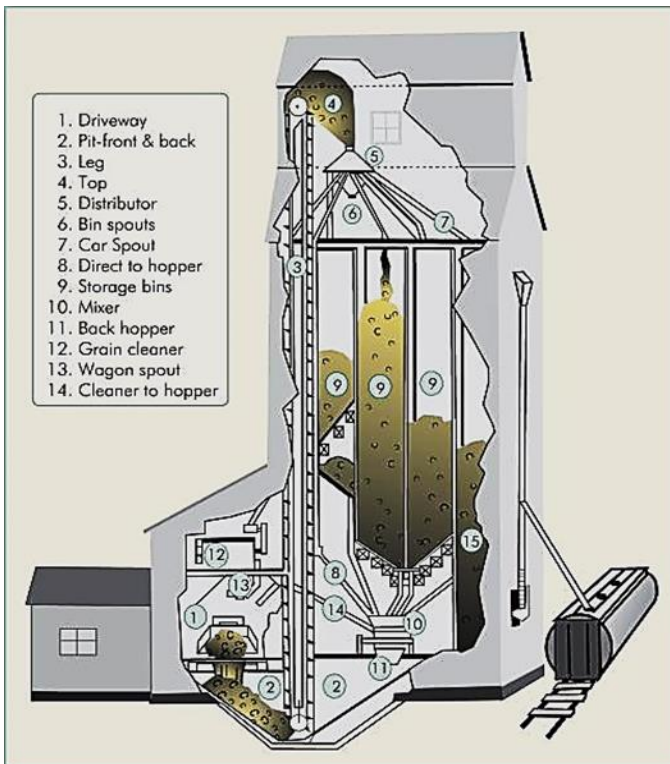
Grain elevators come in all shapes and sizes. From small country elevators in rural areas to large terminal elevators located near ports they can be found all across the country. Some definitions are in order. The country elevator is the elevator that is located in the farming belt where farmers can bring

their grain for storage and to sell. A terminal elevator is a large storage facility that collects the grain from the country elevators for sale and shipment to other users and export. These are normally located in the major cities and along river ways and coastal ports. Prior to the development of elevators, grain was stored in standard warehouses and was stored in either barrels or sacks. When shipped by rail it meant loading the cars with the barrels or sacks, or if shipped in bulk it meant men with shovels loading and unloading the cars. Both ways were very labor intensive.

The first elevators started appearing in Boston in the early 1800's along Boston's waterfront. Two men, entrepreneur Joseph Dart and engineer Robert Dunbar are credited with applying the new technology of the time to the handling of grain. Dart built the first steam powered elevator in 1842. Dunbar is credited with developing a steam powered conveyor belt made of leather or canvass and equipped with buckets. At first this was used to unload ships and barges. When the first bulk load of 1,600 bushels of wheat arrived in Boston it took a week for longshoremen to unload the cargo. By 1843 when the first schooner full of bulk wheat arrived at Dart's elevator it took just a few hours to lift the grain from the hold of the ship. Dunbar continued building and designing elevators over the next few years. One of the developments that occurred during this time was the introduction of the long lateral form that housed the conveyor belt that carried grain from the headhouse to the rows of storage silos. The headhouse is the structure that sits atop of the elevator. Grain is moved up the elevator into the headhouse and then dumps into a device called a gerber and then is distributed to the conveyors that take it out to the silos.

By the 1890's it was realized that wood was not the best material to build elevators with. Grain dust can be highly flammable resulting in fires and explosions. Over the next few years steel and ceramic tile were tried as better material to build elevators with. By the early 20th Century concrete was determined to be the best construction material and most elevators were built after that using concrete. However, steel is still used today in elevator construction, primarily for storage bins.

As of the early 1950's wood elevators were still being built in the Pacific Northwest. This may be due to timber being plentiful and probably cheaper.



As the country expanded westward the need for elevators followed. As railroad tracks moved west the elevators followed. These early elevators were spaced from 8 to 16 (depending on which source you check) miles apart. This was so a farmer could bring his crop to the elevator and return home all in one day. The elevators were normally built of wood and located near the railroad depot in town. The reason for this was due to the fact that the railroads received land grants for laying their tracks across the country. To make sure that they had business the railroads usually sold or leased the land to the elevators for a small sum knowing that they would receive revenue as people moved into the area.

The first slip-form concrete elevator west of the Mississippi was built in Minneapolis, Minnesota in 1899. Two types of elevator construction are primarily used. The first is what is called slip form. This is where the form is built on the ground and slowly raised up as construction progresses. This type is characterized by smooth sides. The second is called jump form. This entails the form being

built, concrete is poured, then the form is taken apart and new one built. This process is a little more time consuming and costly as the form has to be rebuilt for each layer. This type is characterized by bands evenly spaced on the elevator.

The majority of wheat is grown in a belt from Texas through Oklahoma, Kansas, and Nebraska up into the Dakotas. The wheat harvest season starts in May in the south and ends September/October in the north. The grain industry is one of America's leading industries. Corn has also become a leading crop, followed by soybeans and then wheat. Wheat is the leading export commodity, accounting for 50-60% of the total crop.



Grain was brought to the country elevator by horse drawn wagon, farm wagon or truck depending on era and location. The vehicle is first weighed and a sample of the grain is taken. It is graded and checked for the moisture content. If it is too wet then the grain needs to be dried, otherwise it will spoil and if mixed with other grain will cause it to spoil. It's then stored until it can be shipped out to a terminal elevator. Once there it will be sold and then shipped out for either export or to a mill or various other end users. Grain is a commodity that is shipped and used all across the country. Wheat, corn and soybean and other grains are used in a variety of products, from fuel, dog food, table food and cooking oil to name just a few. From the earliest days of loading barrels in boxcars to the modern unit grain trains, railroads have played a major role in the transportation of grain and its products.



R.W. Hollinger Co. Grain Elevator and storage bins in Manheim, PA on the Reading Lines – Central Div of Barry Hensel



The two main businesses in Homestake, MT are in the two grain silos on MMR Ken Chick's Danforth, Hadley & Northern RR.



The Wagner Mill grain elevator towers over Schuyler, Nebraska at the start of a visit to the Burlington Northern Spartan Div layout of Phyllis (Marty) LaForte



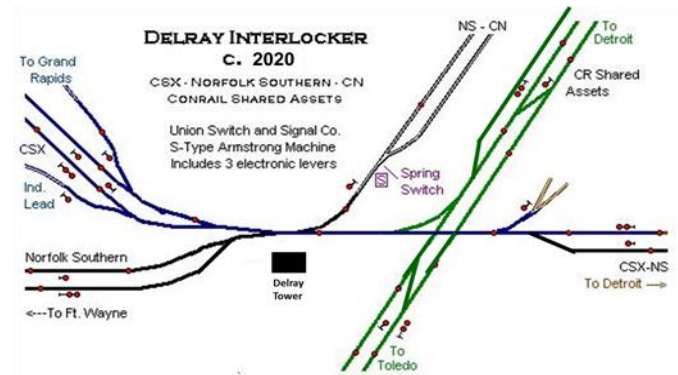
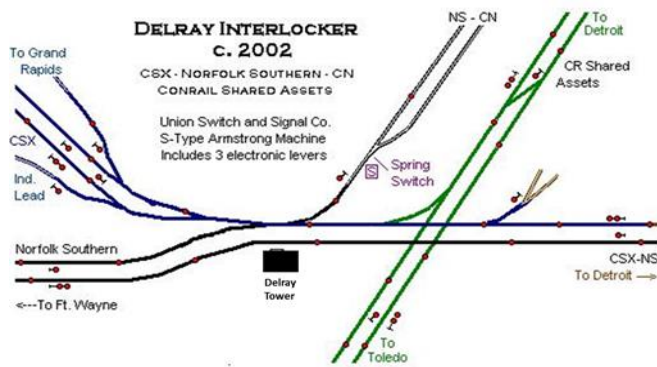
The Continental grain elevator in Hamilton Ohio on Norm Logan's Michigan Southern Railway offloads bulk grain, gas and bag goods to its customers.



Maxon Mills elevator and grain processing unit at Piedmont on Pierre Willermet's Allegheny and Eastern RR

Here are some pictures of grain elevators in models from Div 6 members. Other pictures in this article are from the internet.

As they say, there's a model for everything. It's also said that models and the prototype often interchange... one follows the other. Here is one of those cases... what would appear to be "snap-track" double crossing being installed near Delray Tower in Detroit. Just like we might do on our model layouts, a pre-made crossing is placed where it needs to be, or in this case, replacing a quad diamond. Diagrams below show before (left) and after with track alterations. The work was completed in 12 hours and the mainline reopened. This was just done in late October 2020. Photos by George Emmett of Westland, MI. (a friend of the HotBox Editor) Thanks too, to Dave Jakubiec, for the track diagram and updates.



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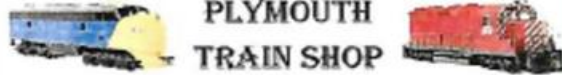
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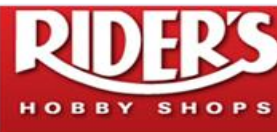
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Fri 10am-6pm
Sat 10am-5pm
Sun 11am-3pm

OTHER HOBBY SHOPS in the NCR -
Whistle Stop Hobbies & Crafts, Decatur, IN
Phil's Hobby Shop, Fort Wayne, IN
The Gladieux Train Depot, Oregon, OH
Rider's Hobby, Grand Rapids, MI



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Sun 12pm-5pm

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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 (Toledo and Northwest Ohio area)

We normally meet at Proclaim FM radio station community center, 7112 Angola Rd., Holland, OH 43528, near the Airport Highway exit from I-475/SR23 in west Toledo each month from September through May. However, during the Covid pandemic, we are hosting online meetings each month via Zoom. The schedule is posted on our website at www.divisiononencr.com, where you will find lots of information about our activities, member layouts, and other interesting links. Our monthly publication, the Train Order, is also posted on the website.

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

Our monthly meetings alternate between Traverse City and Gaylord or Harbor WINTERS on a Saturday afternoon at 1 PM. We meet September to May. We usually have a Division Open House in August. To request meeting info and a copy of our Train Order, please email superintendent.nmra.ncr.div2@gmail.com

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

Our monthly meetings are at the Bake Oven Inn, the iconic/historic restored Pennsy Passenger Depot in downtown Fort Wayne. The meetings are on the second Monday, from 7 PM to 9PM, in one of the board rooms. Exceptions to this schedule will be posted on our website. Updates/changes can be found on our website. No meeting, July- no meeting, September, December. Any updates/changes can be found on our website. [/div3.ncr-nmra.org](http://div3.ncr-nmra.org)

Division Four Grand Rails Division (Grand Rapids and western Michigan)

Meets quarterly with other special events on the second Friday of the month. For additional information contact Skip Luyk, MMR at 616-363-3453 or 3165 Lost Creek Tr. arcadialogger@gmail.com

Division Five Capital Division (Lansing and western Michigan)

Meets at 1pm, on the SECOND Saturday of the month in Okemos. We meet September to May. For additional information contact the Supervisor for the Capital Division at www.div5.ncr-nmra.org

Division Six Motor City Division (Wayne and Lapeer Counties)

Meets at 7:30pm, on the THIRD Friday of the month at the Livonia Senior Center, 15218 Farmington Road, Livonia, MI. Division 6 meets year-round. www.div6-ncr-nmra.com

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

Meets at 7:00pm, on the THIRD Thursday of the month between Rochester and Livernois Roads. Division 8 meets year-round. www.div8.ncr-nmra.org

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

Meets monthly except in June. Monthly meeting at 10AM at the Colonial Kitchen 330 N. Drake Rd, Kalamazoo MI, followed by a planned layout tour usually on the third Saturday of the month. An optional breakfast at 9 AM is also available. For a planned layout tour usually on the third Saturday of the month. Visitors are always welcome. For additional and up to date information contact the Supervisor at 269-365-6777 www.div9ncr-nmra.org

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

NEW- Meets the FOURTH Thursday of the month at 7 PM at Dalton Airport on Pierson Road in Flushing. We meet in the meeting room of **Experimental Aircraft Association Chapter 77**, which is located in the hangar building they own. Contact Superintendent, Wayne Wilder 989-823-3409 or bvpsrr@gmail.com for directions to the meeting location. We hope you will join us for a night of fun and information!

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

With the Covid-19 restrictions and requirements, most NCR Division meetings have been cancelled or moved online. We suggest you check on the Division website to see about their meeting schedules.

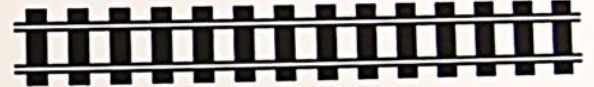
YOU should join and attend your local NMRA/NCR/Division meetings and activities! Get the most out of your hobby – participate often!!

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FREE ADMISSION
FIRST SUNDAY OF EVERY MONTH

MODEL TRAINS OF ALL SCALES



SUNDAY, Dec. 6th 10am – 4pm
(also Jan 3, Feb 7, March 7, 2021)

Vendor Spots Still Available
Tables \$25 Each



Train loads of fun for everyone!
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KAYAK ADVENTURE PACKAGE RAFFLE

- 2 Kayaks
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Only 100 tickets will be sold
Drawing will be held after sale of the 100th ticket

WINNER NEED NOT BE PRESENT



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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 – with current covid-19 policies and possible restrictions, all events are subject to cancellation or change of dates! Please contact event organizers before you attend. We have tried to confirm these events, but “things” can change after publication.**

December all month long! - GR Ford Museum "G" Scale Train Display
Grand Rapids, MI - Gerald R Ford Museum Kristin Mooney 616-254-0374

Sunday, December 6; Jan 3, 2021; Feb 7, 2021; March 7, 2021 - Trains and Trades Show - All Scales
New Baltimore Trade Center 35248 23 Mile Rd New Baltimore, MI
10am-4pm FREE admission Food/refreshments available Steve Gawracz 586-273-7900

Sunday, February 7, 2021 - Buy & Swap Railroadiana Toys & Trains
SS Simon & Jude 32500 Palmer Road Westland, MI
Noon-4pm \$2 per person, \$4 family, Early Bird \$15 per person after 11am
Food & Drink available Contact Information – Bob Patterson 734-728-1247

Saturday-Sunday, February 13-14, 2021 - 51st Annual Train Show & Sale
Saline Middle School 7190 N. Maple Road Saline, MI 48176
Saturday 10am - 4pm, Sunday 10am - 3pm Adults - \$6 Under 10, Free with paid Adult
Ann Arbor Model Railroad Club and the Huron Valley Railroad Historical Society are hosts. With 400 tables of merchandise and displays, there is something for everyone at the show. Food service will be available.
Wheelchair Accessible Contact Info: Ann Arbor Model Railroad Club 3487 Broad Street Dexter, MI 48103
Phone: 734-426-5100-Wed Evenings 734-426-0829-Answering Machine <http://a2trainshow.com>

Sunday, March 14, 2021 Greater Toledo Toy & Train Show
Owens Community College 30335 Oregon Road Perrysburg, OH 43551 Randy Ramsey 419-215-4181
10AM – 3PM \$6 per person KIDS 12 and under are free! Early birds \$10 at 9am

Sunday, March 21, 2021 - Mid-Michigan Train Show
Alma, MI - Alma College sponsored by - Saginaw River Valley RR Club
10am till 3pm \$ 5 - 12 and under FREE Contact Info: Ron Picardi 989-751-0022

Saturday, March 27, 2021 Maumee Valley Railroad Club Model Train Show & Swap
Coliseum Bingo 911 W. Washington Center Road Fort Wayne, IN 46825
9:00 am to 2:00 pm \$5.00 Adults, \$7.00 Families, age 12 and under free
Vendors, layout, on site concession stand, free parking, historical and other organizations represented
Contact Info: Richard Insley 260-482-2203 Website <http://maumeevalleyrailroad.com>

Sunday, April 3 - 2021 Spring Swap Meet Kalamazoo, MI
Kalamazoo County Fairgrounds Expo South 2900 Lake St Kalamazoo, MI
10am – 3pm \$3 admission, children 10 and under free David Hayes-Moats 269-344-0906

Saturday, April 10, 2021 - Greater Grand Rapids Spring Train Show
HSB (Home School Bldg.) 5625 Burlingame Ave SW Wyoming, MI
10am – 3pm \$5 admission, children 12 and under free Ken Skopp 616-667-9680 kwskopp@gmail.com

NCR HotBox PIKE ADS



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Detroit, Michigan**

Hours: Mon, Wed 5:30pm – 9pm
Saturday 10am – 1pm

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For information contact:
Shawn Barrick (President)
shawnb426@yahoo.com
Facebook page: Society Of N-Scalers Detroit



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Huntington Division
Richard Neibert
Superintendent

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NoWhere Line
working to be
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except Nov. and Dec.
<http://div3.ncr-nmra.org/layouts/nowhere-line>
Gary W. Evans,
Fort Wayne, IN



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

New Members Welcome
www.lakeshoregrc.org

NCR HotBox PIKE ADS

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Hazel Park, MI
Meets Tues. & Fri. at 7:30 PM
New Members Welcome
For information Contact
info@socmrrc.org
www.socmrrc.org

Pittsburgh Railways Company

Howard Andrews
Canton, MI

YORK CENTRAL RAILROAD
Michigan to Montana
Joel Goldberg,
Superintendent

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MORE LAYOUT PHOTOS

MORE HOW-TO-DO ARTICLES

MORE INFORMATION

.... stay tuned!

**NEW 2021 NCR
Convention News**



**RUBBER FIBER
SHEET ROADS!**

**RailFanning the Copper Valley
Railway of Jim Zinser, MMR**

