



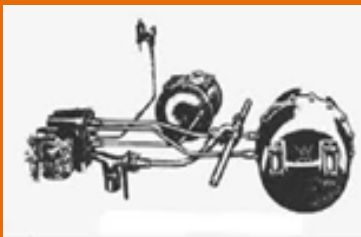
THE *HotBox*

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

VOL. 62 NO. 2

SUMMER 2021

RAILFANNING The "MaineLines" of Dave McMullian!



**The BLACK SWAMP JUNCTION
2021 NCR CONVENTION**

AIR BRAKE RULES



**GRID IRON
GANDY DANCERS**



Tri-Regional - INDY JUNCTION NEWS!

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

The HotBox

SPRING 2021
Vol. 62, No. 2

EDITOR

Barry Hensel
43642 Lotus Dr
Canton, MI 48188
734-649-3056

barry76Lt@wowway.com



Editorial Advisers
the NCR Board

Proof Readers
John Beres

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-

www.ncr-nmra.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-

Paul Marsden
614-937-7209

p.marsden@live.com

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

HELLO!! Well, we're 6 months into 2021. As I write this, we're near another lock-down as covid cases spike in Michigan. Many of us have received their vaccines and are looking forward to opening again for group gatherings. Will it happen? We certainly hope so! Please keep the faith and let's go forward soon. I have heard of some OPS session starting back up. The hosts have established a few rules (vaccines, masks, etc) that others must follow to attend. Sounds reasonable, as long as it starts getting us together again!

This issue of the HotBox has NEW updates, announcements and plans for the NCR 2021 Convention – The Black Swamp Junction! It will be great to get together and enjoy clinics and tours! I hope to see you there.

NEW in this issue is the first look at INDY JUNCTION 2022! This is a tri-regional event and the NCR is one of the players! Could this be a possible future of NMRA national conventions? Take a look.....

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 March 2021 edition of the **HotBox** are - The NCR Convention in Fort Wayne had the wrong dates. The correct dates are **Oct 19 -22, 2023**.

FRONT COVER PICTURES- NMRA logo, Black Swamp Junction logo; INDY Junction 2022 logo; Air Brake Rules; Grid Iron Gandy Dancers of WWII; Two lovely ladies simmer in the moonlight, images of what has

been and what will be on the MainLines of Dave McMullian

REAR COVER PICTURES- 2021 Black Swamp Junction Logo; build modern security fences; B&O General Freight 164 passing through Homecrest, WV., headed toward Charleston on Larry Hickman's HO scale River Falls & Eastern Railway

NCR - NORTH CENTRAL REGION, NMRA OFFICERS AND DIRECTORS



President

Dave Capron, MMR 231-944-8576
caprond33@gmail.com

Vice-President

Phil Doolittle 248-375-2513
doolittlep@comcast.net

Secretary

Norm Logan 248-348-2473
nlogan114@wowway.com

Treasurer

Steve Harsh
harsh@msu.edu

Registrar

Paul Marsden 614-937-7209
p.marsden@live.com

Directors

Dave McMullian 419-878-4888
train.man4756@gmail.com

Rich Mahaney 269-214-4221
hazmatrichm@aol.com

Scott Kremer, MMR 734-420-2314
skremer@wideopenwest.com

Resident Agent

Volunteer Needed

NMRA Central Director

Bill Neale, MMR 248-477-7875
centdir@nmra.org
wneale@mi.rr.com

Photo Contests

Volunteer Needed

Achievement Program

Skip Luyk, MMR 616-363-3453
ArcadiaLogger@gmail.com

Division One- Black Swamp Div

Marshall Stull 248-817-9328
mstull@marshallstull.com

Division Two- Tip of the Mitt Div

Scott Pandorf 317-727-0417
spandorf55@gmail.com

Division Three- 3 Rivers Div

Bob Jones 260-459-6339
broadwaylimited15@yahoo.com

Division Four - Grand Rails Div

Skip Luyk, MMR 616-363-3453
ArcadiaLogger@gmail.com

Division Five - Capital Div

Andy Keeney 517-316-5660
hunter48820@yahoo.com

Division Six - Motor City Div

Bill McMillan 248-349-7456
wmcmillan7456@gmail.com

Division Eight- Clinton River Div

Curt Danielewicz 248-375-2513
curt8044@gmail.com

Division Nine - SW Michigan Div

Garry Johnson 269-365-6777
elecsprk@gmail.com

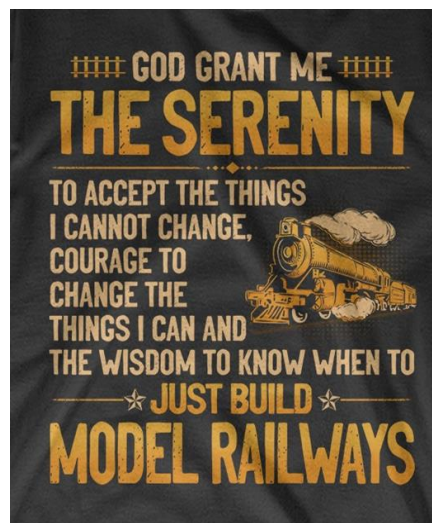
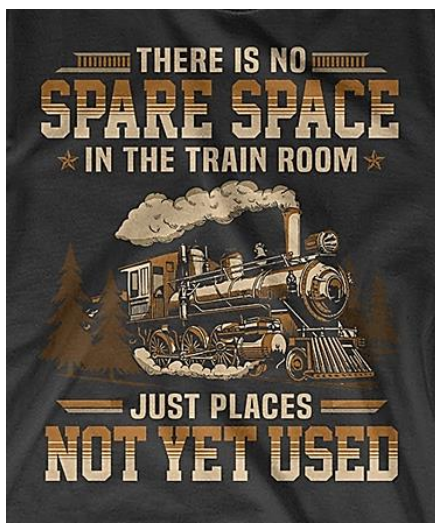
Division Ten - Ten Wheelers Div

Wayne Wilder 989-823-3409
bvpsrr@gmail.com

RAILROADING "WHAT THE ???"

NCR HUMOR

Here's the latest in t-shirts that we like.....



PRESIDENT'S OBSERVATION

Dave Capron

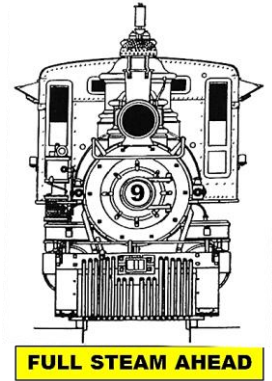
The 18 World Wide Regional Presidents completed a series of Zoom Meetings last month to evaluate the NMRA and how it was servicing its membership. While many ideas were discussed one benefit that really stood out that is not being very well utilized by our membership is the partnership program. This one single benefit could easily pay your annual membership costs if watched for and taking advantage of. There are over 50 partners now that offer you discounts for just being an NMRA member. They are listed in the in the NMRA webpage and in the May /June 2021 ebulletin. There are new partners joining all the time. Check the website and ask manufacturers, suppliers and hobby stores to consider joining. The potential savings as in an NMRA member well add up as you take advantage of this significant benefit to your NMRA membership. The Division and Regional Officers are here to serve you. Please do not hesitate to contact either your Division or Region officers with any questions, suggestions or requests for us to better serve you.

As we all look forward to getting back to what we would call our normal way of doing things please don't rush and stay safe. As people get their Covid shots and return to round robin operation sessions and swap meets/train shows with their masks we need to stay cautious and continue to practice social distancing and above all stay safe. Our October Toledo Convention is only five months away and we need to prepare for it in the new normal "Way of gathering for clinics and convention meals and get-togethers." We have all been so looking forward to this convention that now is not the time to throw caution to the wind but be extra diligent and be as safe as possible. The convention committee has put together a fabulous schedule and we all want to take full advantage of it. Later in this issue of the Hot Box are important announcements about both this year's Toledo Convention and a major expansion of next years Indy Tri Convention. You're going to want to make plans now for both. Get your Covid shot, get your

registration and take full advantage of what these conventions will offer you. For the majority of activities planned in an NMRA regions are at the division level. The one major event is the yearly regional convention and we want to offer you the best schedule possible. Check them out and I look forward to seeing you in Toledo and Indy.

Last year we made a major decision to sell are home and move down state to be closer to family. How true the saying is that you do not know how much you miss something until it is gone. A loved one, close friend, home, pet or layout. I was very fortunate to have a full basement layout. 40 foot by 60 foot double deck 1000 foot mainline with three one to 200 foot branch lines. It took 15 operators running main line trains of 30 to 40 cars and 50 car double headed Allegheny coal drags three different three hour sessions to complete the schedule. Even though it was my decision I miss that 20 year old layout and those work and op sessions more then I ever thought I would. Recently due to the high water on the Bay and heavy rains one of our round Robin layouts was flooded. No real warning and the layout was destroyed. It was also a full basement double deck layout. At least I was able to dismantle my layout on my own terms. My point of all this is just like a loved one or pet enjoy every day take advantage of your layout and run trains, take photos and make some movies. Our layouts and our hobby are really part of us all. This hobby is like no other. The round robin op sessions, zoom meetings, swap meets and conventions are what our hobby is all about. Take advantage of all you can. It is a real year around hobby. So go clean some track have an impromptu get together and run some trains and be safe.

Dave Capron, President, NCR



NMRA Steel Mill Modelers Special Interest

Group (SIG) Annual Convention August 19 - 21, 2021

Arrival night Wednesday, August 18, Departure day Sunday, August 22

More information on registration and costs are on the NMRA Steel Mill Modelers SIG website at

<https://smmsig.org/2021-annual-meet/>

Contact Information and Questions at this time:

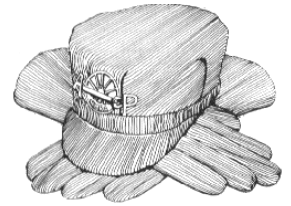
Contact Rich Mahaney in Michigan at phone number 269-214-4221 or email at ***hazmatrichm@aol.com***



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, I appreciate their efforts very much. Members of their divisions continue working hard and accomplishing great things as you can see by the announcements below.
Skip, Luyk, MMR, NCR AP Coordinator



Congratulations go to the following:

MODEL RAILROAD CHIEF DISPATCHER – Don Bergman, Div. 4

MODEL RAILROAD MASTER BUILDER – CARS – David Zolierrek, Div. 2

MODEL RAILROAD AUTHOR – Don Bergman, Div. 4

MODEL RAILROAD MASTER BUILDER – SCENERY – Richard Neibert, Div 6

MODEL RAILROAD ENGINEER – ELECTRICAL - Richard Neibert, Div 6 (pictured)



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

Ken Chick, MMR covers Div 6, 8 and 10 – 734-420-0276 or kdchick@wowway.com

Jim Macino covers Div 3 - 260-693-6102 or jim@icmgt.com

Pete Magoun, MMR covers Div 2 – 231-941-1669 or orion@chartermi.net

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.

NCR NEEDS VOLUNTEERS

NCR NEWS

The North Central Region is currently seeking a volunteer to serve as **RESIDENT AGENT**. The Agent must live within the state of Michigan. Our current Agent, Dean Pyers, has moved to Ohio and thus cannot stay in this position. Also note that your time in the position will count towards Achievement awards as either an Association Official or Volunteer. Primary duties of the Resident Agent include:

- Serves as the official mailing address for the Region
- File the annual IRS Form 990-N e-Postcard, a survey that updates the officers & addresses with the IRS
- File the annual State of Michigan incorporation form
- Ensure all Divisions file their annual IRS Form 990 e-postcards
- Assist Divisions in any other 501c3 compliance issues.

If you are interested, please contact NCR VP Phil Doolittle. For questions or more information about the role of Resident Agent, please contact Dean Pyers at 586-979-7319 or dpyers@aol.com.

The North Central Region is currently seeking a volunteer to serve as **PHOTO CONTEST CHAIRMAN**. The Chairman coordinates the judges and judging of photos during NCR conventions, when they are held. Our current Chairman, Howard Andrews, passed away in April. Knowledge in photography would be a plus! Also note that your time in the position will count towards Achievement awards as either an Association Official or Volunteer. If you are interested, please contact NCR VP Phil Doolittle.

NMRA ELECTION RESULTS

NMRA NEWS

Here are the official results of the 2021 NMRA elections. Congratulations to our new Board members!

President- **Gordy Robinson**

Vice President- **Rick Coble**

At-Large North American Director- **Chris Palermo**

Eastern District Director- **John Doehring**

Pacific District Director- **Rob Peterson**

By-Laws Amendment Passed

RAILFANNING the "MAINLINES"

NCR TRACKSIDE

Dave McMullian's "The MainLines" is based on three prototype roads, Boston & Main, Maine Central, and Bangor & Aroostook. The HO scale layout is set in the early 1950s. *left, down, then right* - Class C-2 freighter Irish Rose hugs the pier at Searsport as Blue Goose potatoes continue their journey from Aroostook County to Dublin; Down on the pier deck, workers keep the 100 lb. bags moving from railcar to conveyor; Meanwhile up in Hold #1, crewmen wave directions to the dock crane operator as he swings an industrial engine into place for loading; B&M E-8 rumbles onto the scene as the REA manager enjoys a stogie break; Iconic BL-2 #550 faces off against a BAR Geep as they shunt potato cars to and fro at the Mars Hill potato houses.



Left, down, then right – The port authority switcher shoves a cut of Pfresh Bros. potato cars into place for off-loading. The car says it all: “There’s No Greater Tater!”; Brand-new P-4 #3712 stands tall in all her splendor amid older workhorses. The Lima built Pacific will eventually shed her elephant ears and top shroud as she matures; Another P-4, #3713 reveals the class in its later years. Beginning life as a \$9.95 Athearn kit from 1959, she now reflects 1,000+ pieces, 300+ hours, Tsunami sound, can with NWSL drivetrain, full cab interior, and custom decals.



NOTE: We're doing something a bit different for the PROTOTYPE PAGE in this issue. We have a great story and pictures that tell of a local prototype during an interesting time. Enjoy!!

THE PERE MARQUETTE'S "GRID IRON GANDY DANCERS" OF WORLD WAR II

By Fritz Milhaupt

This article is adapted from an article the author wrote for the May/June 2014 edition of the Pere Marquette Historical Society's PM Tracks newsletter.

During World War II the Pere Marquette was faced with the same problem as many other railroads—the need to maintain its track in the face of increased traffic and a significantly reduced pool of potential laborers to perform the work.

To solve this problem, in 1944 the PM reached out to high schools around its system to recruit 16 and 17-year-old athletes to fill summer jobs in places where there were no longer enough section crews. While in many places the young men worked out of yards near their homes, one hundred worked in two "away" camps established in West Michigan to work on the PM's busy Chicago-Petoskey Division mainline. One camp was established adjacent to Waverly Yard in Holland while the second was on a siding about 33 miles south (railroad west) near Breedsville, northwest of Bangor in Van Buren County.



An athlete-crewman and supervisor at the Breedsville camp. (John R. Milhaupt Collection)

Once the PM received approval from the State Department of Labor, it started recruiting. Grand

Rapids Junior College instructor Clarence Meyers, who had worked several previous summers in roadway maintenance for the PM, recruited student-athletes from the football teams at Grand Rapids South High School and Grand Rapids Central High School for the camp at Holland. The Breedsville camp was populated from other schools in the Grand Rapids area. Counselors were provided by South High School and Grandville High School. The PM Division Engineer provided foremen and assistants for each site. Two mother-daughter teams of cooks were hired, one for each crew, and lived in the commissary cars.

Crews based in Holland lived in a series of five huts specially built for this effort, while the Breedsville crew slept in five boxcars outfitted with double-deck beds. Each crew had a set of rebuilt boxcars serving as space for a foreman, supervisors and counselor, a commissary, a kitchen and two dining cars, a shower car and a locomotive tender used as a water tank. Electricity was provided by a portable generating plant. Water came from new wells added at the sites.



A work team at the Holland camp (John R. Milhaupt Collection)

The accommodations, with their libraries, counselors, dedicated cooking staff, electricity and laundry facilities were a notch or two higher than those afforded the regular track crews. The barracks-like housing afforded the Holland-based crews received a certain amount of "customization" by its residents. The crews themselves provided the number signs for the buildings, each "appropriated" from a Grand Rapids city transit bus.

According to family legend, the author's father, though not a participant in the program itself, is said to have assisted with this effort by "acquiring" a sign from a bus on the Madison Avenue-Stocking Avenue route for a friend in the Number 3 hut.



The camp cooks pose for a group photo (PMHS Collection)

The typical working day began with a 7:00am wake-up call (a newspaper article of the time indicates that the Breedsville camp requested a locomotive bell for reveille), and wrapped up with "lights out" at 10:45pm, with eight hours of paid work in between. The crews spent their workdays tending to the right-of-way in their respective areas, including shoveling and tamping ballast, clearing culverts and maintaining drainage and fence lines.



A team at work (PMHS Collection)

The remaining hours were occupied with boxing, swimming, reading and writing and, of course, football and other sports. The young crewmembers were responsible for waiting tables at meal times, cleaning and maintaining their quarters, and building any additional facilities they decided that they needed at their site. The counselors didn't

have easy positions- they worked alongside their youthful crews. These crews worked weekdays, and on weekends the youths were taken home to Grand Rapids on Pere Marquette trains.



Boxing was a popular pastime off-hours. (John R. Milhaupt Collection)

This approach was adopted system-wide on the PM for the summer of 1944, though the other crews were based at their family homes and ventured out daily via car or bus. A crew of thirty was bused from Ionia to Elmdale on the Plymouth Subdivision mainline every day, and 37 were based in Saginaw and worked nearby. In St. Thomas, Ontario, twenty high school "extras" worked on nearby tracks to the west, while in Bay City, twenty took advantage of the program. In the Thumb, three worked out of Marlette, two from Sebewaing, three at Mayville, and seven at Vassar.

The PM was not alone, as other railroads in the US and Canada adopted similar programs to address their manpower shortages during the war.

More details on this operation are laid out in an article titled "Grid Iron Gandy Dancers", by T. O'Meara, published in the August, 1944 issue of the PM, C&O and NKP's *Tracks* magazine, which was a source for this article, as well as an unsigned staff article from the June 18, 1944 edition of the *Grand Rapids Herald*, titled "High School Boys, Teachers Are Summer Section Hands."

Photos are from both the estate of John R. Milhaupt and the Pere Marquette Historical Society Archive, used with permission. For information on the Pere Marquette Historical Society, visit <https://www.pmhistsoc.org>

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 fall. Because everyone is zooming from home, we have moved our May meeting to 10AM on Saturday May 15th, the clinic will be MMR Bill Neale's presentation of Steam Era weathering. Our meetings are typically 2–3 hours long and consist of Div Business followed by any opportunity for show and tell (we try to have one member layout tour 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. For June thru August, we will probably just have a Wednesday evening 'open mic' zoom session when anyone can attend, we'll discuss model railroading and any other topic the piques the groups interest. If you are interested in attending one of our sessions 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 Five – Capital Division (Lansing and mid-lower Michigan area)

The Capital Division's monthly Zoom meetings are going very well with excellent clinics including Bill Neale, MMR, on "Weathering Steam Era Freight Cars" and a second presentation, a video tour of his PRR layout. Sam Swanson presented his clinic on "Detailing and Customizing Our Models" and Ray Persing, of Dayton, who'd returned from England just in time to not have to change our starting time whose presentation was on using 3D printing in the hobby. The Division is considering continuing the Zoom get-togethers during the summer, when in the past we've taken a break from them. The Division also has held elections with Andy Keeney, Superintendent, Ron St. Laurent, Paymaster, Mark Cowles, Clerk and Craig Rosenberger, Webmaster being reelected to their positions. Terry Davis was newly elected as Assistant Superintendent. 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 Nine – Southwest Michigan Division (Branch, Calhoun, Hillsdale, Kalamazoo, St. Joseph, and VanBuren Counties)

Greeting from Division 9! We are finally meeting in person with the added bonus of zoom for those unable to attend in person. The last two monthly meetings have been a joint effort via zoom with the Michiana Division group. Each month has had zoom clinic presentations by clinicians who live a distance from Kalamazoo. The zoom format has allowed for information to travel to our group. Technology in our modeling is ever changing newer better products, tools, electronics and how it has changed our concept of running trains. I like to think I've embraced technology and all it brings to model railroading. 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, Superintendent)*

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

The Motor City Division, continues to meet twice a month using ZOOM meeting format. For meeting 1, we do show & tell, history lesson and announcements. For meeting 2, we do clinics, layout tours and more announcements. Our meeting info is emailed a few days before each meeting. ALL are welcome to join and you can get on the email list by contacting Superintendent Bill McMillan. Recently, we did a test of our MI-Track HO modular layout and it worked!! The design was proven, wiring was good and we ran a loco on each track. One corner module wasn't complete so we couldn't do a full loop, but the test showed we're on the right track! The design specs for MI-Track are on our Div 6 website. We're hoping that perhaps our first display could be at the Black Swamp Junction convention. Our meetings continue to be well attended with 30-35 attending each night. We've added virtual layout tours to our second meeting. We did have some excitement in April as one of our meetings got hacked! The person started yelling and cursing everyone until we figured out who it was and deleted them. We're now using the waiting room and you must use your real name for on-screen identification. 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 Three - 3 Rivers Division (Fort Wayne, Indiana and western Ohio area)

The 3 Rivers Division is still working out the bugs of zoom meetings as we are starting to have regular meetings again. We are in the planning stages for a variety of events within our division. They include our Train Show & Swap in December 2021, the 3 Rivers Ops weekend in April 2022, and the 2023 Regional Convention "Fort Wayne Rails 2023" **October 19-22, 2023** here in Fort Wayne. It seems like things around here are starting to get back to a normal place whatever normal is going to be as Ops Sessions are starting up again with more frequency with a few changes to the way we operate. *(submitted by- Bob Jones, Superintendent)*

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

The Black Swamp Division has been meeting "virtually" via Zoom during the pandemic. Our meetings feature clinics with broad interest and a Show'n'Tell session when members can share what they have been working on. We publish our monthly newsletter, the Train Order, online 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. We are taking a break from meetings during the Summer and will resume in September, hopefully with a LIVE meeting! Follow our Division website for progress and activities at <http://www.divisiononencr.com> *(submitted by- Dave McMullian, Superintendent)*

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

Division 10 began 2021 with a virtual meeting in January using Go To Meeting provided by one of our members. We will continue with online meetings at 7PM on the 4th Thursday of the month. Many members have submitted project pictures and descriptions for our "What's On Your Workbench?" emails that are forwarded to all members. I have been sending out articles from previous Hotbox issues for "Flashback Friday", and I am always looking for more articles. Some of our members have been working with Crossroads Village and planning events with the Huckleberry Railroad for Railfans Weekend this summer. 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 Four – Grand Rails Division (Grand Rapids and west Michigan area)

The Grand Rails Division is pleased that division member Don Bergman has begun submitting SOQ's for several Achievement Program categories and has received his first two certificates. Congratulations Don. Like everyone else we are anxious to be able to get together locally but many are participating in the great zoom meetings presented by other divisions. Please visit our website and our Facebook page. *(submitted by, Skip Luyk, Superintendent)*

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

Division 8 had elections recently with some old faces returning and some new faces as well. Yours truly decided to take another turn in the superintendent's chair after more than a decade break. Kent Aughe returns as secretary, while elected newcomers are Dan Shilt as treasurer and Mark Mincek as director. We thank Paul Runyon as treasurer and Phil Doolittle as superintendent for multiple terms each. Our meetings held on the Third Thursday of the month at 7pm on Zoom have a pretty good turnout of about 40 people the last few months and the meetings run about 2.5+ hours. We have hosted visitors from other divisions including from Division 6, 3 and 4 and look forward to others from the region joining in as well. We found that our regular meeting format was a bit cumbersome for the virtual format so we are changing things up a bit by moving the clinic up to the beginning of the meeting and show/tell closing the meeting out. With our members getting vaccinated along with the general population we can hopefully move from virtual only to in-person meetings by the fall, although we do want to continue offering a Zoom participation option for those members that may be snowbirds or simply unable to attend the meeting in-person for one reason or another. If you'd like to keep up with the goings on at Division 8 or get the Zoom meeting link to participate with us, please join our Facebook group at <https://www.facebook.com/groups/288929175921717/> Our web site is, <http://div8.ncr-nmra.org/> Come join the fun. *(Submitted by Curt Danielewicz, Superintendent)*

IN MEMORIAM

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

HANK MEYERS passed away at the age of 89. He regularly attended Div 6 Meetings with his son Doug. He and Doug were modeling the C&O and he was an accomplished model builder. Hank was also a member of the Midnight Pocatello Yardmasters club. Hank has been a Div 6 member since 1991!



Hank Meyers

HOWARD ANDREWS passed on April 7, 2021 at the age of 70. Beloved husband of Debbie. Loving father of Heather Velasco and Stephanie (Edward Cruz) Andrews. Howard worked 47 years at Ford Motor Company as an engineer and I.T. support. He was very involved with the Dearborn Sunrise Rotary, the MI Miata Club and model railroading with the Detroit United Railways. He loved to scuba dive and traveled the world to do so. Howard was Div 6 Superintendent from May 2011 to October 2014. He was also Secretary for several years and Clinic Chairman for many more. He was also our Fall Show Chairman for a few years and the NCR Photo Contest coordinator since June 2012. Howard will be greatly missed.



Howard Andrews

STEVEN SCANES, age 64, passed away Saturday, February 13, 2021 at Toledo Hospital. The son of Joseph and Greta (Clarkson) Scanes, he was born June 7, 1956 in Ft. Huachuca, AZ. Steve was an engineer for the Norfolk Southern Railroad. Steve was very proud of the railroad and encouraged his son-in-law to join the railroad as well. Steve was known as the "Super Papa". He loved to engage his grandchildren in conversation, even if it meant he had to Google the subject so he was informed during the conversation. He always found the time to get on the floor and play with the grandchildren. Baseball was a common past time at the Scanes house. Prior to working at the railroad, Steve operated a model train hobby shop, traveling the country to railroad events and was at one time voted a top 10 vendor in the country. Steve had the ability to make you feel like you were the most important person in the room. He is survived by his wife, Joyce; children, Branden Scanes; daughter, Holly Scanes (Kenny de Araujo), Melissa (Joshua) Shuster, Lindsay Jones



Steve Scanes

REMINDER.... the NMRA convention is all virtual again this year -

WHERE PROTOTYPE MODELING, OPERATIONS & TECHNOLOGY CONVERGE...

Join us online starting July 6, 2021 for high-quality video clinics via Zoom, live Q&A with top modelers and layout owners, pre-recorded video layout tours, a photo model show, and much more!

www.nmra2021.com

RAILS BY THE BAY
NMRA 2021, SANTA CLARA, CALIFORNIA

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...

From a friend of your HotBox Editor - link to a 7:47 minute video of the "Piermont Division" made by Howard Zane! It is a really great layout with amazing scenery, and the video includes locomotives of the C&O, Erie, PRR, L&N, CNJ, NYC, among others. I hope you enjoy it, too! <https://youtu.be/kRLbS226dqA>

From that same friend from PA - link to a video on vanishing railroad towers and their operators. It is quite interesting, including the visit with the woman tower operator. A great video, especially after the 3 minute mark when the music ends. <https://www.youtube.com/watch?v=1EJEdV0OFDA>

WOW! A new video of Rapdio's owners layout. When you were a kid, did you ever want to shrink yourself down and fit inside your toys? This is a passenger's view of my model railroad as we approach Brockville Station. Everything outside the window is a model. <https://www.youtube.com/watch?v=fQTfo32EjvY>

Interesting G scale display in Columbus! [https://urldefense.com/v3/__https://www.fpconservatory.org/exhibitions/paul-busse-garden-railway/__;!!KGKeukY!kRrrw7WXQ48Kaer-vexAQul-pnTDNTcVbuqwcLkyltQCioNHE8SweRj9Yivz5-_QRQ\\$](https://urldefense.com/v3/__https://www.fpconservatory.org/exhibitions/paul-busse-garden-railway/__;!!KGKeukY!kRrrw7WXQ48Kaer-vexAQul-pnTDNTcVbuqwcLkyltQCioNHE8SweRj9Yivz5-_QRQ$)

BTR #2- 16TH MICHIGAN RAILROAD HISTORY CONFERENCE POSTPONED TO FALL 2022

The 16th Michigan Railroad History Conference has been postponed for one year due to the likelihood that COVID-19 will still be a concern next September. Based on the warm welcome received from people in the Ludington area and the rich opportunities for learning railroad history in the area, organizers of the conference plan that it will be held in Ludington, Michigan, as had been planned for September 2021. In lieu of a live conference, the potential of offering a



limited virtual event in the Fall of 2021 is being assessed. Dates and content details are yet to be determined. Thank you for your interest in the conference. Additional information will be distributed as it develops. Anyone wishing to be added to the conference email list should send their name and address to this email mrhc16.2021@gmail.com. If anyone wishes their name deleted from this mailing list, email that request.

BTR #3- MICHIGAN RAILROAD CLUB PROGRAM

It is with regret that we inform you that the Michigan Railroad Club meetings and presentations are suspended, for the foreseeable future. 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 #4- CONGRATULATIONS!! Seems the NCR membership did some sizable contributions in recent issues of Model Railroader magazine! In the past three months, articles and photos have been published from Bill Neale MMR on a layout build – with mentions of Scott Kremer MMR, Joe Bliss, Ron King MMR and Norm Logan and Brooks Stover was mentioned in Tony Koester's editorial. Congratulations to all on their publication!

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!*

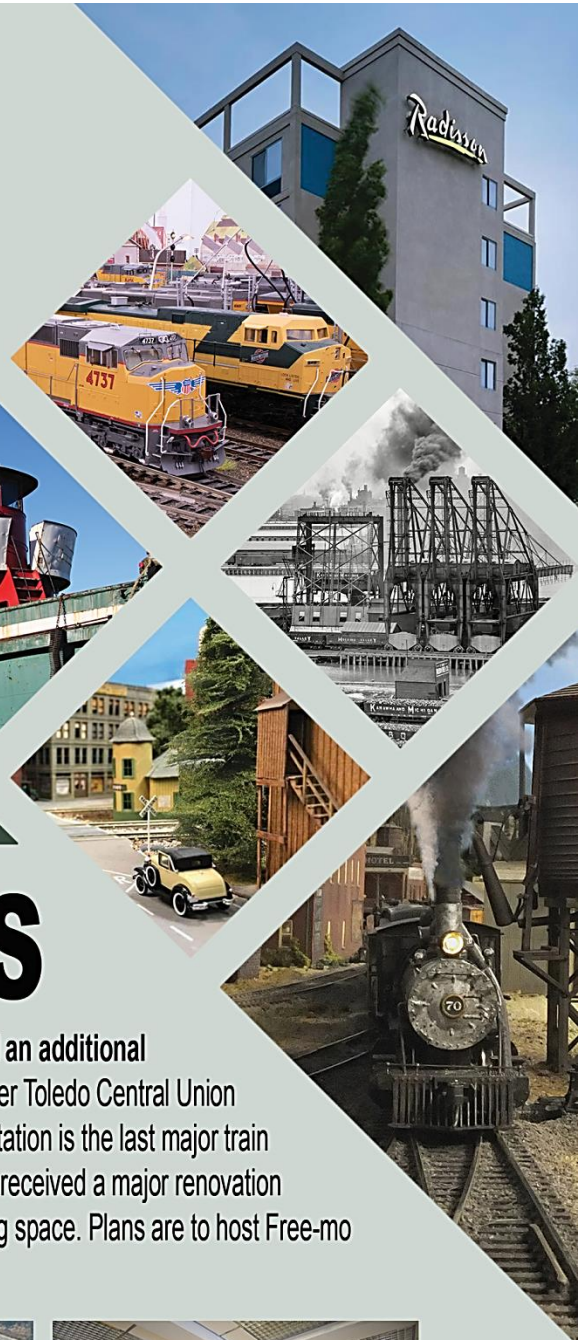
DISCLAIMER!!- While we will try to verify most stories, the HotBox, HotBox Editor, NCR Board of Directors, its agents and representatives will not/cannot be held responsible for mis-information presented in this column.

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



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

LATEST UPDATES

The Black Swamp Junction crew is proud to announce that we have added an additional venue! Black Swamp Junction has added the Martin Luther King Jr. Plaza (former Toledo Central Union Terminal) with an additional 8,000 square feet of layout and exhibit space! The station is the last major train station built by the New York Central Railroad. The station was built in 1950 and received a major renovation several years ago converting the passenger concourse into banquet and meeting space. Plans are to host Free-mo and a G Scale layout in this area.

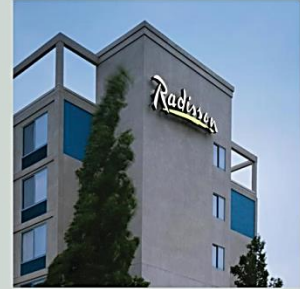


www.divisiononencr.com/2021



Make your reservations before they fill up!

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



The convention has procured a reserve room rate of \$115 per night which includes 2 queen or 1 king bed. Rooms includes full buffet breakfast. To be eligible for the rate, call the convention Radisson Hotel directly at 419-381-6800. When reserving rooms, provide the rate code "NMRA".

SCHEDULE UPDATES

New Schedule Announced! Black Swamp Junction will be moving to a new schedule format similar to that used by the Narrow Gauge Conventions. Clinics will occur at multiple times while layout tours and Op sessions will happen during the day. This format has proven to be very popular and will help avoid night driving in unfamiliar areas and get everyone close to "home" at the end of the day.

CLINIC UPDATES

The list of clinics is being finalized as this issue is printed and its looking very exciting!

- We will have 22 topics, including 11 by MMRs.
- Many are brand new for this convention
- 10 clinic sessions with no other activity conflicts
- 19 presenters, including 7 MMRs
- 7 topics on modeling ships and nautical scenes
- Laser kit Modeling with the Masters (make 'n' take clinic)
- Others include operations, backdrops, structures, planning, and prototypes.



NOTE: "Modeling with the Masters" clinic does require an extra fee for the structure cost. Please make sure to include this fee on your registration form. If you have already submitted payment and want to have this added, please contact the registrar at blackswampregistrar@gmail.com.

www.divisiononencr.com/2021



EXHIBITS

With the addition of the Toledo Union Terminal, our exhibition space has increased dramatically! We currently have several layouts scheduled to be present within the venue. These range from large multi-module setups, a Free-mo layout with members from several neighboring states and a number of small to micro layouts.



LAYOUT TOURS

More tours added! We have been working hard to secure a wide variety of home layouts within a close radius so travel times will be at a minimum. Layout subjects range from modern to steam, standard gauge and narrow with scale/gauges include: Z, HO_n3, HO_n30, HO, 1/72 (3ft gauge), G and 7-1/2" gauge (1/8 actual size) among others. Make sure to check the website for the latest list of layouts on tour.



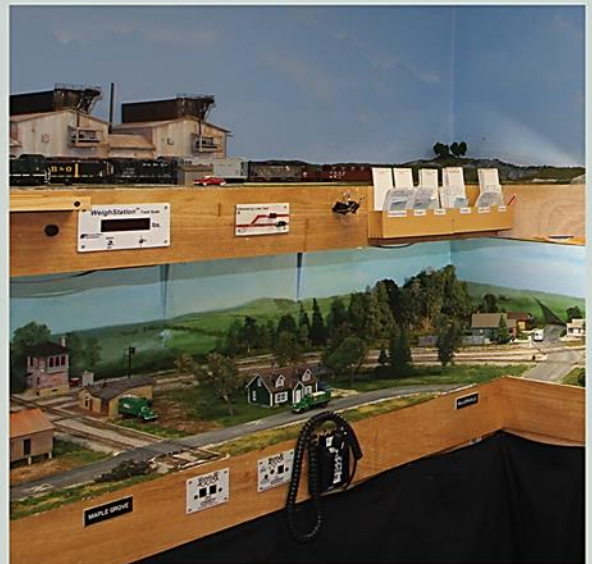
OPERATIONS

Experienced or novice, we have a variety of layouts lined up for operations. Layouts already reserved for operations include but are not limited to:

- Doug Tagsold - Colorado & Southern RR Clear Creek Division
- Mike Bruss - Union Santa Fe and Southern
- Mike Finkler - Pennsylvania R.R. Toledo Division
- T.J. Stratton - New York Central – The Old Road
- Jim Treadaway - Stinky Creek Railroad
- Operation Road Show

See the website for the complete current list!!

Make sure to check the “interested in operations” checkbox on the registration form!



www.divisiononencr.com/2021



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: blackswampregistrar@gmail.com

Registrar Phone: 419 350 6630

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: _____)..... N/A</p> <p>Registration Subtotal..... \$ _____</p>		
	<p>Extras</p> <p>Luncheon Buffet (11:30 AM Saturday)..... \$20 \$ _____</p> <p>Polo Shirts, Silver with BSJ Logo – enter quantities below:</p> <p>Short Sleeve: S ___ M ___ L ___ XL ___ 2XL(+2) ___ 3XL(+4) ___ \$30 \$ _____</p> <p>Long Sleeve: S ___ M ___ L ___ XL ___ 2XL(+3) ___ 3XL(+5) ___ \$35 \$ _____</p> <p>Modeling with the Masters Clinic..... Scale: HO ___ N ___ \$25 \$ _____</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"

Send Completed Form to:

NCR 2021 Convention
Attn: John Gardner
25605 Normandy Rd W
Perrysburg, OH, 43551

ver1.5

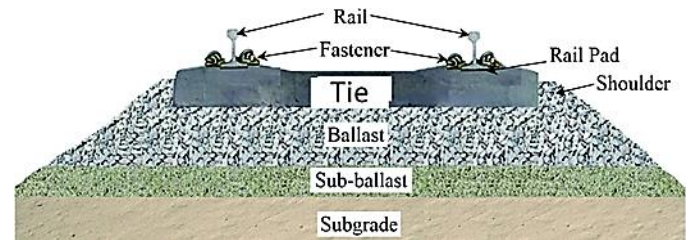
TIES AND BALLAST part two

As all the equipment became converted the railroads discovered that longer trains could be run safely. But longer trains required bigger locomotives. Bigger locomotives required heavier rail. Longer trains required longer passing sidings, bigger roundhouses and longer turntables. Steel had been produced before 1893, but now because of the demand for bigger locomotives and stronger freight and Passenger cars, the demand for steel, which was more costly than iron caused equipment costs for the railroads to increase. The wooden and iron bridges that were suitable for the 4-4-0 locomotives and lightweight trains must now be replaced with steel bridges.

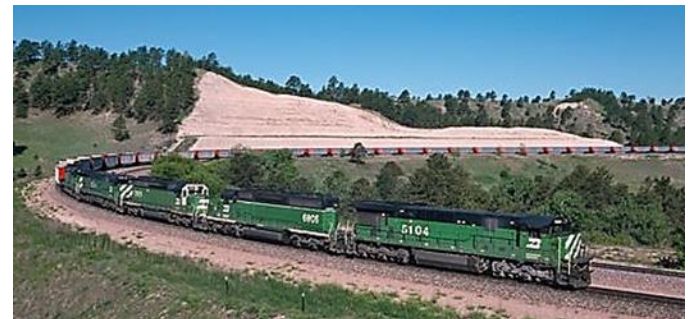


By the 1900's, the old days of ties made by splitting a pole in two pieces, some even shaped like parentheses, were long gone. The lumber mills now had gigantic saws that would turn out ties to a consistent shape, depending on the requirements of a particular railroad. By now the cost of a single tie was considerably higher than it had been in 1869 when the first transcontinental railroad opened for service. Since ties were now so costly, the railroad looked for ways to make them last longer. The first method was to lay ties on top of crushed rock and then spread more crushed rock between the ties. Now when it rained or when the snow melted, the water would run down below the ties and the wooden ties would not rot so quickly. This was soon followed by treating each tie with creosote (an oily liquid) that prolonged the life of a tie by many years. Just recently, I saw a picture of a new tunnel completed in 1904 and the track was laid with the latest engineering methods.

The track had ballast, steel rail (less than 100 pounds) nicely shaped ties but the rail was spiked directly to the ties without tie plates.



When I grew up in the Chicago area as a boy, I thought all mainline ballast was white and consisted of heavy crushed rock. When I entered high school and began to look at the world through more adult eyes, I noticed that the ballast on the Burlington right-of-way between Chicago and Aurora was a much finer ballast most other lines. When the steam era ended on the Chicago & Northwestern (about 1959), I remember reading that the C&NW had purchased a quartz quarry in central Wisconsin, named the Pink Lady Quarry. Within a year after reading that announcement, I noticed whenever new ballast was added somewhere along the mainline of the C&NW, it had a pink color.



In the early 1980's, wife and I went on a trip with the Michigan Railroad Club to Colorado. Although the trip to Denver from Detroit and return was by Amtrak, we toured many sights in Colorado by bus, we frequently ran parallel to the Rio Grande Western RR, however when the bus stopped, the railroad was always out of sight. Two things I do remember about the Rio Grande right-of-way: 1. The ballast was black (never did learn whether it was black rock or white rock sprayed with oil to settle the dust or the kill weeds) 2. The signal targets were painted a dark, dull black color and the shades over the signal lenses were unusually long.

I feel certain that in mountainous, bad winter country, such as Colorado, the dull black targets with the extra-long shades over the signals are a big help to the operating crews in spotting signal lights against a snowy backdrop. All my life I have only seen ties treated with Creosote, which is such a dark brown color, it could easily pass for black. But in 1973, we went to Canada to ride the Algoma Central. I was startled when we arrived at Hawk's Junction and saw pale green ties. The Doctor said that I wasn't color blind, but that the Canadian's no longer use Creosote to preserve ties, but the solution used leaves a green residue.

All of this observation on my part has affected my model railroading. Most model railroaders do the ballasting of track as the final step. Because I walked so many miles along the railroad tracks as a boy, I do the ballasting before I do scenery, because I can't stand naked track. The normal flex track comes with black ties which I paint a muddy brown, but on two of my N scale layouts, I removed the brown Paint from certain ties to make it look as though a track gang had replaced a few old ties here and there with new ties.

I am currently at work on my seventh layout, and I was greatly influenced by two members of Division 6 (Mark Castelli and Terry Carver). Mark showed a railroad video of the Burlington-Northern coal

operation in Wyoming constructed with concrete ties and Terry Carver's layout represents a current day railroad. My layout represents the present day Burlington-Northern along the Mississippi River in Wisconsin not far from the Pink Lady Quarry, so my mainline ties are concrete and my mainline ballast is pink!



If I am not present at the next meeting, you will know that I was railroaded out of Division 6 for using pink ballast. Don Oct 22, 1993

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

NCR DIRECTOR REPORT

Hello everybody! As I hear about NCR activities each month, it still seems to be that "Zoom Meetings" are the most common. My own Division 9 and the MWR Michiana groups are co-hosting joint zoom meetings each month. Division 9 will be getting out on the road this fall for a few layout tours, following covid protocols, so the model railroad hobby is connected and happening, but in a different ways.

I continue to work slowly on my new layout between my work shifts and jobs, but this gets tougher with the warmer weather finally arriving. I am presenting clinics at an "in person" NMRA Convention in Bismark, ND and with a British Columbia group by Zoom, both in May. So NMRA conventions are still happening this summer and fall between zoom and live sessions in North America. With the warm weather, I am getting out to shoot train photos in the Midwest. Watching real trains was how many of us really got started in this hobby. Also it can be a chance to "get together" with other model railroaders in a safe space - "outside"! Please mark on your calendar the dates for the Steel Mill Modelers Special Interest Group (SIG) of the NMRA which was canceled due to the covid in 2020, is back rescheduled for Aug 18-21, 2021. Events are scheduled for each day: live area tours, layout tours which have a steel mill theme, a day full of clinics, dinner meeting, and many things to see in Southeast MI! Check out the Steel Mill Modelers SIG website through the NMRA for registration and costs. This is a national convention being held and hosted in MI. *Rich Mahaney, NMRA NCR Director at Large*



2021 RAILROAD HERITAGE WEEKEND MODEL RAILROAD SHOW & SWAP

Saturday, July 24
10:00 a.m. - 4:00 p.m.

Sunday, July 25
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 and/or Food Trucks

<https://www.vwrrhw.com>



RR HERITAGE WEEKEND
18th ANNUAL



Over 200 Vendor Tables

ADMISSION: Adults \$6.00

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

FREE STUFF for the Kids - Handicap Accessible

Face Masks Required or Proof of Vaccination • Hand Sanitizing
Stations • Public areas will be sanitized regularly
Contact Tracing • Face Mask/Shields will also be available

Sponsored by the VAN WERT CO. HISTORICAL SOCIETY

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

THE RULES ABOUT AIR BRAKES

Not everyone who is interested in trains has read a Rule Book, maybe because they think them dry and boring but there are interesting things to be learned there. In the latter part of the 19th century a new safety device came into use on American Railroads, the Westinghouse Quick Action Automatic Air Brake. So, in its 1893 issue of its book of Rules, the Grand Rapids & Indiana Railroad chose to include new Rules No. 776 – 790 all dealing with the use of these new brakes.

The following is an excerpt from the 1893 GR&I Book of Rules, pages 98 to 105, so you can read it for yourself. What is particularly interesting is that in this period, not all cars were equipped with air brakes, so there were special procedures (see Rule 789) to handle that situation in order to avoid damage to equipment, goods and people. It's also interesting to see what was required of train crews to make the new air brake system work. The items in bold print were printed that way in the Rule book.

This article was originally published in The Fishing Line Vol. 29 No. 4 December 2016

THE WESTINGHOUSE QUICK ACTION AUTOMATIC BRAKE

776. As the safety of passengers and trains may depend on the successful working of the air brake, it is of the utmost importance that all parts of the brake be at all times in perfect working order, and all trainmen must be perfectly familiar with the brake and the manner of operating it, as explained below.

777. Enginemen must warn trainmen when the brakes have been applied in such a manner that they cannot be released from the engine, by one short blast of the whistle. The rear brakeman must, on stoppage of the train, immediately proceed back the proper distance to protect the rear of the train according to rule 99, without attempting to release any brakes; the conductor shall proceed to the rear of his train to see that the brakeman has protected the train, and, beginning at the rear end, will release as many brakes as he can; the fireman, beginning at the tender, shall release as many as he can; the head brakeman will begin about one-third of the distance back of the engine and release

toward the rear until he meets the conductor. In this manner all the brakes on a long train can be released in about one minute if each employee attends to the duties above designated.

778. As soon as the brakes are released the, train should proceed, depending upon the hand brakes until a station is reached, where the damages can be ascertained and repaired without danger to the train.

779. Engineers must not rely wholly on their air brakes when approaching draw bridges, railroad crossings, meeting points or other especially dangerous points, but must reduce speed and have their trains under control.

780. Engineers of freight trains on which air brake cars are being used will use great care both in applying and releasing brakes in order that no damage may be done to equipment or lading. Engineers must not release air brakes without first giving whistle signal for release of hand brakes, which may be set on the rear of the train, and must wait a sufficient length of time for this to be done.

781. When there are two or more engines coupled to a train on which air brakes are being used, the air must be worked from the leading engine whenever possible to do so.

782. No car equipped with air brakes should be cut out of a train without good and sufficient cause, and if train men are unable to adjust it the first car repairer should be notified to see if he cannot quickly put it in condition. In case the repairs cannot be made en route the conductor will report the fact to the master of transportation by wire, giving initial and number of car, and for what reason he was obliged to disconnect or leave it. In case a conductor receives a train with one or more cars cut out he should so report in order that the reason may be ascertained.

The following diagram and instructions explain fully the method of handling the air brake:

continued next page →

SPECIAL RULES FOR THE GOVERNMENT OF EMPLOYEES IN HANDLING THE WESTINGHOUSE QUICK ACTING BRAKE

783. To Make up a Train—Unite the couplings “A” and turn handles “B” slowly in line with hose couplings, except on rear end of last car, where handle “B” must be turned crosswise of pipe, and coupling “A” united with dummy coupling “J.” Turn handle “H” in branch pipe at right angle (crosswise) with branch pipe.

784. Testing Brakes—After a train is made up, and the locomotive coupled to it, one of the train men or the inspector shall request the engineman to apply the brakes. Starting from the locomotive they shall pass to the rear of the train, seeing that the brakes are applied on each car, that the pistons move out the proper distance, and that there are no leaks or other defects.

From the rear they should signal the engineman to release brakes, and must then go forward, making sure the brakes are released on each car, and notify engineman that the brakes are all right.

The same operation must be observed after every change in the make-up of a train.

Should it be found necessary to make additional applications of brakes, on account of defects found in passing along train, the same may be communicated to the engineman by means of a signal given as follows: A hand or lantern raised above the head and held there until recognized.

The signal to release brakes, after testing, will be the regular “stop signal” authorized by this book of rules, viz.: A lamp, a flag or a hand swung across the track.

In passenger service the signal for release of brakes, after testing, will be two blasts of the air signal given from the rear car by use of the signal cord. Releasing brakes by means of the release valve “K” should be the last resort.

Before starting, trainmen must know that the brakes are in proper working order; that the brakes are all released, and that the handle “I” of pressure retaining valve is pointing down.

785. Pressure Retaining Valve---To be used only on grades where it is necessary to hold the train in check while re-charging. For the convenience of

trainmen this valve is placed on the end of car near the brake wheel. It is connected by a small pipe with the exhaust port of the triple valve, and through it the air is exhausted from the brake cylinders, when brakes are released. When the handle “I” is vertical (pointing down) the port is full open; when horizontal (crosswise of pipe) a certain portion of the air is retained in the brake cylinder after the brakes are released.

Special instructions will be issued designating the grades on which pressure retaining valves are to be used. At all other times the handle “I” must be vertical (pointing down).

786. To Cut off a Car or Locomotive
First. See that the brakes are all released.
Second. Turn handle “B” crosswise of pipe on each side of coupling to be separated.
Third. Disconnect the couplings “A” and unite them with the dummy couplings “J”.
Couplings must always be separated by hand.

787. To Release a Brake - Open the release valve “K” and hold it open until brakes start to release, and no longer.

To Cut out a Defective Brake - Turn handle “H” in branch pipe parallel with branch pipe, and open release valve “K,” holding it open until all the air is exhausted from the reservoir. Turning handle “H” parallel with line of pipe shuts the air off from the defective brake, but allows it to pass through the train pipe to the other cars in the train.

788. Burst Hose- When this occurs turn handle “B” immediately in front crosswise of pipe, and signal engineman to release brakes. After the hose has been replaced make the coupling in the usual way, and see that all brakes are released.

If Train Breaks in TWO - Turn handle “B” crosswise of pipe on rear end of car immediately in front of break, and signal engineman to release brakes. When brakes on forward section are released, couple to rear section in the usual way.



789. To Apply Brakes from Train— This can be done in three ways, none of which should be used except in case of emergency: First- By pulling down on the conductor's valve cord on passenger train, and holding it down until train is stopped.

Second- By disconnecting the couplings between two cars. Third- By turning handle "B" on rear end of last car on line with hose.

Air brakes and hand brakes must never be applied at the same time on same cars, as injury to trainmen may result.

Enginemen must not apply the air brake, after having signaled for hand brakes, without first signaling off brakes.

This has special reference to trains fully equipped and operated with air brakes. With trains partially equipped with air brakes the usual call for hand brakes will signify that they must be applied on cars not equipped with air; but continuous calling for brakes will signify "no air," in which case hand brakes must be used on air brake cars as well, and enginemen must not apply the air afterwards without first signaling off brakes.

Should the engineman feel the brakes go on suddenly, he should quickly apply the brakes and hold them there, in order to accumulate pressure in the main reservoir, until the difficulty has been removed and signal given to release.

The automatic quick acting brake with the old style automatic brake can be operated in trains, but it cannot be changed to straight air.

Conductors must report on a card prepared for that purpose the repairs which are needed to the

brake apparatus in their trains. These cards must be handed, on arrival at the end of their runs, to the yardmaster or chief car inspector for immediate attention.

790. Care and adjustment -The adjustment of the brake rigging on the cars should be such that when brakes are fully applied the piston will run out not less than three or more than nine inches.

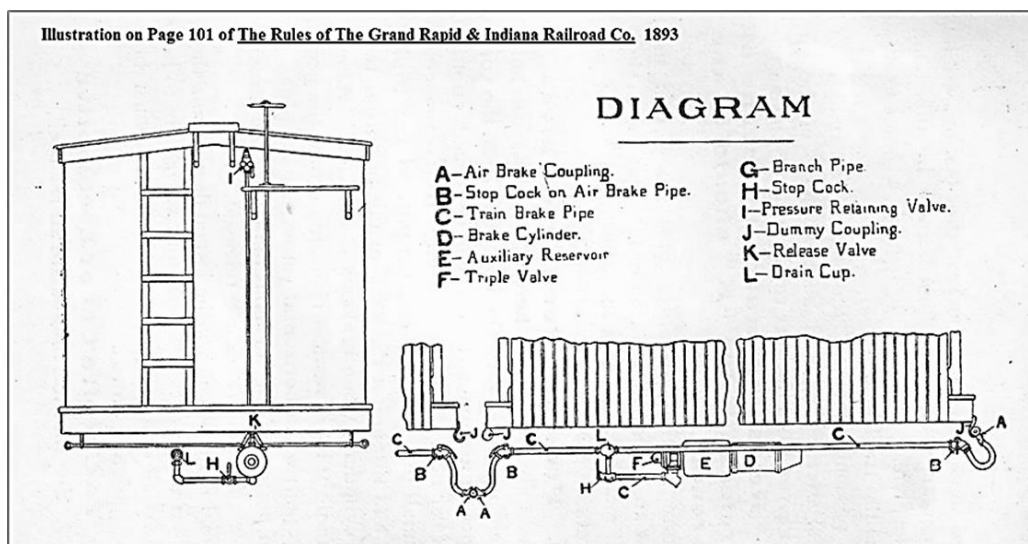
Air brake cylinders and triple valves should be cleaned and oiled every four months, and the dates of cleaning and oiling should be marked on the air brake cylinder.

The diagram here shown of the brake applied to a box car contains all the essential parts. The same parts will be found on other classes of cars, and, although their location may be slightly different, their use is the same as described in these rules.

Although this diagram shows the brake on freight cars, the general arrangement of the Westinghouse quick acting brake on passenger cars is the same, and the same rules will apply.

Special attention must be given when disconnecting air hose to attach to the dummy coupler "J" to prevent their taking in dirt and sand, thereby injuring the operation of the brake. "

There, that wasn't too bad was it? And I bet you learned something you didn't know, didn't you? These rules were not part of the May 29, 1910 GR&I Rule book. - DJV



INDY JUNCTION 2022 – Tri-Regional Event

NCR EVENT

Great News. With the worldwide pandemic coming to a close, we have a special event to announce for 2022!

INDY JUNCTION 2022 will take place **May 18 - 22, 2022** and it will be a convention that will rival any that has been or will be offered. The convention will be at the Indianapolis Marriott East Hotel. There will be 4 groups involved in this convention. The North Central Region, Midwest Region, and the Mid Central Region will come together along with the Chicagoland RPM (Railroad Prototype Modelers). This event will be held in 2022 instead of individual Regional conventions.



The RPM Conference folks, led by Mike Skibbe, have hosted RPM Chicagoland since 2016. RPM Chicagoland has a 27-year history with attendance of about 335 people. Their events emphasize clinics and we should expect as many as 30 to 40 different clinics from them in addition to the dozens we will have from NMRA members. Mike, as NMRA's Railroad Prototype Modeler Director, is working to incorporate the best features of RPM style events with the best of the NMRA conventions. The Tri Regional Convention will be the first. RPM clinics tend to address in depth modeling details, operations, and prototype railroad information so there should be an unprecedented number of great clinics to choose from. In addition, the RPM model displays, a key feature of sharing modeling techniques, will be included.

As always there will be top-notch layout tours and op sessions available. All layout tours and op sessions will be self-guided and included in the cost of registration. As currently planned, layout tours and op sessions will be during daylight hours. NMRA clinics will be primarily in the morning and evening hours, however, RPM clinics and some NMRA clinics will be during those daylight hours to accommodate those who do not wish to travel to see layouts or operate. There will be plenty for everyone all during the convention.

For NMRA members there will be the usual contests. For the RPM participants there will be a model display room. There will be many models to see and people to learn from. There will be prototype tours, a non-rail program, a Railyard Sale, and everything else you would expect, even from a National convention.

Finally, there will be a train show. While not as large as the typical National Train Show, it will cover some 20,000 square feet and include hundreds of tables. Most importantly we intend to be very selective in our choice of suppliers. The emphasis will be on small to medium manufacturers that sell great products that you will love but may not be familiar with. Yes, we will have some of your favorite companies and there will be a "traveling hobby shop" or two that will sell a variety of your most often used products. Overall, we want the train show to be a special part of the convention that you will look back at happily after you have spent part of your well-earned money.

Our expectation is that you will consider this convention the best you have ever been to. The convention is designed to be a lower cost, shorter version of other conventions but one that will offer you everything and more. The convention is not in the middle of a big city. The hotel is of lower cost but a fabulous venue with



easy access from I-70 and I-465. Parking is free. There are a great number of alternate hotels and restaurants in the area, though we hope you will stay in the convention hotel. The entire convention will be at the hotel, no traveling for the train show or anything else except layout visits, ops sessions, and prototype tours. We will finalize the registration cost shortly, but it will be modest, especially as it will include the cost of layout tours.

When you are considering your options for next year, we simply want you to think about this question:

"Considering cost, duration, and what is offered - why would I go anywhere else?"

INDY JUNCTION 2022 – Tri-Regional Event

NCR EVENT

This convention reflects a significant effort to do something different. It was originally planned to fill a gap, as the NMRA National Convention was to be in Birmingham, England. That convention was canceled but our planning continued. This convention is a big investment in time and money that is being made for you. We hope that we can demonstrate that a convention that is shorter and cheaper, includes everything you are used to, and very importantly includes an additional group like the Chicagoland RPM, is the model for the future, even on the National level. As a member of your region, we hope you will appreciate the effort and resources being invested and plan to attend this convention. There will be much more information made available as time goes on but for now mark your calendars and plan on being a part of your region's efforts to support this event.



Scott Kramer
Chairman, Indy Junction 2022

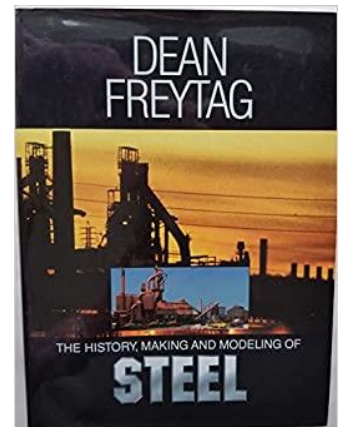
<http://www.indyjunction2022.org>
<https://www.facebook.com/indyjunction2022>

A MISUNDERSTANDING by Bob Hanna, Div 3

NCR STORY

I can tell this story now, as those involved have since past away. Once each year my old club, the Defiance Modular Railroaders, would schedule a trip to visit another model railroad. Let me tell you a little about one of our members, Howard. He was a charter member of the club and built several modules highlighting things like a working, scratch built, double track rolling lift bridge and a working rotary coal dumper, complete with rotary couplers on the cars! Howard was always a quiet, nice guy, never cussed, but was rather soft spoken, and he talked kind of slow. On the way there, Howard had been telling us about a book he got for his birthday about ships. So when we got there, ships were still on Howard's mind. That is what got him in trouble.

This particular year, the DMR was going to visit the heavy steel industry models of Dean Freytag's South Ridge Railroad. Dean loved the steel industry and even wrote a book on it. Photos of his models have been mistaken for the real thing. On this visit Dean was showing us the new BOF building complex he had made down by the harbor. As Dean explained how a BOF furnace worked and how he built his BOF model, Howard's attention was drawn to an HO ship in the harbor beside the BOF model. When Dean asked if there were any questions? Howard asked Dean, "Did you make that ship?". But being soft spoken, Dean heard a "t" instead of a "p" on the last word and loudly asked "Did I make that WHAT!" Everybody was silent. I was softly saying "Oh - My - God" as I realized what had been said and misunderstood. Howard must have realized the misunderstanding, as he said "Ship" "Did you make that ship?", pointing to the ship in the harbor.



Then the laughter broke out. I have never laughed so hard, I was doubled over laughing and thought I was going to fall down! Tears were in my eyes! The laughter continued for over five minutes and even Dean was wiping his eyes. As we slowly tried to pull ourselves back together, Dean said "That was worth the whole trip!"

Of course Howard was embarrassed, and later when I was kidding him about it, he asked me never to bring this up again. So I didn't. But as Howard has passed away now, and Dean too, I see no harm in sharing this with you so that you might have a little laugh or at least a smile, as I do when remembering it.

It just goes to show that among model railroading friends, misunderstanding do occur. The key to it though, is being able to laugh about them together!

HOBBY SHOP & BUSINESS CORNER

Trains & Things Hobbies

let your imagination run wild

Pete Magoun, MMR
Owner

(231) 947-1353
fax: (231) 947-1411
orders: (800) 659-2021

www.tctrains.com
e-mail: info@tctrains.com

210 East Front Street, Traverse City, Michigan 49684
trains • planes • ships • armor • cars • dollhouses • more



P&D HOBBY SHOP

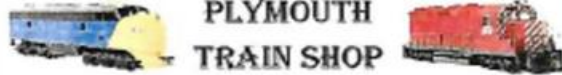
31280 Groesbeck Hwy., Fraser, MI 48026
BUY & SELL USED LIONEL TRAINS

Mon. thru Fri. 10 am - 8 pm
Sat. 10 am - 6 pm
Sun. 12 pm - 5 pm

(586) 296-6116
Fax (586) 296-5642
www.pdhobbyshop.com



43055 Van Dyke Ave
Sterling Heights, MI 48314
586-254-1600



Lionel, O-Scale – MTH, HO, Williams
Dave, manager

37980 Ann Arbor Rd
Livonia, MI 48150
734-454-7337

Mon-Fri 11-6
Sat 11-4



35101 Ford Rd
Westland, MI 48185
734-722-5700

33350 W Nine Mile Rd
Farmington, MI 48336
248-919-0040

1480 Washtenaw Ave
Ypsilanti, MI 48197
734-961-7575

12020 Fort St
Southgate, MI 48195
734-250-7382

Whistle Stop Hobby & Toy, Inc.

Over 40,000 fun items for the
ENTIRE family!!

21714 Harper Ave.
St. Clair Shores, MI 48080

p: 586.771.6770
f: 586.771.3207



www.whistle-stop.com

Carlton Hobbies

"We make hobbies affordable"

7172 Highland Rd.
Waterford, MI 48327
Phone: 248-599-7775
www.carltonhobbies.com
Email: carltonhobbies@att.net

Hours:
Closed Monday
Tu-Th 10am-7pm
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



Mon-Fri 10am-8pm
Sat 10am-6pm
Sun 12pm-5pm

2061 S. Linden Rd Flint, MI 48532
In Lincor Plaza at Corunna Rd.
810-720-2500

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 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 through 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 Clubhouse, 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 posted on our website. Updates/changes can be found on our website. No meeting, July- no meeting, September, December. Any questions, please email superintendent.nmra.ncr.div3@gmail.com or visit 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 Trail, Grand Rapids, MI 49525 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 Macomb Counties)

Meets at 7:30pm, on the THIRD Friday of the month at the Livonia Senior Center, 15218 Farmington Road, Livonia, MI 48150. 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. For additional information contact the Supervisor at www.div8.ncr-nmra.org

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

Meets monthly except in June. 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 available for an additional charge. Visitors are always welcome. For additional and up to date information contact the Supervisor at www.div9ncr-nmra.org or call Johnson 269-365-6777

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!!

2021 RAILFANS WEEKEND



**August 7-8
10am - 6pm**

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.



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

6140 Bray Rd.
Flint, MI 48505

Saturday and Sunday

August 7-8

10am - 6pm

**GENESEE
COUNTY
PARKS**



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.**

Saturday-Sunday – July 24-25, 2021 - Van Wert Railroad Heritage Weekend - Model Railroad Show & Swap Sponsored by the Van Wert County Historical Society. Van Wert County Fairgrounds, 1055 South Washington St. (US 127), Van Wert, OH 45891 Saturday 10am to 4pm and Sunday 10am to 3pm. Admission is \$6/day; Two day Admission is \$8. Scouts in Uniform and Children under 12 = FREE Over 200 tables, Free Door Prize for each Child, Handicap Accessible, Good Food Available, FOUR Buildings with over a dozen operating Model Railroads and Time Savers. If vaccinated, Children's Play Area will be available with Thomas & other wooden toy trains Chuck White 260-760-1666 railcarman@frontier.com

Saturday-Sunday – August 7-8, 2021 - Crossroads Village & Huckleberry RR Railfan Weekend (ad on pg 28) 10am-6pm Flint, MI sponsored by Mid-Michigan Railway Historical Society & Genesee County Parks

Wednesday-Sunday, August 18-22, 2021 - Steel Mill Modelers Special Interest Group 2021 Convention visit with friends and meet new friends in the evening; Planned boat trip on the Detroit River to see the riverside of steel mills; clinics at the conference hotel all day and vendor displays; layout tours; Tour Greenfield Village, Henry Ford Museum, Great Lakes freighter tour in Toledo, OH. Registration and hotel info on the NMRA Steel Mill Modelers SIG website at <https://smmsig.org/2021-annual-meet/>

Saturday-Sunday, August 21-22, 2021 - Carillon Park Railfest Dayton, OH - Carillon Park 937-293-2841 The 2021 Rail Festival has been moved to AUGUST at Carillon Park. Rail Festival is USUALLY the weekend after Father's Day but has been moved to August for 2021 ONLY due to construction at Carillon Park this year. It will return to June in 2022. <http://railfestival.com/>

Sunday, September 12, 2021 - Flag City Train Show Train Show Findlay, OH - 12505 County Road 99 Mike Schroeder 419-348-1303

Friday-Sunday, September 17-19, 2021 – Reading Railroad Prototype Modelers Meet IX Reading RR Heritage Museum, Hamburg, PA <https://readingrrmm.com/> email- barry76Lt@wowway.com

Saturday, September 25 - 20th Fostoria Rail Festival Fostoria Junior/Senior High School Fostoria, OH Ellen Gatrell - 419-435-1781

Saturday-Sunday, October 2-3 - The Great Berea Train Show Cuyahoga County Fairgrounds Middleburg Heights, OH David James - 440-785-9907



Indy Junction
2022
MWR NCR MCR
RPM Conference

Marriott East, 7202 E 21st St
Indianapolis, IN 46219

www.IndyJunction2022.org



Four Full Days
Three Regions
Two Day Train Show
One Convention
May 18-22, 2022



NCR HotBox PIKE ADS



**Calumet & Miscowaubik
Railroad**

Michigan's Copper Country
1913 in HO scale

Mike Sutinen Ann Arbor, MI

**DETROIT AND
PORT HURON RR**




Service on the *dot*

TERRY & DONNA BOSSICK
Roseville, MI



GREAT NORTHERN RAILWAY
KALISPELL DIVISION

GERALD G SHAGIAN
SUPERINTENDENT
ggs2990@frontier.com



**DETROIT, MACKINAC
AND MARQUETTE
RAILROAD COMPANY**

Saginaw Division

D.M. Mitzel, General Manager
Oxford, Michigan



**Society Of N Scalers (SONS)
Model Railroad Club
Detroit, Michigan**

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

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



Chessie System

Huntington Division
Richard Neibert
Superintendent

The
NoWhere Line
working to be
NearSomeplace



Operations on 4th Thursday
except Nov. and Dec.
<http://div3.ncr-nmra.org/layouts/nowhere-line>
Gary W. Evans,
Fort Wayne, IN



"Follow the Flag"

...to a great experience. Join us for a fun operating session where you learn to operate trains using timetable and train order dispatching (TT&TO), and a car card system for switching your train. HO scale, all equipment furnished

Operations Road Show
Offering instruction in realistic Railway Operations
Information at
www.railsonwheels.com/ors
e-mail: wab2ndops@yahoo.com



**Greater Washtenaw
County's Modular
Model Railroad Club**

Meetings 2nd and 4th Thursdays
at the Historic Saline Depot
North Ann Arbor St and Bennett in
Saline, MI

www.railsonwheels.com
New membership and visitors welcome



**Blissfield Model
Railroad Club**
www.bmrr.org

109 E. Adrian St, Blissfield, MI 49228 517-486-0404
New Members Welcome!

C&O and Clinchfield Railroads in the Appalachian Mountains - 2000 feet of mainline on three levels

Hobo Crew

16' X 48' HO Scale
Modular/Portable Layout

Mike Gilley
Email: mgilley5480@gmail.com

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

And best of all... It's cool!!



Lake Shore Garden Railway Club

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

New Members Welcome
www.lakeshoregrc.org

NCR HotBox PIKE ADS

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

Pittsburgh Railways Company

 Howard Andrews
 Canton, MI

YORK CENTRAL RAILROAD
Michigan to Montana
 Joel Goldberg,
 Superintendent

LOST DIVISION Mountain Branch
 Operates 3rd Tues at 7:30pm
BOB HANNA Defiance, OH

MICHIGAN LINES
Detroit Gateway
 Jay and Brook Qualman
 Milford, Michigan

GTWHS
 PO BOX 183682
 SHELBY TWP, MI 48317
 Come visit us on the 2nd floor of the historic Durand Union Station on Saturdays between 1 and 4 PM

WHITEFISH DIVISION OF GREAT NORTHERN RAILWAY

 Larry Wolohon
 President & Chief Bottlewasher
 46963 Brooks Lane
 Plymouth, MI 454-4816

Barry Hensel Canton, MI Era- 1970 HO Scale

Reading Lines
 CENTRAL DIVISION

COLORADO & SOUTHERN RAILROAD
 CLEAR CREEK BRANCH
 Dan Kempf
 Ann Arbor, Michigan

COPPER VALLEY RAILWAY

CVR
 JIM ZINSER
 Dearborn Heights, Mich.

THE ROAD WEST DANFORTH HADLEY NORTHERN

 A Division of NP RAILWAY KEN CHICK
 NORTHVILLE, MI

Michigan Southern
 Serving Southeast Michigan
 Norm Logan
 Northville, MI

Detroit Division
 Curt Danielewicz
 Macomb, Michigan

MEMBERSHIPS OPEN
 MEETS EVERY MONDAY AT 7:30PM

Gratiot Valley Railroad Club
 281 NORTH AVE.
 MT. CLEMENS, MI 48043
 FOR INFORMATION CALL- 586-468-4877
www.gvrr.org

Quality model railroading in S Scale 1:64
 Memberships open!
 Visitors welcome!
 For more information we're on the web @
www.smsgrains.org - or
 contact earl.carlsen@att.net

Indy Junction 2022
 MWR NCR MOR

LaRoutedesVinRR
Reflections on a Classic Europe

 Tony Britsky, Troy, MI www.LaRoutedesVinRR.com

Permit Holder:
National Model Railroad Association
The North Central Region,
c/o Dean Pyers, Resident Agent
25255 Dixie Hwy
Perrysburg, OH 43551

NON-PROFIT ORG.
U.S. POSTAGE
PAID
LIVONIA, MI
Permit No. 1230



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

MORE LAYOUT PHOTOS

MORE HOW-TO-DO ARTICLES

MORE INFORMATION

.... stay tuned!

**NEW 2021 NCR
Convention News**



**MODERN
SECURITY FENCING**

**RailFanning Layouts of
Division One!**

