



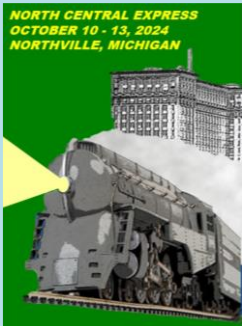
THE *HotBox*

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

VOL. 65 NO. 2

SUMMER 2024

RAILFANNING Rick Neibert's Chessie System Huntington Division Railroad



NORTH CENTRAL EXPRESS 2024 NCR Convention

UPDATE on STATION No. VI

NCR One Day Recap!

Scratch Built Russell Snow Plow



Station for Centre Mills, PA



**North Central Region
Spring Modelers Meet**

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

The HotBox

SUMMER 2024
Vol. 65, No. 1



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Business ads-

1/2 page \$20 per issue or \$65 per year
full page \$30 per issue or \$100 per year
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\$60 quad for a 3 year period!

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Send address corrections to the Registrar- Marshall Stull

248-817-9328

mstull@marshallstull.com

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

Hello and Happy Summer!! I hope your summer will be a great one with good weather and fun activities including lots of model railroading! While we're considered an "indoor/winter" hobby, truth be told the vast majority of us do model railroading all year round. As it should be. While it is a bit harder to be indoors when the outside weather is so nice, I hope you can strike a balance and continue your modeling and operating. For me.... that could take on a whole new meaning. As some of you know, I am going through a life changing event of my own choosing. The outcome should be known as you read this or very shortly after. The Reading Lines – Central Division, my layout for the past 24 years, could be moving and going through a full redesign and rebuild. I'm hoping not.... but we'll have to wait and see. Wish me luck!

NORTH CENTRAL EXPRESS 2024 is STILL open for registrations! See all the NEW details on another great convention, a few pages away in this HotBox issue. Division 6 hopes you will join us for a great model railroading weekend!

As if regional conventions aren't enough to keep you busy, the NMRA National convention – **STATION No. VI** hosted by us, the NCR and all of our Divisions, is not far away in 2025. Mark your calendars now for July 14-19, 2025. See the latest report in this **HotBox**.

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



MODEL RAILROADING IS FUN!

NCR ON FACEBOOK

NCR NEWS

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

HOTBOX CORRECTIONS NCR "OOPS"...

Always striving to be correct is something we will do with the **HotBox**. But, we are human and mistakes can/will happen. Please forgive us, these are NOT intentional! For the March issue, the article on building a Rip Track, we accidentally promoted Dave Vinci from Div 9 to MMR status. (even though he should be!)

FRONT COVER PICTURES- NMRA logo, Station No.VI logo; NCX logo; Spring Modelers Meet logo; Scratch build a Russell snow plow;

Division 1 One Day event recap; The Huntington locomotive facility, services both Chessie and Heritage locomotives, with Chessie Steam Special #2104 pictured in the background; Station build for Centre Mills, PA

REAR COVER PICTURES- NCX 2024 logo; Cities Service tank car has been delivered on Bill McMillan's G scale Detroit Windsor Connecting Railroad;

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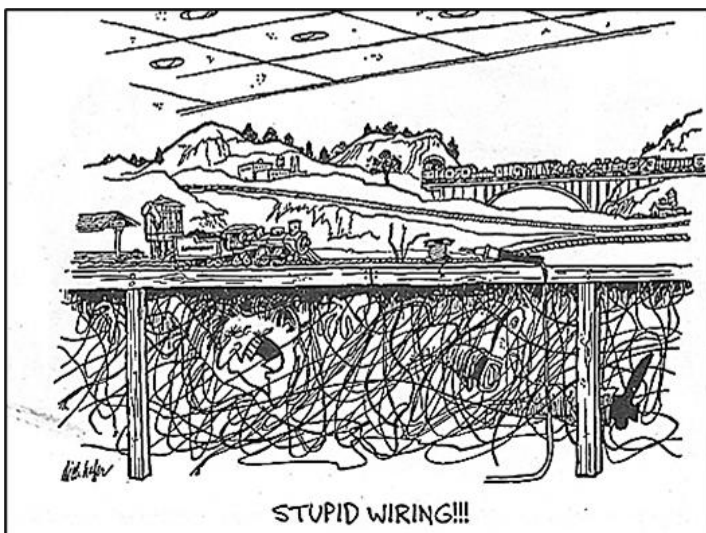
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RAILROADING "WHAT THE ???"

NCR HUMOR

Here's a few more to share from the book "Sometimes You Gotta Compromise" by Dick Hafer, printed 1996 by Kalmbach Publishing. Shared with permission.



Happy Summer Everybody! It is hard to be in the basement working on your layout when these nice summer weather days happen, drawing us outside and those summer chores are calling. But rainy days happen to bring us inside, humidity can drive us inside, and the completion of outside summer jobs can bring us back to our basement or other model railroad activity locations. I have been visiting NCR Divisions as your President, to see what is going on since December, (starting at Division 2 in the "Tip of the Mitt"), to hear about Division activities, modeling examples, to hear from NCR members, maybe present one of my clinics, and hear about Division challenges. I am here to report that things are good! However, there are a few things that I hear frequently, such as -

- Our attendance varies at every meeting
- We struggle to find clinic presenters for our meetings
- We need to think about the frequency of our meetings
- We need to vary our meeting activities and come up with new stuff

Plus there are some ideas from other Divisions and groups that maybe will help your Division get a spark into your meetings, such as -

- We need to take our meetings "on the road"
- Layout tours
- Industry tours (prototype tours)
- Show off your favorite photos, images and videos meeting
- Hosting a "hands-on" clinic
- "Zoom" meetings
- An "all-day" meeting with a theme

All of these subjects require a fair amount of room to discuss in print, so we'll look at the first list in this HotBox and then the other subjects in the next HotBox (September).

Our attendance varies at every meeting –

I guess that question and answer would be a question to the membership and would get the following answers: meetings are not interesting anymore, wrong day and time, family things came up, I was doing something else, maybe there are options for the time and days (could they vary each month). There are no requirements that meetings be on the same day and time all of the time. By changing the date, time, day of the week, etc., you might find you will get new people attending your meeting.

We struggle to find clinic presenters for our meetings –

When I sit in a meeting I see and hear people with all different interests and talents talking, every one of them could be great clinics I would enjoy hearing, plus every one of these people could present clinics. Standing in front of your peers can be a challenge, but you are standing there because you have knowledge about a subject or a topic. If they need help putting together a "PowerPoint Program", offer to help, taking photos, uploading to a computer program, making word slides, etc. I helped one of the presenters for our Division 9 one-day convention. He knew his information, had great photos/examples from his layout, he had presented before, but the challenge was he works on an Apple Computer. So, we to had figured out how to fix this problem. It turned out to be fairly easy, he emailed me his images/photos, I placed them a "PowerPoint" presentation, then we sat down at his dinner table and arranged them the way he wanted to present them, made some title and word slides and save the presentation on a flash drive. On the day of the convention, he showed up, we plugged in the flash drive, brought up the presentation and off he went speaking. It is and was a great presentation and even went over by 5 minutes. He just needed to be persuaded to do the presentation, needed some help putting it together. Most of you could and would do something like this. So, you could put all of the names of your membership into a bowl or hat and draw out names to present future clinics on their interests, modeling on their layout or a subject of their choice. You might find you have a clinic subject list and presenters all done for the next couple of years. Everybody and anyone can present clinics to fellow model railroads. Model railroaders really are a "friendly audience" to present to. You may also find that people in the audience will add in their thoughts and experiences into the presentation, or this might stimulate them to put together a clinic of their thoughts on the same topic.



Continued next page → →

PRESIDENT'S OBSERVATION

Rich Mahaney

We need to think about the frequency of our meetings –

Some Divisions meet every month year around. Wow, that is great if you can have a “great” meeting every month! But many Divisions find meeting attendance goes down during the summer months or other months when other things are happening in life, family or their communities. I don't know of any written rule that requires a Division to meet every month. Some Divisions focus on great meetings for 8 or 10 months of the year and take the summer off. In fact, a great Sept or Oct meeting topic could be “what did you do this past summer related to trains and model railroading”? Some Divisions use the topic of “what did you get for Christmas” for their January meeting clinic presentation and focus. Monthly, bi-monthly, quarterly meetings are all good plans!

We need to vary our meeting activities and come up with new stuff –

Has your Division tried anything new for a meeting concept? Speaking for my own Division 9, we try to break up our meeting plans with clinics, try to hold

joint meetings with other Divisions (Rockford, IL and Madison, WI do this every year as the last meeting of the spring before a summer break, it goes back and forth each year), going to an operating session as a group at a large layout, going on field trips with neighboring Divisions (in June, several Divisions are joining together to ride the Little River Railroad train on Father's Day on June 20th in Coldwater, MI), planning out joint meetings where the incoming group brings the clinic presentation and speaker. My Division 9 group regularly communicates with the Michiana Division of the Midwest Region group about their plans and meeting ideas. Has your Division ever tried a modeling challenge without judging? Judging really seems to “turn off participation” for many activities because there are so many different skill levels between modelers.

OK, that wraps up the first installment of meeting ideas or concerns. I'll see you back here soon for more information and ideas.

Rich Mahaney, NMRA NCR President

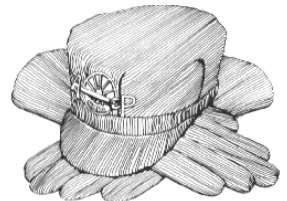
NMRA-NCR ACHIEVEMENT PROGRAM

NCR AWARDS

Thanks go to Ken Chick, Jim Macino, Dorman Wilson, Ron Gilbert and Pete Magoun as they continue doing a great job keeping the level of AP activity in our NCR Divisions at a high pitch. Thanks go to all NCR members that are participating in the Achievement Program. Participation has waned a bit, but I'm pleased to report that we have one Certificate that was awarded this past quarter. Congratulations!

Skip Luyk, MMR, NCR AP Coordinator

MODEL RAILROAD ENGINEER - ELECTRICAL – Steven Harsh, Div 5



Steve Harsh (left)

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

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

RAILFANNING the Chessie System Huntington Div RR *NCR TRACKSIDE*

Rick Neibert's Chessie System Huntington Division Railroad is an HO empire that will be open for tours during the NCX convention in October. Here's an advance look, trackside... *left, down, then right*.... Three company houses in the town of Rock Ridge; Lynchburg & Western Railway bridge over the Norton Fuels branch line; The supply building at Norton Fuels; C&O GP-40 3782 works Rock Ridge truck dump tippie; Beaver Ridge #2 coal tippie, from the late Larry Wright's Beaver Valley model railroad; A view of Norton Fuel's coal tippie.



RAILFANNING the Chessie System Huntington Div RR *NCR TRACKSIDE*

left down, then right... Another view of the Beaver Ridge #2 coal tippie; Lynchburg & Western #345 emerges from tunnel #2 on the L&W narrow gauge tourist railway; A rail fan catches extra 7600 West at Rae Gap WVA; A steel trestle bridge across a gorge, that's been on two previous model railroads, on the Beaver Ridge branch line; Norm Logan did all the backdrops on the Huntington Division. Here's an example of his work behind the Norton Fuels coal tippie; The operator at "Q" tower watches as extra 4147 West rolls west at Thurmond WVA.



Scratchbuilding a Russell Snow Plow

NCR MODELING

SCRATCHBUILDING A RUSSELL SNOW PLOW

By David J. Vinci, Div 9



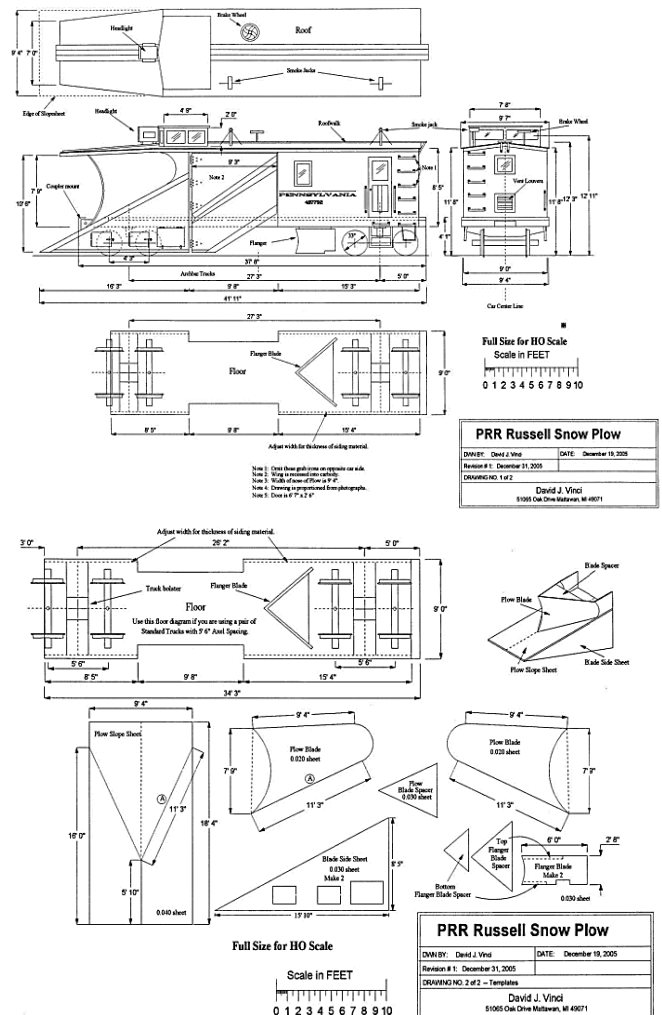
Winter is always a good time to research and build stuff so I decided I needed a new snowplow for my 1920s era PRR model railroad. As it turns out, the plows I grew up seeing on the Pennsy, were all built by the Russell Car and SnowPlow Company (1889 to 1951) located in Ridgway, Pennsylvania. Initially they were all wood and by the late 1930s they had models that were all steel. The wooden plows had frames made of 12" x 12" oak beams to transfer the power of up to 3 locomotives pushing the plows through the snow. Eventually the frames were made of steel, as was the rest of the plow. According to what I read, for these plows to be really effective, they must achieve 35 to 40 miles per hour. They also work best with dry powdery snow.

The two operators sit up in the pilothouse and operate 4 air cylinders, one for each wing and two to drop the flanger blade that sits just in front of the rear truck. The 70 psi of air required is supplied by the pushing locomotive. The flanger blade is held up out of the way with heavy springs and air is used to lower the blade.

The front truck is placed as far forward as possible to give the plow the best tracking and leverage against the snow. The truck has an unusually short wheelbase of 4' 3" to help locate it farther forward. The two little doors on the side of the plow are to allow maintenance access to the front truck.

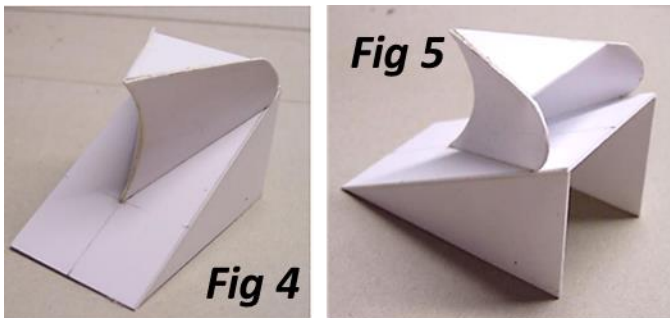
I made up drawings mostly scaled from photographs. There are differences in plows built by Russell, most notably in the length of the carbody and the height and shape of the wings.

The proportions I think are correct though and the size and shape of the plow and wings are right. The width of the plow is 9' 4" and with the wings extended, the width is about 15' 5". There are double wedge plows like the one I built, but there are also plows that only move the snow off to the right. This type is especially useful on multiple track main lines. Can you imagine what a sight that would have been to watch a pair of these plows, pushed by steam clearing the 4-track main? Wow! These plows are still around and used when the snow gets bad, even though they're now 60 plus years old!



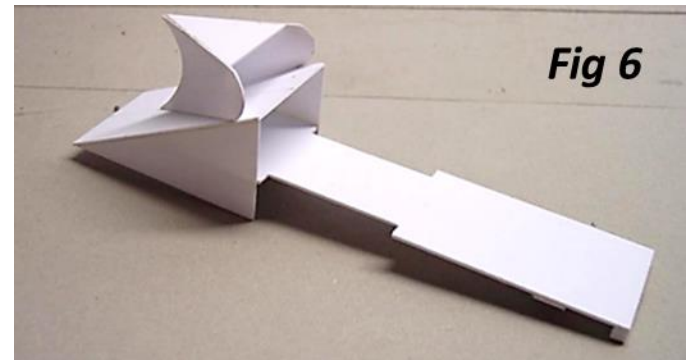
This second drawing has a floor plan for using standard wheelbase trucks, which has the forward truck bolster moved a bit closer to center. This drawing also has a set of templates for the plow itself.

I started construction with the plow blade. Cut the slope sheet from 0.030" or 0.040" sheet plastic and cut the blades from 0.020" sheet. Make the locating lines on the top of the slope sheet with a sharp pencil so you know where to cement the blades. Roll the blades around a 1/4" dowel to give them a bit of curvature before trying any assembly. Oh yes, there is a right and a left plow blade and they are curved opposite to each other so the long points are at the bottom and the "A" side of each blade is down.

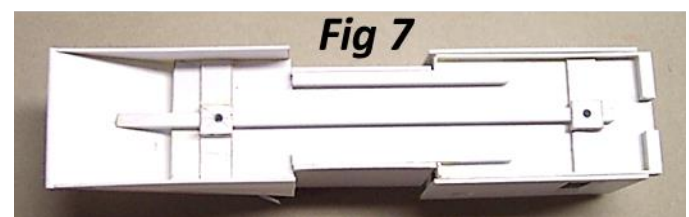


Cut the side sheets and the plow blade spacer from 0.030" sheet. Place one blade in place on the slope sheet and apply liquid cement to the joint. Do the same for the other blade, and then add cement to the curved front joint of the blade. You may have to hold this assembly in place until the glue dries. I use a really fast setting cement for styrene made by Ambroid but use your favorite. Then cement the blade spacer on top of the blades and the side sheets to the bottom of the slope sheet. The assembly should look like figures 4 and 5. I used plain sheet as I wanted to model a steel plow but if you want a wooden plow blade you could either use scribed sheet or scribe it yourself. The wooden plows were covered with a shiny lacquer coating when new. Next I cut out a floor from 0.040" sheet. Make sure you mark the centerline and the bolster locations on the floor. The floor is narrow in the middle to make room for the wings so make these cutouts now while things are flat. I made a pair of truck bolsters from 2' wide strips of 0.040" sheet cut to the exact width of the floor and then glued three 2' x 2' squares in the center. I drilled and tapped a hole in the center of each for a 2-56 screw to mount the trucks. Early on these plows had archbar trucks but later ones had Bettendorf types. They probably have

roller bearing trucks by now. Once the bolsters were complete, I cemented them in place. At this point I joined the plow assembly to the floor. To do this, I temporarily attached the trucks to the floor and set it on some track. I had trimmed the front floor width so it fit snugly between the side sheets of the plow assembly. I wanted 0.040" clearance between the railhead and the bottom of the plow, so I set a piece of 0.040 plastic on the track and put the plow assembly on top. Then I rolled the floor into the plow assembly and put some liquid cement on the joints where the side of the floor touched the plow side sheets once I was sure everything looked square. Once the cement had dried, I removed the trucks. It should look like figure 6 at this point.



Next, with the bottom side up (see figure 7), I added a center sill, end sill, and 2 strips to simulate the frame (0.125" square stock). The space in the end sill is where the coupler box will be cemented later. You will not be able to see any of this later so I didn't make any real effort to model the underframe or brake rigging. I did want some support for the flanger blade and clearance for the trucks. I also cemented a strip of 0.125 x 0.030 strip along the side of the floor to act as a guide and support for the sidewalls. It would also give me some place to put the steps later.



Continued on pages 14-16 → →

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

We are currently on our summer break and will resume monthly meetings September 20, 2024. We are planning a summer outing for mid-late August. Our meetings are open to guests so please feel free to stop in and say "hello". Stay informed of the latest news and information at the Black Swamp by visiting our website and subscribing to our newsletter at <http://div1.ncrnmra.org>. Our Facebook group is located at <https://www.facebook.com/groups/ncrdiv1>. (submitted by- Marshall Stull, Superintendent)

Division Two - Tip Of The Mitt (Manistee to Iosco counties, north to the Mackinac Bridge plus Luce, Chippewa, and Mackinac counties in the U.P.) Our meetings take place at 10:00 am in the Foster Family Community Health Center, located at 550 Munson Avenue, in Traverse City. Planning is under way for the Fall. "Show and Tell" is always popular and gives us a chance to see member's progress. Division 2 will be holding a special event in the fall of 2024 -

North Central Region Division 2 invites you to join us for an Introduction in Operations event. We will have several wonderful local layouts to choose from for this event. Whether you are brand new, or have some experience with operations, this will be a great event to hone your skills. Introductions in Operations will take place Saturday, October 26th in Traverse City. Please contact Reece Sivek via email for further details and registration information at sivekr@gmail.com Registration for this event closes September 28th. We hope to see you there!

Keep on the lookout for more information. Send an email to jens.hensel50@gmail.com and we will include you in our next invite. (Submitted by Mike Cipko, Division 2 Superintendent)

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

The 3 Rivers Division is getting our schedule of events together that we will be participating in the next few months. The 4H group that we sponsor is putting their final touches on their modules for the Van Wert County Fair. We are working on getting the date for our Swap meet finalized and moving forward with those plans. Looking forward to the warmer weather getting outside and gardening. Happy modeling. (Submitted by- Bob Jones, Superintendent)

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

I just returned from the "Around the Bend" Midwest Region Convention. I like going to nearby Conventions to see what others are doing, and I always return invigorated ready to do some modeling. I encourage all of you to attend as many NMRA conventions as possible. A lot of work goes into these events, and you will always make new friends and learn something. As far as things are going back home, please watch our website and Facebook page for meeting updates. What can the division do to make you a better Model Railroader? Let's share our ideas. For more information contact Mark Baldwin at grandrailsdiv@gmail.com or Tim Scott at tjscott46@hotmail.com or visit the NEW division website <http://grandrailsdiv4.org> (submitted by Mark Baldwin, Div 4 Superintendent)

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

Not much new at DIV 10, but we are still chugging along! The 10 Wheelers from Division 10 continue to meet on the fourth Thursday of the month at the Experimental Aircraft Association Chapter 77 meeting room at Dalton Airport in Flushing. We have been having good attendance, with several new attendees. Many of us will be involved in the upcoming activities at Railfans Weekend at the Huckleberry Railroad at Crossroads Village in August. We are always looking for layouts to visit, and clinics to view. All are welcome to our informal meetings. If you would like to join one of our meetings or for more information contact ncrdiv10@gmail.com, or Superintendent Wayne Wilder at 989-823-3409. (Submitted by Wayne Wilder, Superintendent)

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

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

After a slow start with a weather cancellation in January, the Capital Division has had a number of interesting get-togethers with Rich Mahaney's interactive clinic on shipping potatoes by rail in February. March, Kevin Griffin was able to present his rescheduled clinic on yard operations while show and tell was open loads. Superintendent, Andy Keeney was scheduled to do the April clinic but had to cancel due to a Convention planning meeting. Mark Cowles filled in with a presentation entitled Mixed Train 2 showing a number of railroad sites and equipment in Michigan and other states. The final get-together of the Spring in May was about Everything Airbrushes. Plans are being made for at least one Summer field trip. You can subscribe to the 15-25 page monthly Division 5 Newsletter. Send a request, Mark Cowles, at nkpcowles@yahoo.com. For more information, see the Division 5 website: <https://nmranrdiv5.com/> (Submitted by- Mark Cowles, Div. 5 Clerk)

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

The Motor City Division is somewhat "resting" as we prepare to host our next big event, the NCR Convention – **The North Central Express 2024!** We're looking forward to layout tours, OPS sessions, Yard sale, model displays and great clinics! Full and updated information is in this issue of the HotBox. Registration is OPEN!! Our HO modular layout will make a 3rd summer appearance at the annual Southern Michigan RR Trains, Trucks, & More! Event. It's a fun-filled day of FREE admission, train rides, classic cars, emergency equipment displays, model trains, and MORE! Many of our members are on the Planning Team for the 2025 NMRA National convention – STATION No.VI that the NCR is hosting. Plans for our 4th annual Model Railroad Sale event are starting to gear-up again and we expect to announce the date and location by the start of July. Plus our monthly meetings continue, local layout tours when possible and lots of fun and education. Everyone is welcome to attend! Our newsletter "On The Rails" and other information can be found on our website - www.div6-ncr-nmra.com (submitted by Barry Hensel, Newsletter Editor)

Division Nine – Southwest Michigan Division (Branch, Calhoun, Hillsdale, Kalamazoo, St. Joseph, and VanBuren Counties) Our spring started with Norm Logan holding a hands-on clinic on weathering rolling stock. In May we will be meeting at the Sturgis Area Model Railroaders Club, and we will be taking a ride on the Little River Railroad in Coldwater on Father's Day. For our summer activities we are off in July & August and will hold our annual meeting and election of officers in September at the Vicksburg Train Depot. Our business meeting will be followed by a presentation by Mark Tomlinson on the railroads of Kalamazoo County. Our newsletter The Yardmaster, and other information are posted on our website. www.ncr-div9.com. If you would like to receive a copy of our monthly newsletter via email, please send your email address to alanwbau@gmail.com. (Submitted by Alan Bau, Div 9 Newsletter Editor)

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

The number of people on the NMRA's discord channel has been quietly growing to nearly 900 members as of this morning. Discord is a great way to host divisional meetings, connect with other modelers and get information tied to railroading, both model and prototype. The best part is that it is free! If you add up all the costs of all the divisions paying for Zoom licenses, the total is around \$20,000 per year. Imagine what the NMRA could do with an extra \$20,000 each year. With this in mind, Division 8 has migrated our monthly meetings onto the Discord platform. To address the concern of the initial set of onboarding instructions not being very clear, there is now a more detailed set of instructions, including step by step screenshots, showing you how to onboard. This is available for anybody who is interested. Just check out the NCR Division 8 website for your own copy. As always, you're invited to join us at 7PM on the third Thursday of the month, please drop into the Troy Christian Chapel at 400 East Long Lake Road in Troy Michigan. Our NEW web site is, <http://div8.ncrnmra.org/> Our Facebook group is at www.facebook.com/groups/288929175921717/ (Submitted by Mark Mincek, Superintendent)

NCR ELECTIONS

NCR NEWS

Here is an update on your NCR Elections, coming this Fall..... Nominations are closed. The Election Team is looking over these and verifying information. If you are one of our candidates for ANY board position, please send a short statement in support of your candidacy and a photo to the Elections Team. Email is best! The slate of those running will be presented to all NCR members via email or USPS mail later this Fall (*unless there are no more than 1 candidate for each open position, in which case our bylaws enable a vote by the board itself to elect the proposed slate*). If you have any questions, feel free to contact our Elections Committee – **NCR Elections Committee 344 Sussex Fair Rochester Hills, MI 48309 Phil Doolittle 248-375-2513 doolittlep@comcast.net** Thanks to our Election Committee, Chairman Phil Doolittle (Div 8) and current members Mike Cipko (Div 2), Ron Tennant (Div 4), Mark Cowles (Div 5) and Alan Bau (Div 9).

NCR FINANCIAL AUDIT

NCR NEWS

Recently, the NCR President, Treasurer and Secretary all met together and did an audit of the NCR financial records. Here is a report on that meeting and results - **Report on the Audit of the Finances of the NCR**

One of the more difficult positions to fill in any volunteer organization is the role of Treasurer. It requires someone who not only demonstrates trustworthiness, but someone with a high level of skills in financial planning and quality bookkeeping. For going on four years we have been blessed with such a member in Steve Harsh. Coming into this year the BOD of NCR was aware that Steve would be term limited for the position of Treasurer. He has done such a great job in the position that we were reluctant to disqualify him from running again. After much debate and discussion, and much guidance by Dave McMullian in explaining our own operating rules, we have removed the term limiting feature from the Treasurer's position.

That created a different concern; limiting a treasurer to only four years with an expected turn over, a full reconciliation of the books must happen at least every four years. That won't be happening with this cycle, so President Rich Mahaney and Secretary John Young met with Steve on May 1, 2024 to examine the books and take a deeper dive into the finances of our organization.

Let me tell you, Steve gave us a very good education on how to do an audit of an organization's books. He showed us how the money flowed in our accounts, the balances and backed it up by researching for us the few cash flow processes that were not immediately obvious. Retaining Steve Harsh in this position was worth the effort.

Our finances are on a solid footing. We have some money forwarded to the committee for next year's convention, but no other extended funds on our books. Rich and I left confident we are in good hands and the NCR's finances on a solid footing.

John Young, Secretary

MODEL RAILROADER SOLD!

HOBBY NEWS

NEWS ALERT!! During the week of May first, some emails and posts on Facebook stated that Kalmbach Publishing had sold all of the train related magazines, plus a couple of others to Firecrown Media. Firecrown is based in Tennessee and is big in airplane and boating magazines. The addition of railroading magazines is a natural expansion encompassing more transportation type magazines, all under one umbrella. Official statements are appearing on the Kalmbach and Firecrown websites. The actual date of the transfer of publishing responsibility has not been announced. As an aside editorial comment.... it seems very surprising that Kalmbach would divest itself of these magazines, as these were the core of the business. These, especially Model Railroader magazine, is what started Kalmbach Publishing. How do you sell off your founding product? It seems that Kalmbach has derailed itself. It will be interesting if a more comprehensive explanation is given.



FIRECROWN



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...

Here's a video link about a restaurant serving food and drinks via G scale trains. There is no commentary on how the system runs... but it seems to work well! <https://www.youtube.com/watch?v=FmvZpHVWkKq>

A friend from London, Ontario sent us this link to a news item – train of ties in gons/hoppers on fire as it travels through town! WOW! www.youtube.com/watch?v=6_zZw5_Hkjq

WHAT??? Another Hot Box? NCR President Rich Mahaney sent us this link - Here is a link to an Eastern Canada RR newsletter that has material I sent to them and enough photos to do a "Part 2" segment.

<https://easterncanadadivision.org/wp-content/uploads/2024/03/HOTBOX-Newsletter-Issue-23-2024-03.pdf>

Lastly... Here's three videos of old movies from 1954... The Freight Train....

www.youtube.com/watch?v=Dtm7SQfNppM and the Fast Freight.... <https://youtu.be/7y1vzh2MJAw> and Assembling a Freight Train - 1950s Santa Fe Railroad educational film....

<https://www.youtube.com/watch?v=tRXMvR7DBkc>

BTR #2- Announced in the June Model Railroader magazine, Rails of Sheffield has acquired the Hatton's brand, that closed earlier this year. Plans are to relaunch the Hatton's website, as lots of historical info was there on model and prototype trains. The actual store will remain closed.

BTR #3- Also announced in the same Model Railroader magazine, Factory Direct Hobbies has acquired the modeltrainstuff website and will relaunch an improved version of that soon!

BTR #4- MICHIGAN RAILROAD CLUB PROGRAM The Michigan Railroad Club will be meeting on the first Wednesday of each month at The Radcliff Center, 1751 Radcliff St. in Garden City, Mich. This is south of Ford Road and along Wildwood St. (east side of Wildwood). We will be meeting in a NEW Room #690. This can be accessed from the South parking lot through door RC-5. Enter from the parking lot on the West side of the building. ALL are welcome! Meetings will start at 7pm and end at 8:50pm. Here is the schedule –

June 05, 2024: *The Mitten State in 2023 by Mr. David Colins*

July 10, 2024: *Jim Roland from the Pittsburgh Area*

August 07, 2024: *On the Road with Brad Noyes*

September 04, 2024: *Dennis Smolinski*



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

BTR #5- Local model railroaders in the national news – In the June Model Railroader magazine, Dan Lewis and Edward Biegas (Div 8) had photos in the trackside photo section of the magazine. Maynard Mitchell (Div 9) had a feature article in the recent 2024 Model Railroad Planning magazine. In the May Model Railroader was a great tribute to Jim Hediger, who lived his childhood in Dearborn, MI, by associate Editor Cody Grivno and a four page article on Jim's accomplishments. Also in the May issue, Bruce Ernatt (Div 8) had a photo published in Tony Koster's editorial, which also mentions Fritz Milhaupt (Div 6) and Marshall Stull (Div 1). WOW... three NCR members in one article! Going back one more month of MR, in the April issue was a nice announcement on Bill Neale's (Div 6) passing. Congratulations to all that got published!

BTR #6- While we always feature links at the beginning of this page, this one is a bit special. Jay and Brook Qualman, MMR (Div 6) had their layout recently featured on CBS TV Detroit! The video is available via the following links: CBS Link to CBS TV feature: <https://www.youtube.com/watch?v=QjoWKjKsQcl>
<https://www.cbsnews.com/detroit/news/milford-township-couple-create-model-railroad-masterpiece/>

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.

Now for some easier stuff, the carbody. I decided that I wanted to model an earlier plow, but it had to have the wings so I decided to make the carbody of scribed styrene to simulate wood. This is the standard 0.030" thick car siding stuff from Evergreen. I cut out the pieces and while they were flat, cut out the windows and doors. After the end was complete, I made a roof brace the same shape as the top of the end. You can see it cemented between the foreword ends of the rear sidewalls in Figure 8. One all the pieces were ready, they were cemented to the sides of the floor. The sides are placed so they come just to the bottom of the 0.125" square frame braces. The end is cemented between the sidewalls, as is the roof brace.

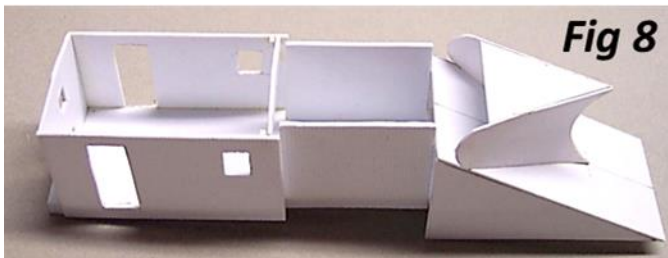


Fig 8

I added a couple of small pieces of scrap to support the ends of the roof brace. Then I cut narrow strips of scribed siding to fill the openings at both ends of the recessed sidewalls. The next little pieces I added were the walls that sit behind the rear edges of the plow. These have a crescent shaped cutout on the foreword end so they will connect with the plow blades. It's a bit tedious to make these fit correctly but go slow, you'll get there. Next I cut the tapered plow roof and cemented it in place as shown in Figure 9 below.

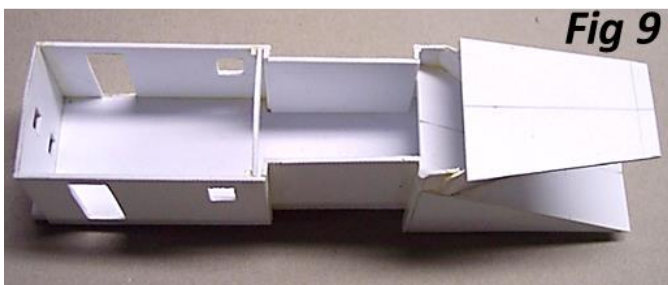


Fig 9

Next came the roof. I cut the roof of 0.030" sheet so it would fit snugly against the plow roof. I made a roof brace like the one you can see in figure 9 and

cemented it to the underside of the roof so when the roof was on the car the brace rested against the inside of the end wall. This takes a little fiddling but it's worth the effort. I made and installed another roof brace and cemented it so it is located just to the rear of the body mounted roof brace. You can add any other scraps of plastic to stiffen the roof as you see fit. I built it this way so that the roof would be removable.

I fitted the roof and marked where the pilohouse would go on the roof. I cut a hole and then cut the rear wall of the pilohouse from scribed siding. The side and front walls are really just windows so I used 0.030 x 0.060" strips to make them. Note that the front of the pilohouse has a kind of wedge shape. (See Figure 10-11.) The pilohouse is cemented one wall at a time to the roof.

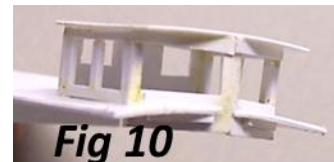


Fig 10

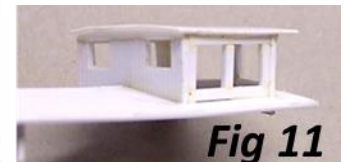


Fig 11

The roof of the pilohouse is 0.020" sheet. Next I made some roofwalk supports from 0.040 x 0.040" square strip and cemented them to the underside of some roofwalk stock and then cemented those assemblies to the roof, as shown below.



Fig 12

If you look carefully at the blade side sheets in figure 12, you can see some of my rivets that I made in some strips of 0.010" plastic. I still don't do these very well so use the method that works for you to make them. I used some HO scale 1 x 6 strips for the trim at the top of the carbody walls. Hey, it's really starting to look like something at this point.

The wings and doors are next. The wings as shown in Figure 13 are cut from 0.030" sheet with the raised ribs, each of which is made from 2 strips of 0.020" sheet. Then I cur a tiny scrap of 0.010" plastic to cover the end of the ribs. You can see how that looks on the left hand wing in Figure 13. Then using a hobby knife and some sandpaper, trim the ends of the ribs flush. When you're done, the thickness of the wing at the highest point on the rib should be just under a scale 12" high.

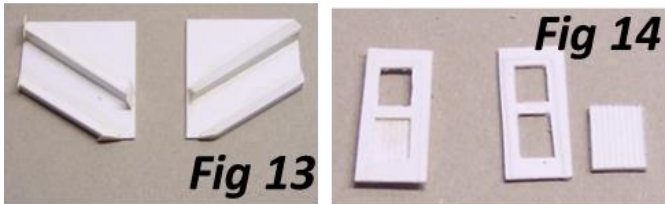


Figure 14 shows how I made the doors. Using some 0.020" sheet I cut out the door just a bit larger than the door opening. Then using my hobby knife I cut out the two openings. The top opening will be a window and the bottom will be a panel. I took a small piece of scribed siding and cemented it to the backside of the lower part of the door. Then all you have to do is glue the door to the inside of the carbody.

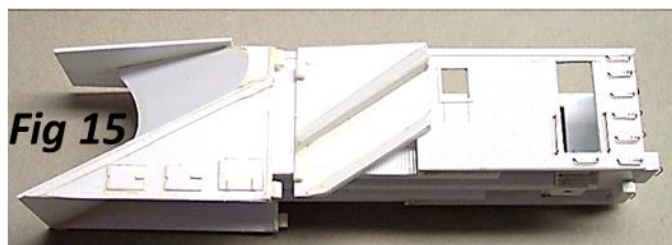
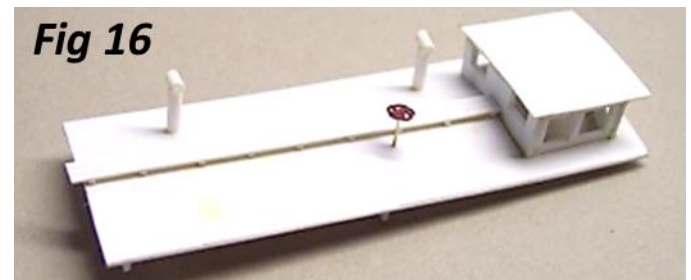


Figure 15 shows the wing in close proximity to its final position to better illustrate the hinges I made so the wings would function. I used 2 short lengths of 3/32" tubing cemented to the wing and 2 to the body as shown. By having the ones on the body as the top and bottom these helped accurately locate the wing. To assemble the hinges, line up the tubes and slide a pin made of either brass wire or plastic rod into the tubes. Then put a drop of glue to hold the pin in position.

I slid the pin in from the top on the upper hinge and from the bottom on the lower hinge. From experience I can tell you to assemble the hinges AFTER you paint the model. I had some paint

creep into my hinges and weld them in place. You'd think I would know that after all these years modeling but consider this a word to the wise, for others that experience occasional brain failure like I do.

There are 3 little doors on the blade side sheets that I cut from 0.020" sheet and used short lengths of plastic rod to simulate hinges and short lengths of scale 1 x 3 for the latches. The front two doors are to allow access to the front truck journals. I'm not sure what is behind door No. 3. Maybe the brake rigging. At this point I added the grab irons and handrails as you can see in Figure 15.

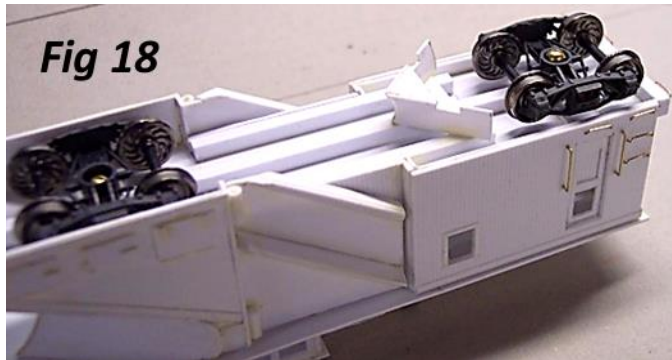


I made the smokejacks on the roof from 3/32" tubing. Cut the crosspiece first, then wrap a piece of sandpaper around a length of the same size tubing and sand the end of a length of tube to make a kind of saddle for the cross piece to sit in. Cement the 2 pieces together and trim the upright to length.

Yes, there were apparently 2 stoves in these cars, presumably to keep the air cylinders from freezing as well as to keep the crew warm. The brake wheel is also roof mounted to keep the shaft from freezing up.



The braces for the smokejacks, which are short lengths of brass wire, were ACC'd in place, as was the headlight. The front of the pilothouse roof was trimmed and the final details were added to roof walk. See next page →



We're almost ready for paint, but first we have to build the flanger blade. Cut the blade sides from 0.020" sheet and the 2 braces from 0.030" sheet. Put some curve into the blades like you did for the main plow blade by bending the parts around a dowel. The notches in the bottom edge of the blade should line up with the rails when the blade is properly located. I cemented the blade assembly to the floor to simulate its normally retracted position as shown in Figure 18 above.

Good photos of these plows when first delivered to the PRR seem to be scarce as hen's teeth so there's a bit of guesswork on my part but I think I'm pretty close. I wanted to show the plow in "as delivered" condition in the 1920s. To do that, I painted the plow freight car red with a black roof. I used a Poly S Special Oxide Red with a bit of Reefer Orange added. The underframe and flanger blade were painted with Rail Brown. I used some Westerfield decals for the lettering. The car was then dry brushed with some Reefer Grey and Rail Brown to pop the highlights.

These plows didn't appear to change much over the years except in paint color, so to model a later period (after 1938) the car should be painted Grey (or yellow after 1949?) with black lettering. You may wish to make the carbody of plain plastic to simulate steel sheathing as the cars were built in the mid-1930s and later.

On the whole, I like how the plow came out, even if the rivets were a bit anemic. The final results can be seen in pictures below.



Division Six of the
NCR- North Central Region of the
NMRA- National Model Railroad Association presents-



NORTH CENTRAL EXPRESS 2024

A MODEL RAILROAD WEEKEND CONVENTION!

**THURSDAY - FRIDAY - SATURDAY - SUNDAY
OCTOBER 10-11-12-13, 2024
NORTHVILLE, MICHIGAN, USA**

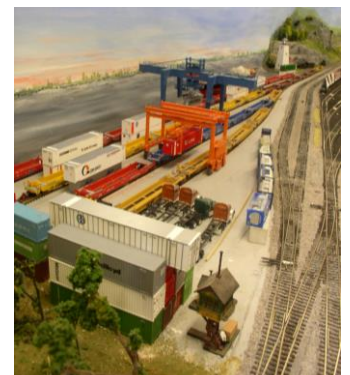
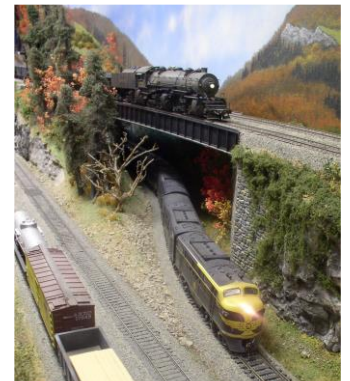


WELCOME to the NCR Model Railroad Convention, ***NORTH CENTRAL EXPRESS 2024!*** The convention is being hosted by DIVISION SIX, located in Wayne and Washtenaw counties. We are planning a great weekend of model and prototype railroading, just for YOU! Please access our website for all of the important information you need to help you to decide to attend this event. As you'll soon read, we're concentrating on having fun and learning all about model railroading! All you need to do is fill out the registration page, send it in with your registration fees and you'll be part of one of the greatest model railroad events in Michigan! Visit us online and register there using your credit card and PayPal security services! Come and join us for the ***MAXIMUM*** model railroad ***FUN***, all in one weekend!

Open to ALL model railroaders! You DO NOT have to be an NMRA member to attend!

EVENT HIGHLIGHTS INCLUDE-

- * Event site – Ward Church, Northville, MI
- * Event shirts available pre-order only
- * Special DAY PASS entry available!
- * Online Registration available on website!
- * Banquet Dinner on Saturday evening
- * Clinics on Friday and Saturday
- * Operation sessions available Thursday, Friday, Saturday
- * NO model contest – MODEL SHOWCASE – show off your work!!
- * Get a discount for participating in the Model Showcase!!
- * Model layouts to visit on Friday and Saturday
- * Prototype tours on Friday (if available)
- * Yard Sale of new/used model railroad equipment
- * Ask the Experts (MMR's) table
- * EVERYONE welcome to attend!



For more information or questions answered, contact -
Norm Logan, Chairman –
248-444-3491 nlogan114@wowway.com
Paul Lichau, Div 6 Superintendent -
734-878-5390 plichau@yahoo.com
Mark Ellis, Asst. Chairman -
734-536-5470 emark@sbcglobal.net
visit our web pages at- ncx24.ncrnmra.org

THE NCX TIMETABLE

Here is our proposed schedule for the **NORTH CENTRAL EXPRESS 2024** model railroad convention-

THURSDAY, October 10

Operating Sessions by pre-register only
Registration

FRIDAY, October 11

NCR annual Board Meeting
Yard Sale/Model Display Room
Clinics/Workshops
Layout tours starting

SATURDAY, October 12

Operating Sessions by pre-register only
Registration
Clinics/Workshops
Model Display Room
Layout Tours
Operating Sessions by pre-register only
Dinner & Speakers

SUNDAY, October 13

Layout Tours

As you can see, we've packed as much model railroading as possible into one weekend, all for YOU! To participate in all of this, just fill out the registration form, send it in with your fees and you will have a great time! A pre-convention info package with the final schedules, clinic schedule and topics and any other late information will be mailed/emailed to you starting early September. You can also get updates on our website!!



CLINICS/WORKSHOPS

Here is a look at the proposed clinic schedule for NCX 2024.....

Friday, October 11				
TIME	E501/503	E505/507	E521/523	E525/527
9:00-10:00	Bill McMillian - Scenery (Static Grass)	Bruce De Young - The Logging Railroads of Pennsylvania: The Industries Served	Rich Mahaney - "Quick Industries" For Your Model Railroad	Video
10:15-11:15	Bruce Wolff - "A weekend in narrow gauge country - Swiss style"	Bruce De Young - Railroads and the Natural Ice Industry: A Symbiotic Relationship	Rich Mahaney - "Perishable Operations in the 1950's"	Video
11:30-12:30	Bruce Wolff - Kitbashing a double-crossover	Bruce De Young - Modeling Gas Stations for the Steam Era, Transition Era, and today.	Rich Mahaney - Modelling Crude Oil and Ethanol Operations & Transportation For Model RRers	Video
12:30 - 1:30	LUNCH	LUNCH	LUNCH	Lunch Break
1:30 - 2:30	Scott Kremer - Do you really want to Operate?	Brook & Jay Qualman - Engines	John Parsons - Azatrax -Model train detection methods	Video
2:45 - 3:45	Dan Lewis - Getting the most out of your DPM kits	Dean Pyers - History of Railroad Fan Trips, and maintaining and operating the 1225	John Parsons - Azatrax -Railroad signaling practices	Video
4:00 - 5:00	Dan Lewis - Modeling Rimrock and Talus Slopes	Irv Chmielewski - Moveable and Temporary Scenery	John Parsons - Azatrax -Using the Atrax signal system	Video
5:00-7:00	Dinner Break	Dinner Break	Dinner Break	Dinner Break
7:15-8:15	Matt Letts - History of Grain Elevators	John Bopp. M.C. in the 20th Century		
8:30 - 9:30	Pierre Willermet - Layout Lighting	John Bopp - Machinist tools for modeling,		

Saturday, October 12				
TIME	E501/503	E505/507	E521/523	E525/527
8:00-9:00	Ken Chick - N Scale considerations and Other Stuff	George Van Duyne - Modeling Manual Crossing Gates	Scott Kremer - Do you really want to Operate?	Video
9:15-10:15	Tim Fisher - Layout Planning Concept Stage	Jim Baker. DCC Revealed	Scott - Prototype to model, how I designed the Great Northern Cascade Division layout	Video
10:30-11:30	Tim Fisher - Down East, Steam and Steel – Dave Regittko Photo Overview	Dave McMullian - A Beginner's Guide to 3D Model Design	Ken Chick - N Scale considerations and Other Stuff	Video
11:45-12:45	Paul Lichau - "I've been workin' on the railroad" The music of the rails	Bill Rubarth - Solano Train Ferry	Glenn Joppich - Acrylic Paints & the Model Railroader	Video
12:45 - 1:45	LUNCH	LUNCH	LUNCH	Lunch Break
2:00-3:00	Mark Ellis - Animation	Andy Keeney - Intro to the Nashville Road	Larry Wolohon - Refrigerator Cars of the 20th Century	Video
3:15 - 4:15	Bill McMillan - Scenery w. Static Grass	Andy Keeney - Developint CC/WB Systems for the Nashville Road	John Bopp - MC in the 19th century	Video

OPERATING SESSIONS

At the **NORTH CENTRAL EXPRESS 2024** convention, we will be providing a schedule of layouts that will be available for OPS Sessions, in your pre-convention info package. Then you will have to pre-register for the session(s) you wish to attend. Send in right away as space will be limited. OPS sessions will take place at the Layout Owners discretion and are being planned for Thursday, Friday and Saturday.

YARD SALE

At the **NORTH CENTRAL EXPRESS 2024** convention, we will be having a YARD SALE of model railroad items. This will be new/used items that registered participants bring in to sell to other registered participants! The Yard Sale room will be open on Friday and Saturday. There is only a 10% commission on all sales, back to the NCX. We'll be posting some forms and other information on the website very soon. Maybe you can find that wanted loco or boxcar by attending the **NORTH CENTRAL EXPRESS 2024!**

LAYOUT TOURS

The SE Michigan area is a hotbed of model railroad activity and we have some of the best layouts anywhere! Here's a list of some of the layouts that will be open for tours during the NCX 2024 convention.....

Fox Run Model Railroad Club

Jay & Brook Qualman MMR – Michigan Lines

Bill McMillan - Detroit Windsor Connecting RR

Scott Kremer – Great Northern

Ken Chick - Danforth Hadley & Northern

Michael Tranquilla - Burlington Pacific

Norm Charbonneau - Northbrook Railroad

John Emley – Soo Line

Ron King MMR - Erie

Byrne Blumenstein - AT&SF

Bill Neale MMR - PRR

Norm Logan – Michigan Southern

Pierre Willermet - Allegheny and Eastern

Mark Ellis – Melville Railroad

Jim Tilley – PRR/B&O

Rick Neibert – Chessie System

These layouts range from N scale, HO and O scale! A complete convention booklet with all the layout locations and open times will be given to you when you check in at our registration desk, when you arrive for the **NORTH CENTRAL EXPRESS 2024!**



AWARDS DINNER & SPEAKERS

Division Six will be hosting a dinner on Saturday evening. However, it will be shorter, early and ALL you can eat! At Ward Church we'll be hosting a spaghetti dinner with dessert and refreshments included. We're on for 5pm to 7pm, which still gives you lots of time for layout tours, and on a full stomach! We will have a guest speaker at the dinner too. Any modeling-photo awards will be awarded and any last door prizes given out. We'll also hear from a few local speakers, including Rich Mahaney, NCR President. We will be limited to 150 people, and you must pre-register for this activity. No tickets will be available after October 1, 2024, so sign-up early for the **NORTH CENTRAL EXPRESS 2024!**

MODEL SHOWCASE ROOM

There will NOT be a model or photo contest at the **NORTH CENTRAL EXPRESS 2024** convention! However, we will be offering a **Model Showcase Room**, where anyone can bring a model (or several) to display. Bring a model to show and get a discount!! (see registration form) NMRA AP judging is available on request. The Model Showcase room will be open Friday and Saturday. We'll have some People's Choice awards and give out any NMRA Certificates, Awards and ribbons at the Saturday night dinner at the **NORTH CENTRAL EXPRESS 2024!**

NCX - NORTH CENTRAL EXPRESS 2024 REGISTRATION FORM & INFORMATION

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Name		Spouse	
Address			
City		State	
Phone		Zip	
email			
NMRA No.	Region	Div	MMR

REGISTRATION FEES

on or before September 25, 2024 - NMRA member
 on or before September 25, 2024 - NON NMRA member
 after September 25, 2024 - NMRA member
 after September 25, 2024 - NON NMRA member
 on or before October 13, 2024

	how many		
\$65			
\$75			
\$75			
\$85			
One Day Pass = \$40			

REGISTRATION - is per person for anyone over 18 years old that will be participating in the convention activities. Spouse is free if ONLY attending layout tours and/or dinner. Children under 18 years old are free for the weekend and welcome to attend convention activities with a paid adult.

Dinner - SPAGHETTI DINNER!! Everyone (including children under 18) must pay for dinner if you are attending. This also includes our Keynote Speaker and Awards presentation. **NOTE- cut-off date for dinner is October 1, 2024.**

Event Sweat shirts are cotton/poly blend, green in color with the NCX logo embroidered in color on the left side

Event polo shirts are 35-65% cotton-poly no pocket shirts, green in color with the NCX logo embroidered in color on the left side **NOTE- cut-off date for ordering shirts is September 10, 2024. There will be NO shirts available at the convention!**

Model Showcase Discount!!

If you bring a model to display in the Showcase room, we will give you a \$5 discount on your entry to NCX-24! NOTE - you do NOT get \$5 per model!! Only ONE discount per person no matter how many models you bring. Discount to be given at Registration!

ONE DAY PASS - is for Saturday only and includes all the clinics that day and 5 layout tours.

EXTRA BOARD

	how many		
Dinner per person		\$25	
sweat shirt	small	\$34	
	medium	\$34	
	large	\$34	
	X-large	\$34	
	2X-large	\$34	
	3X-large	\$34	
	4X-large	\$34	
polo shirt	small	\$32	
	medium	\$32	
	large	\$32	
	X-large	\$32	
	2X-large	\$32	
	4X-large	\$32	

TOTAL

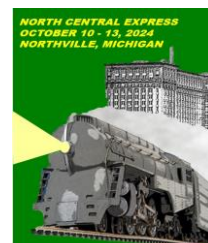
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Payment to be check or money order made out to- **NMRA DIVISION 6**

Send registration form with payment by October 1, 2024 to-

NCX Registrar 35684 Camden Ct Farmington Hills, MI 48335

ON-LINE registration available until October 7, 2024 at ncx24.ncrnmra.org



A FAST HISTORY OF FAST FREIGHT LINES

In the decades after the Civil War, fast freight lines came to dominate the through freight business on American railroads. The first fast freight lines began operation shortly before the war, grew in importance in the decades after, but had largely disappeared by the close of the nineteenth century.

At first glance, a railroad map of the United States from the 1850s might appear to show an extensive rail system. But closer inspection reveals it to be a disjointed collection of short, local lines. Through freight service was minimal, interchange of freight cars almost nonexistent. There were many reasons for this situation. When multiple railroads entered a town, there often wasn't a direct connection between them. In many cases that was due to the lack of a common track gauge. 4ft. 8 ½ inches between the rails had not yet become the 'standard' gauge. Ohio and New Jersey roads were built to 4ft. 10 inches while most southern lines used 5ft. gauge. Many Canadian lines and their U. S. connections were at 5ft. 6 inches. The Erie and its western connections formed a 6ft. gauge route from the east coast through to St. Louis. Even the mighty Pennsylvania Railroad, the self-proclaimed standard railroad of the world, was built to the compromise gauge of 5ft. 9 inches.

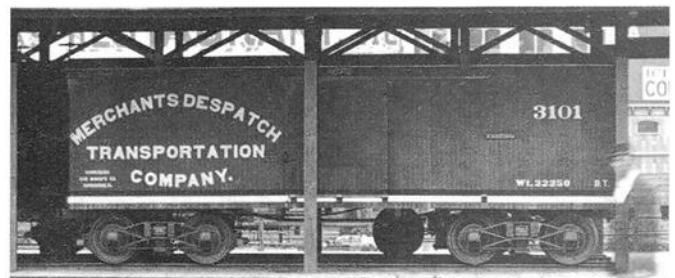
But the biggest impediment to interchange may well have been the railroads themselves. Railroad management viewed other roads as competitors, dangerous enemies most likely, and not to be cooperated with at any cost. Car superintendents were absolutely convinced that if they ever let their cars get onto foreign roads, they would never see them again until they were decrepit wrecks, ready for scrapping. If other roads repaired their cars, they would surely do a shoddy job of it yet if foreign cars were damaged on their line, they would be required to do a first-class repair job for which they would not be fairly compensated.

Because of all this, when through freight was routed over multiple railroads, it generally had to be painstakingly unloaded from one road's cars, loaded onto wagons, hauled to the connecting road's terminal, and loaded onto their cars. This process, called break bulk, and it was slow, costly, and left the freight vulnerable to loss, theft and damage. The teamsters actually performing the

work profited from it but everyone else hated it. Someone needed to do something about this situation and someone did.

William A. Kasson of Buffalo had been in the business of shipping new locomotives from eastern builders to customers in the west. In the early 1850s he applied his expertise in long distance shipping to general merchandise and established Kasson's Despatch to operate on the New York Central and its connections. Kasson offered through service to points as far west as Chicago monitored by his agents to insure timely delivery.

To the shipper, Kasson provided one through bill of lading, eventually did away with break bulk, and guaranteed delivery times. Shippers were happy to pay a premium for this service. Benefits to the railroad included cars furnished by Kasson (though not necessarily owned by him), agents provided by Kasson to follow shipments at transfer points, and increased business to the roads over which Kasson's Despatch operated. This business model was followed by all subsequent fast freight lines, though many differed from Kasson's in details of corporate structure and ownership of cars. That there was a need for such a service is well illustrated by the fact that a shipment from Boston might travel over seven railroads to reach Chicago. Kasson's Despatch proved to be a great success but was short lived. Kasson passed away in 1854 and by 1855 his business seems to have been merged into Merchant's Despatch (MDT), at that time operated by the American Express Company.

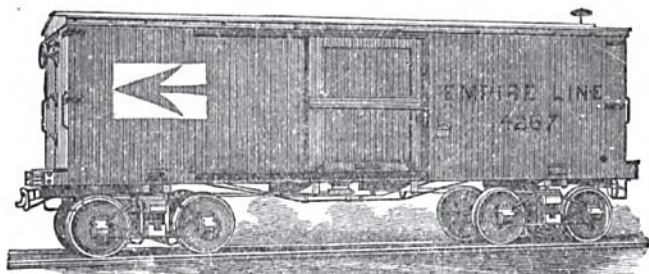


Most modelers know Merchant's Despatch from the New York Central refrigerator car fleet but it began operation long before the first reefers entered service. MDT originally provided general merchandise service, using boxcars of New York Central design.

Continued next page → →

The car shown was part of the NYC/MDT exhibit at the 1876 US Centennial Exposition in Philadelphia. Note that the characteristic MDT red, white, and blue stripes are already present. Many Merchants Despatch cars were first assigned to particular lines, such as the Milwaukee Line. But the inefficiency of this plan soon became apparent and all the cars were eventually repainted and put into pool service.

By the late nineteenth century MDT was firmly into refrigerator car operations. In 1882 James H. Wickes was hired as superintendent of cars. His many refrigerator car patents provided useful improvements to MDT's car fleet. By 1890 MDT had over 3,000 Wickes patent cars in operation. By the turn of the twentieth century MDT was building its own cars in brand new shops in the company town of Despatch, (now East Rochester) New York. The Empire Line, operating over the Pennsylvania Railroad and its connections, was another early fast freight line. Its parent, the Empire Transportation Company, was a diversified organization that also operated oil pipelines and storage facilities as well as Great Lakes shipping.



Empire Line 4267 shown above, which may have been a standard Pennsy boxcar design, wears Empire Line's red arrow herald. It was equipped with broad tread wheels which allowed it to operate over track from 4ft. 8½ to 4ft. 10-inch gauge.

Unlike many fast freight lines, Empire Line operated a variety of types of freight cars. In addition to boxcars, Empire had a large fleet of tank cars as well as stock cars, gondola cars, butter and egg cars (refrigerator cars), and rack cars for carrying empty barrels.

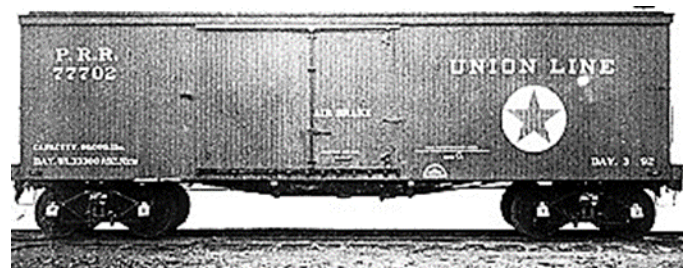
The Merchants Despatch and Empire lines, like most early fast freight lines, were privately owned. But even though they weren't railroad owned, there

could be close connections between the lines and the roads over which they operated. Fast freight lines were often founded and owned by railroad higher-ups, a situation that could lead to financial abuses. Railroad officials often gave sweet deals to the lines in which they had a conflicting interest. They skimmed off high value traffic to the lines while leaving the dregs to the railroads. They gave the lines preferential rates. The railroad's shops might build the line's cars and sell them at cost. There is at least one recorded case where a fast freight line turned a fat profit while the principal line over which it operated was in receivership.

Public outcry over these abuses led to a new form of fast freight line ownership, the cooperative line. Cooperative fast freight lines were owned by all the railroads over which they ran. Each line had a formula that determined the percentage of the cooperating road's ownership according to factors such as the length of the line, or the mileage the line's cars ran over the road. This formula also determined how many cars each road would contribute to the line, how much weight their vote would carry in business matters, what percentage of the line's expenses they would bear, and what share of the line's profits they would receive.

The Union Line, begun in the mid-1860s and operating primarily over the Pennsylvania Railroad lines west, is an example of a fast freight line that started out as a private line, changed itself into a cooperative line, and eventually wound up like most surviving fast freight lines, owned entirely by one railroad.

The Union Line's listing in the June, 1885 OFFICIAL RAILWAY EQUIPMENT REGISTER, shows the line's cars and the member roads that contributed them, with the Pennsy contributing, by far, the largest share.



The Blue Line, backed principally by the New York Central and Michigan Central, began operations on January 1, 1867. The connection between these roads was via the Great Western Railway between the Niagara suspension bridge and Windsor, Ontario and from there across the Detroit River on the new iron car ferry Great Western. The only problem with this route was the inconvenient fact that the Great Western was built to the gauge of 5ft. 6 inches. The solution came when the Great Western added a third rail to accommodate standard gauge cars though it was reported at the time that standard and broad-gauge cars could be run in the same train with no difficulties!

The Blue Line was organized as a cooperative line. The dominance of the New York Central and the Michigan Central can be inferred from the large number of their cars shown in the line's listing in the June, 1891 OFFICIAL RAILWAY EQUIPMENT REGISTER. The two Vanderbilt lines contributed hundreds of cars while minor players, such as the Worcester and Nashua and the Providence and Worcester each contributed only twenty cars to the line. The Blue Line was a great success, right from the start. The Michigan Central reported a large gain in freight earnings for 1867 "mainly attributed" to the opening of the Blue Line. In their annual report for that year the company extolled the virtues of the Blue Line's cooperative ownership structure as well as the savings to be expected by having all of the line's cars built to the same plans. At the height of the fast freight line era there were as many as forty of them in operation, according to one source. We will look at just two more, with operations in Michigan. The Erie and North Shore was another fast freight line that operated over the Great Western and Michigan Central. It was established by its eastern connection, the New York Lake Erie and Western, later to become the Erie Railroad.

This 1870's photo, from the Burton Historical Collection of the Detroit Public Library, shows a string of north Shore cars on the Michigan Central in Detroit. The view is looking north, with the Fifteenth Street bridge on the right. If you were to stand at this location today, the view would be of the back of the Michigan Central station. The only

building surviving from that time is the church at the extreme left of the photo.



Although the majority of fast freight lines were headquartered in the northeastern United States, fast freight lines ran all over the U.S. and cars from eastern fast freight lines could be found in all parts of the country. A photo has survived that shows an Erie and North Shore boxcar being loaded on the Southern Pacific ferry Thoroughfare, somewhere in the San Francisco Bay area. The Great Eastern Line was headquartered in Detroit. It operated primarily on Grand Trunk lines in Michigan, Ontario, and New England. This photo, taken in Ann Arbor, shows a Great Eastern car lettered for the Toledo, Ann Arbor & Grand Trunk.



This short-lived line was chartered to run from Toledo to Pontiac. It opened from Ann Arbor to South Lyon in August, 1881. By 1884 it had merged into the Toledo Ann Arbor & North Michigan, later to become the Ann Arbor Railroad.

By the 1890s fast freight lines were on the decline. They had arisen, in the early post-Civil War period, to fill the need for expedited long haul freight service.

When the railroads took over this operation and perfected it, fast freight lines became superfluous. Most were bought out by their principal member owners. Only a few survived into the twentieth century. The Pennsy kept the Union and Empire lines running prior to World War One. The Merchants Despatch was, by far, the longest lived of the fast freight lines, not closing its doors until May, 2000.

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Taylor, John Rogers and Neu, Irene D, The American Railroad Network 1861-1890, Urbana, Illinois: University of Illinois Press; 2003, ISBN 0-252-07114-x

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

2024 RAILFANS WEEKEND



Co-sponsored by Genesee County Park and Mid-Michigan Railway Historical Society

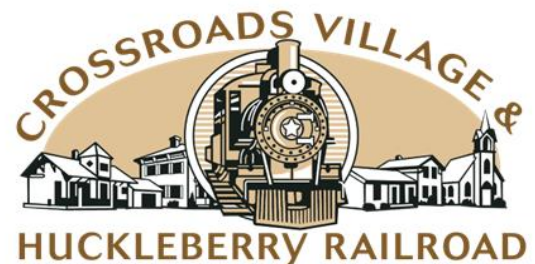
August 3-4, 2024

10am - 5pm

Experience a weekend steeped in the romance of the rails as we delve into the captivating history of the renowned Huckleberry Railroad and its storied railcars. Rail enthusiasts from around the country will immerse themselves in unique train shop tours and engaging historical rail interpretations, making for an unforgettable journey through time.

Take advantage of our two special Railfans Weekend ticket offers. When you purchase a village combo train ticket, a one-day, two-train ticket is just \$12 more on the same day. Or consider our two-day, two-train ticket. It's just \$12 more for the second day. These special tickets are not available online. Purchase your special tickets by calling 810.736.7100, ext. 6., or at the Crossroads Village's ticket booth.

- Model Train displays from groups throughout Michigan and Ohio
- Visit the Hobo Camp
- Railroad shop tours
- Sing along to authentic railroad songs
- Receive a piece of coal from our treasured steam locomotive #464
- Photo opportunities on our caboose
- Special Photo Run on Saturday
- Learn about our historical railroad equipment



Here's a look at an NCR "home road", the Grand Trunk Western. *Left, down, then right* - GTW 3754 July 1959 on Train #54 at Royal Oak, MI; 1514 is finished with the work in Royal Oak and is on the way to Birmingham; A GTW eastbound crosses the diamond with C&O's Plymouth SD May 1972; 6405 as she glides to a stop at Royal Oak; GTW 6319 at Milwaukee Jct. in 1959; GTW 4078 on Train #77 at Brush Street Depot Feb 1959; caboose passing GTW Freight Office in Jackson, MI; freight passing HF Tower (Bend Tower) 1979 Photos are from HotBox email archives and could be from Roger Meade, Mark Hinsdale and Stan Sienicki.



ONE DAY MODELERS MEET – Div 1 Recap! **NCR EVENT**

Division One hosted the one-day event Spring Modelers Meet on Saturday, March 23. The turnout was good, just a bit less than hoped for, but enough to make the event a huge success for all that attended. Clinics, model displays and layout tours were all planned for this one-day event. Congratulations to all of Division One on hosting a great model railroading event! Here's some pictures of the event action.....



STATION No. VI 2025 NMRA CONVENTION!

NCR NEWS

Station No.VI 2025 Spring Report

On April 13 there was a meeting of all the leaders for each of the convention functional areas. The meeting was held at the Sheraton Novi hotel, the convention hotel. The meeting had several purposes. One to make sure that we all know each other, second to tour the hotel so that everyone knows what we are dealing with and finally to review each of our areas of responsibility. It was an outstanding meeting. Everyone was prepared and perhaps most importantly everyone worked together.

For those that have never worked on a convention of this size there is a tremendous amount of work. Much of that work requires that people work together to optimize the outcome. The good news is that we have good people. At the meeting we were able to lay out a complete plan of where we are going and what needs to be done. We established a schedule with deadlines for many activities.

Even though the start of the convention is over 15 months away the truth is much of what we must do has to be complete by the middle of August. That will allow us to go live with our registration process at the completion of the Long Beach National Convention. Even those things like scheduling layout visits, op sessions and proto tours need to be done so that people can see what we are offering and when appropriate purchase tours, etc.

For us to have the convention we want it will take a lot of people. That includes people to host layout visits and op sessions, give clinics and help in the running of the convention. We have targeted a minimum of 50 layouts for visits, 25 hosting op sessions and 90 different clinics, all given twice. We have already achieved much progress, especially layout visits where it is clear that meeting our goal is a given.

There are still several challenges. Prototype tours require a lot of work, communication and persistence. They are not easy. Busses are extraordinarily expensive, and we are carefully looking at all transportation needs. However, we are confident that we will be offering a good number of exciting tours.

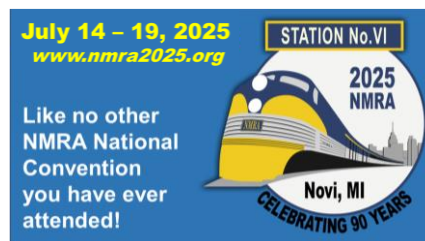
We have made good progress on hotels. Currently, we have blocks of rooms at several hotels that number 372 rooms total. We expect to have one additional hotel that will take us over 400 rooms. That should be sufficient for the needs of our anticipated 850 plus guests.

Finally, the banquet has been a challenge. We had hoped to have the banquet at the Henry Ford Museum. However, the pricing was very much out of our range. We currently have a very good solution, at an acceptable price, available to us. We are waiting for information on one more possibility. This issue should be resolved by the end of May.

Overall, we are proceeding exceptionally well. We have good plans and good people. We are getting a good response to what people see on our website and what they hear from others.

STATION No.VI CALLING ALL MODULAR LAYOUTS! The Station No VI NMRA National Convention is coming in July of 2025. We are looking for Modular and Sectional layouts to display at the National Train Show. This is a three-day event, Friday through Sunday with set up on Thursday. If your group is interested in participating, contact John Young at cdjhyoung@yahoo.com for further information.

STATION No.VI CALLING ALL CLINICIANS! The Station No. VI 2025 NMRA Convention, Clinic Committee is looking for clinicians that would like to participate in clinic presentations during the National Convention. If you would like to join us, please contact Andrew Keeney at hunter48820@yahoo.com for further information.



On the Reading Lines – Central Division, one town was named Lansdale, but I have come to find out that Lansdale is quite a large suburb and not like the small rural area I have on the layout. I scoured the RDG system map and the 4 depot books I have and found Centre Mills on the line between Harrisburg and Shippensburg. The book noted that it had a small station that was taken off the books in 1976. Works for me since I model 1970! However, I'll need to make a station!



To build a small country station, I didn't want to go out and buy a kit, so looking around my hobby pile.... What do I have to make a small station.... How about using the left-over parts of a signal tower I made a week ago.



I should have taken more pictures of the build.... Here is the basic station. Modified the walls by cutting off the extension at one end. Also switched an end door for a window, so there is a door leading out toward the tracks/platform.



What to use for a roof? I found a roof piece in the scrap box... fits nicely!! Nice overhang for passengers too. This appears to be from a signal tower kit, but a different brand than Atlas.



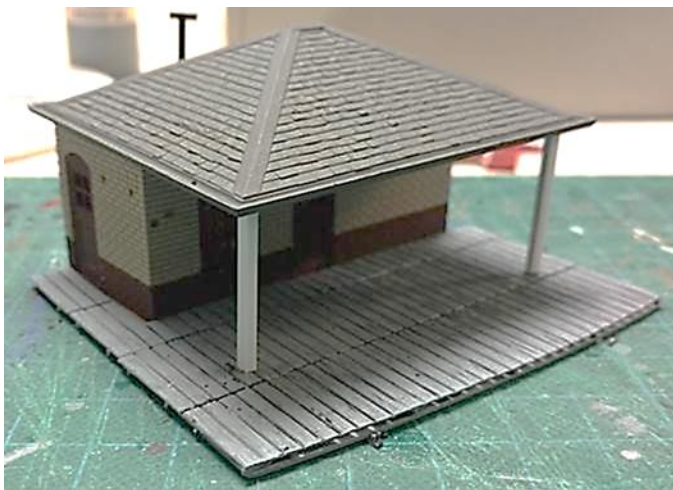
Since this is a rural station, how about a wood platform. These are Micro Eng fence sections! Glued them to a piece of styrene as a base. The one piece is curved to fit the radius of the track where the station will be located.



Station for Centre Mills *by Barry Hensel, Div 6*

NCR MODELING

The station is pretty well complete. I painted it in RDG colors, brown and cream... adding posts for the overhang. Roof and platform given a light gray color.



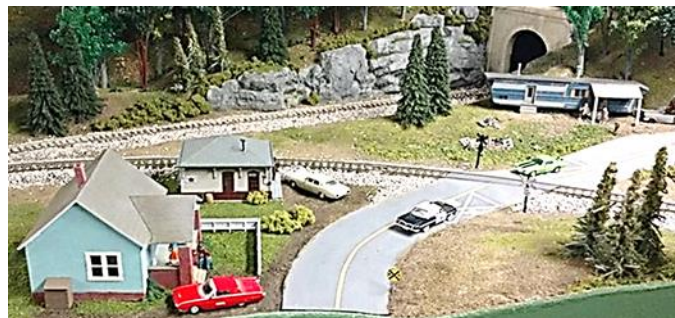
Here's where it will go. Have to build-up the ground so it's level with the track. Used thin styrofoam to be the base. Will add more scenery and dirt for a parking lot, might add a person or two as well.



Test fitting is looking good! Will have to see about adding more to this area/scene to make it more complete. Time for grass and dirt.



Here is the end result... station in place and a nearby house added to help fill in the area. This gives Centre Mills at least 2 residents (including the trailer on the hill)! Hmmm... Maybe add a country store opposite the house!? This was a nice "scrap-box" build, yet filled in a nice area on the layout. Maybe you have enough parts in your scrap-box to build something too! Have fun!



A few months later, I did build that small country store. Another scrap-box build from some DPM wall sections and misc details. Here's a trackside view of Centre Mills, PA. Now to change the town name in the train orders so operations will run smoothly!





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OTHER HOBBY SHOPS in the NCR - Whistle Stop Hobbies & Crafts, Decatur, IN - Phil's Hobby Shop, Fort Wayne, IN - The Gladioux Train Depot, Oregon, OH - Carlton Hobbies, Waterford, MI
Please visit your local hobby shop!

HOBBY SHOP NEWS – As reported in the March 2024 HotBox, the staff from Rapido Trains made a stop at the Flint Rider's Hobby store. While their reknown bus did not make the trip as planned, the staff was still there and answered questions on current and future products. We understand there was a good crowd of hobbyists in attendance to greet them! Nice!!

If you have a story about a local hobby shop giving you over the top service, let us know!!

THANK-YOU to our hobby shops for your support by selling the HotBox in your stores!

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

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

Division Two - Tip of the Mitt (Northern Michigan) Twenty-four counties, both north and south of the Mackinac Bridge. Meetings are typically held in Traverse City on the third Saturday of each month. There will be some exceptions this Fall as we will be meeting on Sept. 21st, Oct. 26th, Nov. 16th, and Dec 14th. We also go hybrid, connecting by Zoom. To request meeting invites and our quarterly newsletter, email our Assistant Superintendent, jens.hensel50@gmail.com

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

Our meeting schedule is the 3rd Monday of the month with Zoom meetings in January, April, & October, In person meetings in February, May, August, & November with various meeting locations, & Operating Sessions in March, June, September & December at various members homes. Any updates/changes can be found on our website: <http://div3.ncr-nmra.org>

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

We meet monthly using locations in Holland and Grand Rapids. All meetings start at 10am and details to be determined. For additional information contact Superintendent Mark Baldwin grandrailsdiv@gmail.com or 616-258-0110 or visit the NEW division website at - <http://grandrailsdiv4.org>

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

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

Division Six Motor City Division (Wayne & Washtenaw Counties)

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

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

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

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

We meet monthly on the 3rd Saturday of the month, except in July and August. Monthly meetings start at 9:30AM at one of two locations (check website for meeting location each month). Our meetings typically include a clinic and/or layout tour(s). Visitors are always welcome. For additional information contact Garry Johnson, Superintendent at 269-365-6777. Our website is <http://ncr-div9.com>

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

Meets the FOURTH Thursday of each month at 7 PM at Dalton Airport on Pierson Road in Flushing. We meet in the meeting room of Experimental Aircraft Association Chapter 77. Contact Superintendent, Wayne Wilder 989-823-3409 or ncrdiv10@gmail.com for directions to the meeting location.

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

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

21st Annual
2024 RAILROAD HERITAGE WEEKEND
**MODEL RAILROAD
SHOW & SWAP**

Saturday, July 27
10:00 a.m. - 4:00 p.m.

Sunday, July 28
10:00 a.m. - 3:00 p.m.

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NCR TIMETABLE EVENTS!

NCR AREA EVENTS

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

Saturday, June 1, 2024 - Lansing Model Railroad Club summer open house Lansing Model Railroad Club 5309 Old Lansing Road Lansing, MI See trains running on the Lansing Model Railroad Club's beautiful HO scale layout that is housed in the 1890's vintage Grand Trunk Western Railroad Millet Depot and tour the restored former Michigan Central Michigan Avenue (MA) tower. Spectators can choose from a birds-eye overhead walkway view of cities, rail yards, mountains, bridges and more, or a layout level panoramic view from our new building addition. Open 11AM to 4PM Contact Info- 517-281-2544 <https://www.lmrc.org/>

Saturday-Sunday, June 22-23, 2024 – 2024 Rail Festival at Carillon Park Dayton, Ohio 1000 Carillon Blvd, Dayton, Ohio, 45409. Each year Rail Festivals are scheduled for the weekend after Father's Day. Sat 9:30am-5pm Sun 11am-4pm admission \$14 Adult 18-59, \$12 Senior 60+, \$10 Child 3-17, 2 and under free Live steam engines, model train displays, historical exhibits, rail vendors – fun for all ages! Check out www.railfestival.com or call 937-293-2841

Saturday-Sunday, July 27-28, 2024 – 21st annual Van Wert Railroad Heritage Weekend Show & Swap. Van Wert County Fairgrounds, 1055 S Washington St., Van Wert, OH. Sponsored by (and for the benefit of) The Van Wert County Historical Society – a Not-For-Profit organization. Saturday 10-4 & Sunday 10-3. Adults \$6 Scouts in uniform and Children 12 & under: FREE. Two day admission available for \$8 Over 250 Vendor tables last year. All Gauges & Scales. Railroad Memorabilia and Railfan items. Four buildings, with about 40,000 sq. ft., at least a dozen model railroad layouts & displays, including several Time Savers and "Locomotive Races." Children's play area with Thomas & other wooden toy trains. Junior Engineer Certificate (and drawing) for train sets. Door prize drawings for Train Swap Bucks Free Parking. Handicap Accessible. Good Food will be available courtesy of the VWCHS. For safety reasons the main entrance (on Washington St.) to the fairgrounds will be closed. Please use one of the many other entrances. Info: Chuck White – railcarman@frontier.com 260-760-1666. Web Site: <https://www.vwrrhw.com>

Saturday, August 10, 2024 – Summerail Palace Theater 276 W Center St. Marion, OH Multi-media presentations, RR Show & Sale, visit Marion Union Sta & AC Tower. Presenters include Tom Carver, Adam Lauterbur, Mark Llanuza, Andrew Nelson, David Oroszi, Fr Dale Peterka, Jerry Pyfer, Steve Smedley, Tim Tonge, Don Toon, Joseph Trepasso. Admission for all activities \$30, Train Show & Sale only \$5 No Credit Cards. Contact Info - David Oroszi david.oroszi@usa.net 937-238-5655 www.summerail.com

Saturday, August 17, 2024 - Everett's 20th Annual Train Show and Swap Meet Marion Union Station 532 West Center Street Marion, OH Everett's 20th Annual Train Show & Swap Meet will feature multiple train and craft vendors. The station, AC Tower and Marion Model Railroad Club will be open during the show. A Fattie's Hotdogs stand will be there . live music also. Donations will be requested to defer the cost of the show. A limited number of vendor tables will be available at \$15 each. (Note- this event is NOT run by the Marion Union Station Association Contact Info - Everett Nelson everettii2000@yahoo.com 740-341-1798

Saturday, September 14, 2024 - Battle Creek Model Railroad Club Train Show & Swap Meet Calhoun County Fairgrounds 720 Fair St. Marshall, MI Several operating layouts, "hands-on" displays, door prizes. Children 12 & under free admission. Contact Info - Andy Buck andrew.buck@comcast.net 269-268-0910 Website: <http://bcmrrc.net/>

Saturday, September 28, 2024 - 22nd Annual Fostoria Rail Festival Fostoria Jr. Sr, High School & Fostoria Elementary 1001 Park Ave & 1202 H. L. Ford Dr. Fostoria, OH Fostoria Iron Triangle Rail Park is nearby. 80+ trains/day. Model Train Layouts, Mdse, Soup Contest, Photo Contest, Train Ride between Bldgs. too. Great show. Sponsored by Fostoria Rail Preservation Society. Contact Info - Ellen Gatrell 419-435-1781 ellengatrell@gmail.com Website: <http://www.fostoriairontriangle.com/>

NCR DIVISION OF CHOICE

NCR PROCEDURE

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

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

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Operates 3rd Tues at 7:30pm
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Era- 1970
HO Scale




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Grand Trunk
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Model Railroad Club


Hazel Park, MI
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For information Contact
info@socmrrc.org
www.socmrrc.org



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MORE HOW-TO-DO ARTICLES

MORE INFORMATION

.... stay tuned! Stay informed!

RailFanning Layouts of Division 6



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