



THE **HotBox**

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

VOL. 65 NO. 4

WINTER 2024

RAILFANNING the *Lansing LaN-TRAK* Layout



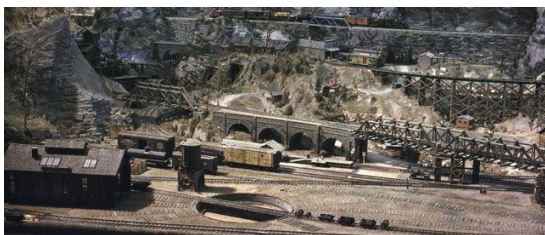
**IMPORTANT
HotBox News!**



**STATION No. VI
LATEST NEWS**

A LOOK BACK

MEETING JOHN ALLEN



WWII TROOP TRAINS



NCX-24 WRAP-UP!

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

The HotBox

WINTER 2024
Vol. 65, No. 4



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<http://ncrnmra.org>

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

Business ads-

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

Pike ads- \$15 small, \$30 double and

\$60 quad for a 3 year period!

NCR Division Event ads- FREE

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

Send address corrections to the Registrar- Marshall Stull

248-817-9328

mstull@marshallstull.com

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

Hello!! OH my... December is here and 2024 is almost complete. It's been an interesting year and I hope it was a good one for you. I wish everyone a very Merry Christmas and a Happy New Year! I hope that 2025 will bring us all great things and success.

NORTH CENTRAL EXPRESS 2024 is complete and was a very successful convention. Thanks to those that attended and some from as far away as PA and KY! Thanks also to all of the Division 6 members that worked hard and volunteered to make sure the NCX-24 was the success it was!! Congratulations to all!!

Now.... we turn our attention and efforts to promoting and working on the 2025 NMRA National convention, known as.... **STATION No. VI** hosted by us, the NCR and all of our Divisions. **STATION No. VI** will be like no other national convention. Let's all get ON BOARD to help or attend and show the NMRA that the NCR does it best! Mark your calendars now for July 14-19, 2025. See the latest news in this **HotBox**.

I would be remiss if I didn't also mention the 4th annual Division 6 Model Railroad Sale event on January 25, 2025 (*especially since I'm in charge... !*). We're in a new location and bigger!!

As you will soon read, there are BIG changes coming to this publication, the HotBox. Rest assured... the HotBox will continue to be published and I am looking forward to being your Editor for many more years. Please check out the news on page 4.

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 September issue, we know of no concerns or typo's.

FRONT COVER PICTURES- NMRA logo, Station No.VI logo; NCX

logo; John Allen's Gorre & Daphetid Railroad; Troop Train cars; A NKP Mikado leads a passenger train through the Steven's Canyon modules, named after our founder who passed away recently, on the Lansing LaN-Trak Railroad.

REAR COVER PICTURES- Station NoVI logo; Clinic presentation How-to's; Setting out a load of fuel oil at Laforte Fuel and Coal on the Detroit Windsor Connecting Railroad.

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RAILROADING "WHAT THE ???"

NCR HUMOR

Here's a few new items we've found on facebook or other online sources..... enjoy!!



Each quarter, the HotBox magazine is published for your enjoyment and to keep the NCR members up-to-date on events in and around the North Central Region. That is going to continue, as Editor Barry Hensel has confirmed he still likes producing the HotBox for the Region. He'd enjoy it even more if our members contributed a bit more content for him to use..... So, rest assured, publication of the HotBox will continue for the foreseeable future.

However, some changes need to happen on how the HotBox is delivered to our members. We have been confronted by a change at the National level, where the NMRA is no longer collecting the subscription fee for the HotBox. As mentioned in the September-Autumn HotBox, this started in September 2024. NCR members (and any NMRA member) could check a box and elect to receive a printed HotBox in their mailbox. That option is now gone. This was not a total surprise for us as the NMRA had informed us of the change.

At the Fall NCR Board of Directors meeting (held at the recent NCX convention), the subject of how to collect the subscription fee was one of the "hot" items to discuss and possibly make a decision on. And, a decision was made..... actually, several decisions were approved! Here's what will happen.....

The Board of Directors considered the following items in coming to their decision:

- 1: The financial situation around the HotBox. In the NCR, we have approximately 650 Region members and only 269 of them elect to purchase the HotBox and have it mailed to them.
- 2: The HotBox costs more to publish and mail than we charge for. That imbalance is roughly 40% of the face value on the cover. It has been upside down this way for years, so this isn't a new problem. We have been able to maintain our financial balance despite this for at least the last 16 years, so that alone is not a problem for us. It does tell us that members are subsidizing a few other members to receive a paper copy.
- 3: Production, publication and mailing costs will only rise in the next few years. We have no control over those costs, and the BOD is unwilling to keep asking the members for an increase in the subscription fee.
- 4: Currently, the region has no mechanism to collect membership dues. That would need to be created from the ground up. We have people knowledgeable in how to do that, but it would also require an individual to take on that task, track subscriptions, generate reports and mailing lists.
- 5: The content of each issue of the HotBox is top notch. But the cost point for the actual printing of the HotBox leaves the quality of the end product somewhat lacking. We could certainly upgrade the printing process, but that would be at a significant cost upgrade.

After some lively discussion, the Board of Directors has decided to end publishing the HotBox in a hard copy as of the first issue of 2026. The HotBox is already posted online so any member can access it. Please take a look if you have depended on the physical copy until now. The print is much clearer, but more important, the photographs are so much clearer and are frequently rendered in color. The digital item is far superior to our current print version. Going digital IS the best solution to all of the above issues we have identified. If you still want a hard copy, you can always print it off of the website. This could be done by a friend, relative or at your local library. Hard copies will still be printed for some of the local hobby shops. Those carrying the HotBox are shown on page 30. Visiting a local hobby shop is a good thing too!

The process for the changeover will work like this: all current subscribers will receive their mailed, hard copy of the HotBox until their current subscription expires. We are honoring your subscription that you paid for!! As with the current issues (for the past 11 years) on the month of publication, the new HotBox will be available online, within the first 5 days of that month.

We realize this may not be the decision you would have made or wanted, but the Board of Directors believe this is the best course of action for the Region. It addresses the revenue drain caused by the current mailed HotBox; it eliminates our need to set up a system to collect and keep track of subscriptions and it makes the HotBox a more high-quality magazine. Another feature of going digital... we can vary the size of pictures, article lengths and page numbers per issue. Hmmm... less constraints for publication... that will be a GOOD thing!

PRESIDENT'S OBSERVATION

Rich Mahaney

Hello North Central Region (NCR) Model Railroaders! Your NCR Board met at the NCR Convention in Oct 2024 in Northville, MI for our fall meeting. Several important topics were decided upon that are important to you, the NCR Member.

1. The 2024 NCR Election was voted on by the NCR Board. With only one person running for each office, a motion was made for the NCR Board to cast a unanimous vote for all people that are or were running for an NCR office. I will continue on to be your NCR President for two more years (2025 and 2026), thank you for your help and your support as we continue with our NCR business.

The election results and names are elsewhere in this issue of this HotBox. Thank you to Phil Dolittle (from Division 8) for his years of work to the NCR who will be leaving the NCR Board, and we will be welcoming T.J. Stratton (Division 2) to a Director at Large position. Dave McMullian (Division 1) will be moving from a Director at Large position to the NCR Vice President position. Dave has served in NCR leadership positions before and brings a lot of knowledge and NCR experience to the NCR. He is a "master" involving our NCR Bylaws.

2. The NCR Board and membership thanks Division 6 for a great NCR Fall Convention in Northville, MI. The Division 6 TEAM did a great job with the clinics, layout tours, operating sessions, banquet dinner and fellowship. The Ward Church facilities worked well again.

3. We got to acknowledge in person the award that Norm Logan received from Gordy Robinson, President of the NMRA of the "Presidents Award". One of the fun jobs of the NCR President position is to select one person from the North Central Region reflects the values of the NMRA and the NCR, helps the NCR and its members railroad needs and knowledge, stands out for their activities and actions, plus more things. See a photo of Norm with his award at the Convention and the Banquet Dinner elsewhere in this Hot Box. Norm has been active in the NMRA and the NCR for many years. Congratulations to Norm and a great job well done! And big thank you to Norm from all of the NCR for what you have done for all of us!

4. A decision was made at the NCR Board meeting to stop printing and mailing out the HotBox magazine in the future to members. There is more information in this issue of the HotBox on this

decision (see the preceding page) .

There was quite a bit of discussion about this decision, and it was not made easily. The HotBox costs the NCR money to print and mail.

There is no money being made to send out the HotBox and with the NMRA making the

decision to no longer collect the subscription money for subscriptions, decisions needed to be made.

The HotBox is on the NMRA NCR website in all of its color and grandness. This decision can make the HotBox larger with more pages, more stories, photos and layout tours. It is so much nicer in color than in its black and white printed version. Those with subscriptions will continue to see the magazine through 2025, but there will be no more subscriptions offered.

5. People attending the 2024 NCR Convention got to see some great model railroad layouts during the Convention in Division 6, only causing everybody to get excited about seeing these and more area layouts at the upcoming NMRA 2025 Convention! Lots of work is going on behind the scenes for the upcoming convention!

6. As the winter Holidays approach, I wish you all a great set of Holidays with your families and friends and see you in 2025!

7. While 2025 will be a special year for the NCR, as we host the 2025 NMRA Annual Model Railroad Convention in Novi (have you registered and made hotel reservations yet), it also the 90th year for the National Model Railroad Association (NMRA). 90 years, that is quite a birthday for an organization! The NMRA is planning a number of activities and promotions to help celebrate this 90th anniversary. Stay tuned for information, activities, promotions and other exciting activities that will be coming from the NMRA! As far as convention registrations go, we are heading to the 250 number and the Sheraton Hotel (the conventions base hotel) has been booked! See you there!



Rich Mahaney
NMRA NCR President

RAILFANNING the Lansing LaN-Trak Layout NCR TRACKSIDE

This issue's feature layout is the LaNtrak (Lansing Area N-trak) modular layout. This is the group's 4th modular layout. The first 3 were standard modular type layouts. Then at the National N Scale Convention in 2019, three of the members in attendance were introduced to T-Track whose modules sit on table tops. A few were built, then a few more and the club and its members now have close to 100 modules and, partially as a result, the club has increased to about 30 members. We set up at about 10 -12 train shows a year in Michigan and Ohio as well as region conventions. We occasionally will set up a senior center or senior residence or a local library. Over the years we've set up in at least 50 venues. *left down, then right....* Paul Lamar's "Adams Family" module with a button viewers can push to activate the theme song; Jim West's airport module; The Oscar Mayer Weiner Train. Remember, Model Railroading is Fun; The LaNtrak Bridge; CN passes "The Graduate" plastics company, based on an Art Curren kitbash article in MR.



RAILFANNING the Lansing LaN-Trak Layout NCR TRACKSIDE

left down, then right... A NYC commuter train passes through a small city; A modern rail served lumber yard; A desert scene on one of the endcap return curves; Food & Gas out west; A retired passenger car serves as a Dinner; Take Off. A Mennard's HO model fits N scale perfectly. A sign usually shows a launch time. It is usually an hour or so after the show ends; LaNtrak's "Junior Engineer" program allows kids of any age to run a train and receive a certificate.



ATTENTION NCR MEMBERS..... per the NCR By-laws and Operating Orders, when there is only one candidate for an office when nominations have closed, the NCR Board of Directors can approve the slate of electors and approve that slate without a vote of the membership. This is what has happened with your 2024 elections! We are thus proud to announce your new Board of Directors for 2025-2026.....

President: Rich Mahaney (Div 9)

Secretary: John Young (Div 6)

Director: T.J. Stratton (Div 2)

Director: Dave Capron, MMR (Div 4)

Vice President: David McMullian (Div 1)

Treasurer: Steve Harsh (Div 5)

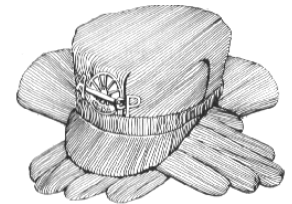
Director: Scott Kremer, MMR (Div 6)

The remainder of the board consists of the Superintendents of all of the NCR Divisions, plus the appointed positions of Resident Agent, Registrar, and Achievement Program Director. The new BoD takes office in January 2025. CONGRATULATIONS to the new NCR Board of Directors!!

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. We have one member in Div 2 that has achieved several awards. Plus, in pursuit of the Master Builder Cars certificate, Roland Bunting from Div 5 has received Merit Awards for the first three scratch build cars. Lastly, while not an AP award, Norm Logan of Div 6 has been awarded the 2024 President's Award! Thanks go to all NCR members that are participating in the Achievement Program.



Skip Luyk, MMR, NCR AP Coordinator

MODEL RAILROAD ENGINEER ELECTRICAL - Dr. John Campbell, Div. 2

MODEL RAILROAD ENGINEER CIVIL - Dr. John Campbell, Div. 2

MASTER BUILDER MOTIVE POWER - Dr. John Campbell, Div. 2

Congratulations to **NORM LOGAN**, Div 6, as he was presented with the **NMRA PRESIDENT'S AWARD** for service to a local Division and the Region.

ACHIEVEMENT PROGRAM QUESTIONS: If you have questions about the AP or requirements, start with your Regional AP manager, Skip Luyk, MMR. Also – Ron Gilbert covers Div 1

rarjgilbert@yahoo.com; 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 the NEW NMRA AP Chairman RAY PERSING! Ray can be reached at **achiev@nmra.org** We wish to say Thanks and Happy

Retirement to Frank Koch for his many years of service to the NMRA and the Achievement Program!



l-r... NCR President Rich Mahaney, NORM LOGAN, NMRA Central Director Fred Soward

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

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>

VETERANS HOSPITAL LAYOUT

NCR STORY

Did you know there is a HO model railroad at the Detroit Veterans Hospital in downtown Detroit? Indeed there is! Did you know it had stopped working? Well, we're pleased to report that several Division 8 members and friends from the Stoney Creek Model Railroad Club went to the hospital and fixed the layout. It is now operating again!! Perry Bilotta of the Stoney Creek Club sends us this report....

Here is the one photo I have from last Friday's (June 29th) work session at the VA Hospital. Dan Shilt and Steve Hudler are in the background. I look like I am kneeling in prayer but I am handing tools to Mark Mincek who is under the layout. The 2 boys are sons of Justin Woods the VA volunteer who coordinated our visit. Thanks Perry for this report and for informing us of NMRA members doing good in the community! Thanks too to all involved for your efforts for our Veterans!



HOTBOX PIKE ADS RENEWAL

NCR NEWS

HELLO HotBox Pike Ad owners! It's that time again... yes, it's been three years since you last renewed your PIKE AD in the HotBox. The Pike Ads are filed with your name and year when it was renewed. Almost all are filed with 2021. Your Pike Ad is good for three years, so actually... it appears you received a FREE year in 2024! Our fault... so it's your gain! **Your Pike Ad is now DUE!** You need to pay \$15 to cover your Pike Ad for 2025-2027. The HotBox staff will be sending you an email soon... but we thought we'd give you a “head's-up” in this issue. Renewal will be due by February 1, 2025. We enjoy your Pike Ad and hope you will renew again. In fact, we've got a new Pike Ad in this issue... welcome back to the Redford Model Railroad Club!



The **NCR and SE Michigan** will be your host for the 2025 NMRA National Convention! This will be like no other convention you have ever attended!

Convention Highlights –

- ✓ One low price for everyone! includes layout tours & OPS!
- ✓ 90+ clinics - 65+ layout tours - 30+ OPS sessions
- ✓ 2 day National Train Show - 5 day Yard Sale Room
- ✓ RPM modeling displays - Full NMRA modeling Contest
- ✓ People Choice Voting w/awards - Saturday night banquet

....and **MUCH MORE!!**

July 14-19, 2025

<https://nmra2025.com/>



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

Our regular meetings have begun for the 2024-25 season! We are hosting a Bar Mills (<https://barmillsmodels.com/>) build challenge for our members which will conclude in February 2025. 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.ncrmra.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 10am in the Foster Family Community Health Center, located at 550 Munson Avenue, in Traverse City. Planning is under way for 2025. "Show and Tell" is always popular and gives us a chance to see member's progress. A successful Operations Saturday was held this past October. Think about joining us next year as October 2025 would be a great time to visit northern Michigan. 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 has just finished our 2nd Annual Ft. Wayne Train Show which again was a big success. Some of us have just returned from the North Central Express which offered us a great time of model railroading fun. We have had our elections with a few members returning to their current roles. 2025 is starting to look quite busy as we are starting to plan our events and are looking forward to another good year of model railroading with the public. We in Division 3 hope that everyone has a safe & joyous holiday season with family, friends and loved ones. Happy Holidays and Happy modeling. (Submitted by- Bob Jones, Superintendent)

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

We continue to meet, and our next meeting will be January 2025. Please watch our website and Facebook page for meeting updates. We are also actively searching for a Regional Convention Venue that we can afford. I'm going ask again what are you looking for with the division, what like of programs, etc...? 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)

The 10 Wheelers continue to meet on the 4th Thursday of the month, 7pm at the EAA Chapter 77 meeting room at Dalton Airport in Flushing. We start with an informal meeting followed by Show and Tell, along with an assortment of interesting discussions. We will not have a December meeting since many of our members are operating the modular train layout at Christmas at Crossroads Village. We are interested in visiting some layouts after the new year, so if you would like some visitors, contact Wayne Wilder. All are welcome to our informal meetings. If you would like to join one of our meetings or for more info contact ncrdiv10@gmail.com, or Superintendent Wayne Wilder at 989-823-3409. (Submitted by Wayne Wilder, Superintendent)

SPECIAL NOTICE - I am getting in touch with you with a request to publicize **Cincinnati Division 7's** limited-edition, HO scale, N&W HC-46 ACF 2-Bay Covered Hopper cars that we have for sale. This car is unique in that it is a repaint scheme with patched-out data. The following link provides details, pricing, shipping and ordering info.

<https://division7mid-centralregionnmra.godaddysites.com/car-projects>

Paul Maciulewicz, NMRA; MCR; Cincinnati Division 7, Car Projects Chairman



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)

It has been an unusual year for the Division. After getting off to a good start in September, the October meeting was cancelled due to conflict with the NCR Convention. November's meeting also had to be cancelled as many members are involved with setting up the Lansing Model Railroad Club's train show. December's meeting will include a pizza party and will take place at the First Congregational Church in Charlotte where Terry Davis will host the meeting and a hands-on program about weathering our own equipment that we will bring with us to the event. 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 taking a small break and resting after successfully hosting the **NORTH CENTRAL EXPRESS 2024** regional convention! The NCX had 130 registrations, 15 layouts for tours, 4 layouts for OP sessions and 42 clinics presented. Plus, we finished Saturday with a great dinner and guest speaker – Mr. John Rickoff, CEO of Lake States Railroad! A big Congratulations to our NCX Chairman, Norm Logan, who was presented with the NMRA President's Award!! We now turn our attention to our 4th annual MODEL RAILROAD SALE event. We have a NEW location and more tables available! We've also moved to a Saturday date, but we're still on the same weekend of January. See our flyer on page 29 of this HotBox. Many of our members are on the Planning Team for the 2025 NMRA National convention – STATION No.VI that the NCR is hosting. 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 Eight - Clinton River Division (Oakland, Macomb, St. Clair Counties)

Lately, it seems like every time I read an article or see a video from somebody deeply involved in the business of model railroading, there is one common theme. Everybody seems to be seeing significant growth of young people in the hobby. I wish we could say the same thing within our own NMRA ranks. Among the respondents to the latest NMRA survey, 4.1% of respondents were under 50 years old. Meanwhile, 56% were 71 years of age or older. With numbers that are that lopsided and with all the new young people as potential NMRA members, it's up to all of us to be NMRA ambassadors. With that in mind, and as train show season gets into full swing, let's all use this as a chance to invite people that we interact with at the train shows to our own Division meetings and into our circle of friends. Seventeen years ago, somebody did that for me and invited me to a Division 8 meeting. I'm glad they did. It's been seventeen enjoyable years for me. 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)

Division Nine – Southwest Michigan Division (Branch, Calhoun, Hillsdale, Kalamazoo, St. Joseph, and VanBuren Counties) We wrapped up October with a terrific tour and operating session on Bruce Chubb's layout in Grand Rapids. In November we will be visiting the Battle Creek Model Railroad Club followed by a tour of Garry Johnson's layout. In December Rich Mahaney will be presenting a clinic on "What to do with old era railroad equipment on your layout", in January Ryan Yanez, the new General Manager of the Grand Elk Railroad will be making a presentation on the "Grand Elk Railroad". February will be a Zoom presentation by Dan Lewis, MMR from Division 8 on "Modeling with DPM Building Components". December, through February meetings will be held at the Kalamazoo Bridge Club, located at 648 Maple Hill Drive in Kalamazoo. 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 Scribe & Newsletter Editor)

MEETING JOHN ALLEN by *Bob Courneya* **NCR MODELING**

I had finished building a scratch-built Gravel Bunker from a Model Railroader article before graduating from General Motors Institute, now Kettering University, in the summer of 1970 and looked forward to getting more involved in the model railroad hobby. It soon became apparent that my Selective Service number was going to garner me a draft notice, so I decided to enlist in the Army Reserves in Flint, Mi. My orders to active duty arrived in early December and assigned me to Fort Ord, California for Basic Training.

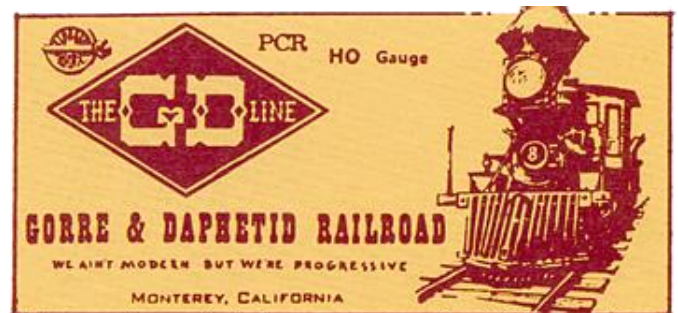


I looked at a map and determined that California weather in January through mid-March was far better than Michigan. I was familiar with John Allen through the various model railroad magazines articles and photographs of railroad equipment contained within them and knew he lived somewhere in California. I also knew that Army basic training was not just 5 days a week operation, so I pretty well just forgot about John Allen and got ready for my travel to basic training.

My basic training was busier than I had envisioned. We seldom got more than Sunday afternoon off to recuperate from the prior week's training. This training cycle continued until mid-February. We were promised a whole weekend off if we passed a comprehensive test of the prior 7 weeks of training. As the others in my training company discussed what they were going to do with the upcoming weekend, my thoughts about meeting John Allen quickly resurfaced. I knew that he lived in the

general area because of having read an article about his having Army people over to operate his layout. A local telephone operator gave me his number and then it was up to me, a real novice in the hobby, to get the courage to call him.

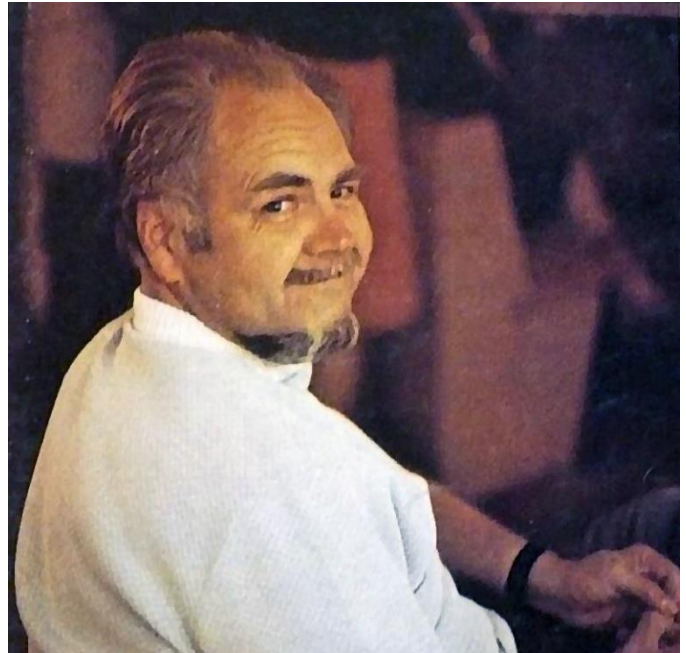
I called John, introduced myself and my Army situation, and asked if I could visit his layout on Saturday. He responded with a very quick reply of yes. Then I asked which would be a better means of transportation, taxi or local bus to get to his house. He replied neither and that he would come to Ft. Ord and pick me up. He showed up at my barracks late Saturday morning in his Mercedes and then we were off to his house. It was about a 20-30 minute ride from the base to his house in Monterey. He asked about my railroad interests, scale I modeled in, and other small talk items. He was very low key, and you would never know by talking to him that he was "that" John Allen, master of the Gorre & Daphetid Railroad!



When we arrived at his house, another couple was in his driveway, waiting for him to return, as they had also wanted to see his railroad. He ushered us into his house and guided us through a hallway to the basement steps. Down we went and as I turned to the left at the bottom of the stairs and looked up, I was faced with Giant Canyon, floor to ceiling scenery like I had never seen before. It was truly breathtaking. As I walked further into the area the level of detail and all the bridges created a realistic mountain feeling. While I was walking around the mountain area, John started running a train in the city part of the layout to show us how the track snaked in and around the buildings. He showed me a couple of mirrors on the layout and how effective they were at extending the layout.



The use of mirrors and painting the back side of two cars to look like 8 cars in his Expandalot Parking Garage under the Great Divide engine terminal was awesome. I remember spending several minutes looking at that building through its picture window trying to figure out how John had placed the mirrors in the building. I walked around the layout for another hour or so, looking at the buildings, scenery and rolling stock before John suggested we go upstairs.



After an hour or so had passed, and the conversation kind of ended, I asked about getting a ride back to Ft. Ord. The drive back was spent with some talk about his rolling stock, and soon we were back at my barracks. I thanked John profusely for the transportation to and from the base and the time spent with me reviewing his layout.



Looking back over the visit, now more than 50 years ago, I wish I could have taken pictures of his layout and asked him more detailed questions about his model building techniques. It is hard to imagine that he could get the effects he did given the level of materials he had to choose from compared to today's offerings from companies like Walthers, Woodland Scenics, Micro-Mark, Seirra West, Rapido, Bachmann, Bar Mills, etc., etc. I feel very fortunate to have had the opportunity to meet this icon of the model railroading hobby and to have seen his layout which was destroyed by fire less than two years later.

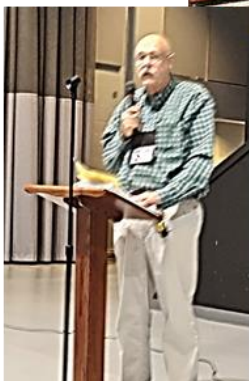
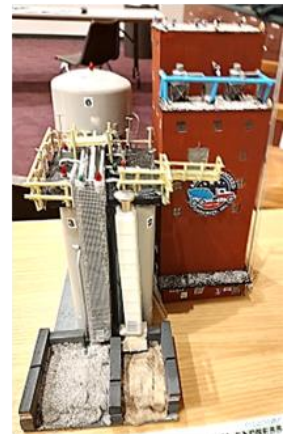
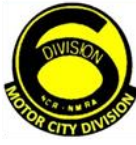
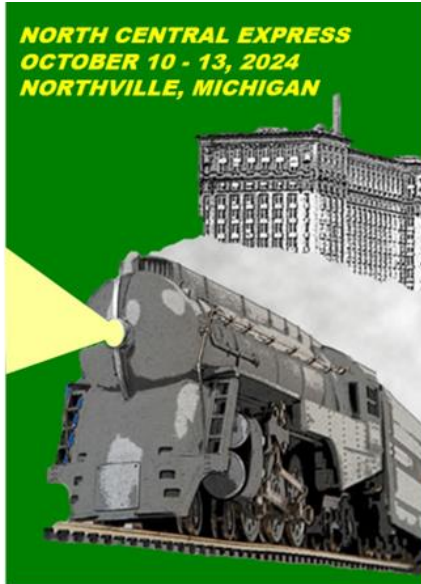
Upstairs in his living room we talked about the layout and asked John questions that we had. He answered with ease. I inquired about how the floor to ceiling mountain scenery was constructed and he went into the process of "digging out his basement" to provide adequate headroom and support for the mountains.

Ed. note – the pictures of John Allen and his railroad were taken from a web search.

NORTH CENTRAL EXPRESS 24 WRAP-UP

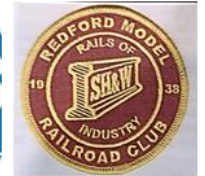
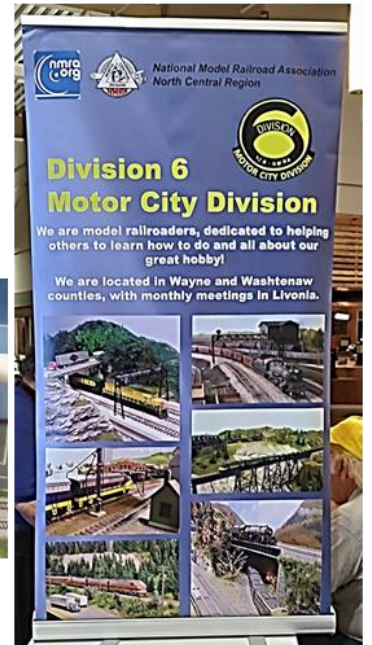
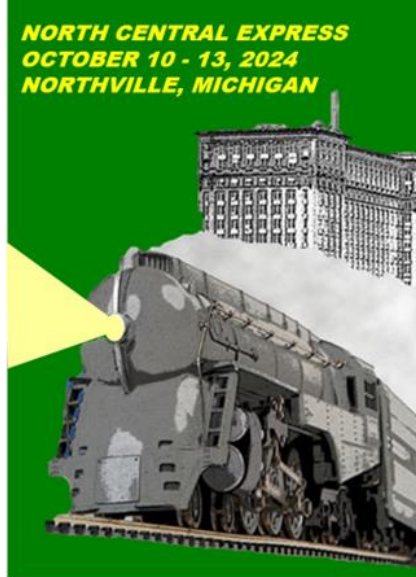
NCR EVENT

Yes... it's another one for the history books.... the NORTH CENTRAL EXPRESS 2024 is complete. Hosted by Division 6, this was another great success for the NCR and its members. With about 130 registrations, 15 layouts to tour, 4 layouts with OP sessions and 55 clinics presented, it was a convention not to be missed. Thanks to those that did attend! Thanks to Division 6 and its volunteers for making the NCX-24 a great event!



NORTH CENTRAL EXPRESS 24 WRAP-UP

NCR EVENT



Here is where your news items, rumors, and gossip of just about anything in the Model Railroading hobby can be reported. Whatever it is, send it to us and we'll let everyone else know!

BTR #1- We did get a few links to share, so we're passing these along...

Our first video link is from a friend in PA - Interesting NYC promotional film. Pioneer CTC operations in Erie; Buffalo Frontier Yard; Flexi-Van service <https://youtu.be/piyc6p55-bE?si=-UtZq-xlrc6iadXP>

Here's another NCR club layout - Durand Union Station Model Railroad Engineers operating session held on August 31, 2024 www.youtube.com/watch?v=WCj_KcJGTdk

A recent NMRA Turntable email has a link to the Detroit Model RR Club and video's of trains during a recent open house... www.youtube.com/watch?v=rHAqC3ZLfhY

BTR #2- As reported previously in the HotBox, the large O scale layout called Chi-Town Station in Commerce, MI was sold and dismantled. Here's a photo of the bare interior of the building. Still there, a B&O position signal! What a shame it could not be saved.....



BTR #3- 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 –

December 04, 2024: Joint program by Gary Sample and Mark Cowles

January 08, 2025:

February 05, 2025:

March 05, 2025:

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

BTR #4- NCR MEMBERS IN PRINT The NCR Member listed below have had articles, letters or photos published in the National model railroad press in the past few months: Rich Neibert, Div. 6, had a letter published in July RMC. Jay and MMR Brook Qualman Div. 6 had two photos published in the July MR. These provided an excellent example of how the Achievement Program quest for Prototype Modeler can work, comparing a modeled scene with an historical prototype photo. Jim Zinzer, MMR, Div.8, had an article "Making the Case or a Bigger Suitcase" published in the July NMRA Magazine. Jim also has his "@ home" column in NMRA every second month. Ray Huber, Div. 1, had a letter published in the August NMRA Magazine. Larry Burk, Div. 8, had a photo on page 66 of the September MR. John Emley, Div. 6, had lengthy article with photos of his SOO Line layout published in the October issue of RMC. His layout will be open for the 2025 National Convention. Tim Fisher had an article about Dan Lewis' easy (introductory) operating session published on page 37 of the October DO. Both modelers are Div. 8. HOT off the press – Barry Hensel's Reading Lines layout is featured in the December NMRA magazine!

I regularly review the following magazines for items from NCR members: Dispatcher's Office (DO), the OPSIG magazine, The NMRA Magazine, Model Railroader (MR), Narrow Gauge and Short Line Gazette (NGSLG), Railroader Model Craftsman (RMC). If you have an article, photo, or letter published elsewhere, such as Railroad Modeler, N, O or S gauge magazines, etc. feel free to notify me for inclusion in this list.

Phil Doolittle, doolittlep@ccomcast.net

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.

STATION No. VI 2025 NMRA CONVENTION!

NCR NEWS

Station No.VI 2025 Winter Status Report -

It has been approximately eleven weeks since we opened our Registration. We now have 227 registered attendees. That is about one third of the Long Beach total and 30% of Texas. As we get more PR out there, and we are working on it, I expect that number to increase significantly. Also, the Sheraton Hotel is close to being sold out. Remember, we have four more available.

If you are not aware we now have commitments to publish 22 layout articles between MR, RMC, MRH and the NMRA magazine. That is unprecedented. Thanks to Doug Tagsold and Barry Hensel for helping us with this. If you did not see our first article, that Barry wrote, check out the Nov. NMRA issue. A great beginning. We have had a presence at the Berea train show, the Chicagoland RPM meet and several other train shows. It is hoped that all this will help us get people who have never been to an NMRA convention.

Our website is amazing. We continue to add content that can only help us. The Non Rail program was placed on the website this week. Next will be clinics and op sessions. Like the layout visits, what we are putting on the website is a description of what we are offering. The detailed scheduling will come next year. By the way we have had a very positive reaction to the 58 layouts that will be open. The information and photos/videos are fantastic and people can hardly believe there will be this many fine layouts for them to see.

Thanks to everyone for all of the hard work. It shows. We have a great plan, which continues to be very popular, and our implementation is amazing. We are literally many months ahead of previous conventions in what we have completed and what we are presenting to potential attendees.

I hope we can complete everything that we need to put on the website before the end of the year. That does not include final scheduling. Because things inevitably change we will finish our schedule for all events, and get it out to our attendees, some two months prior to the start of the convention. Hopefully that will be a good balance between stability of our program and the details attendees will need to plan their convention week.

Please see the following reports on the various parts of this convention, to give you more information on where we stand. That's it for now. Thanks again for the commitment and the hard work. If you have any questions just call or send me an email. Scott Kremer, MMR Station No. VI Chairman

skremer@wideopenwest.com

PUBLIC RELATIONS & PUBLICITY Barry Hensel

We continue to post items on Facebook and then shared to several other FB pages. These are also shared with other social media platforms through the NMRA office and publicity coordinator. We have layout articles in all the major magazines – Model Railroader, RMC, NMRA Magazine and Model RR Hobbyist. A total of 20+ articles featuring layouts that will be available on tour will be featured. The by-monthly NMRA Ebulletin emails will also feature an article on different aspects of the convention. We've had two so far, Sept and Nov. and have plans for more until the convention. We also have small ads, banner ads and even a full-page ad available for other publications. We'll be emailing those to all other NMRA Regions for them to use in their publications, like this HotBox! With the NCX regional convention complete, I'll be focused on Station No. VI!!



STATION No. VI 2025 NMRA CONVENTION!

NCR NEWS

YARD SALE Greg Rich, MMR

The facility to be used for the yard sale at the upcoming convention has been inspected and drawings have been made for the Yard Sale set up. We've had several volunteers for staffers step forward, although more help will be needed. We plan on having a meeting to discuss the finer points of running this show sometime in February. I also helped out at the recent Division 6 yard sale to gain some hands on experience with this type of thing. The Division 6 yard sale although much smaller than the No VI is expected to be was a good learning experience in documenting the merchandise and sales.

CLINICS Andy Keeney, Dave Capron, MMR, Rich Mahaney, Steve Harsh Clinics will be a big and important part of the convention. Daily we have 8 rooms available for clinics beginning at 9am and ending at 9:30pm. Over the course of the convention there are more than 200 clinic time slots to be filled. Clinics are one hour in length and we are asking that the clinic be presented twice. We are making good progress in filling the needed 100 clinic topics. We have sent more than 150 email invitations to potential clinicians asking for clinic proposals. To date, we have 93 proposed clinic topics. As we near the December 31 deadline to submit a clinic proposal, we are expecting many more clinic proposals. Starting January 1, we will be selecting clinics that address the wide and diverse interests and the varying skills and knowledge of convention attendees. To a limited extent, we have already done that and we will be doing more as we approach January 1.

REGISTRATION-REGISTRAR Byrne Blumenstein

Registration is really moving along very successfully. From a totals standpoint, we currently have 230+ people registered. To put that in perspective, that is about 1/3 of all the registrations for the previous annual convention, so we are WAY ahead of expectations. If we keep going at our current rate, there is the very real possibility that those who wait until later may not be able to register, should the convention reach our allowable capacity! Do NOT wait to register.

The mobile site for phone users is functioning, allowing attendees to browse the convention agenda, by day, and create or add to their Personal Itinerary, to enhance their individual convention experience and manage their registered or potential activities.

Registrants can already register for all but two of our excursions, all the dinners, tours, and shirts, as well as the convention pizza dinner and banquet. We have begun posting the first of the clinics, as well as the layout tours, so users can make an informed decision on which to go to.

The links to the hotel registration are being heavily used, with the Sheraton rapidly running low on rooms for attendees who want to stay at the convention hotel itself, rather than any of the others used for the convention. The result is a strong suggestion that anyone who wants a room in the Sheraton really needs to get their reservation in right away.

In October, we did a program on NMRax, reviewing all details of the convention, registration process, and use of the Personal Itinerary. Users can go to either the NMRA website, or to the NMRax YouTube channel to revisit that broadcast. Several of the questions that came in, were from outside the U.S. Amazingly, we have attendees coming to Novi from all over the world,

with registrations from Australia, Canada, Germany, New Zealand, Switzerland, and the United Kingdom!



STATION No. VI 2025 NMRA CONVENTION!

NCR NEWS

MODEL DISPLAY & PEOPLE'S CHOICE CONTEST Rick Neibert
The People's Choice Model Contest is a separate contest from the NMRA model contest. In our contest, models are put on display by convention participants and are not judged but voted on by convention goers. We intend to award First and Second place in each of seven Categories - Locomotives: Diesel, Electric, Steam; Rolling Stock: Freight, Passenger; Maintenance of Way; Structures: Online, Offline. For these seven categories we are also getting gift certificates, \$100 for First Place and \$50 dollars for second place. We also hope to encourage attendees to bring models to display and if they choose to do so enter their models in the People's Choice Contest by creating a raffle. Each participant will get one raffle ticket for each model displayed. Winning tickets will be drawn at our Friday evening pizza party. Contest awards will be presented at this event as well. The raffle ticket winners will get a selection of at least 20 donated high-end products!



NON-RAIL ACTIVITIES Kitty Kremer

Our Non-Rail program is progressing very well. We're still waiting for a few confirmations from presenters, but here's what we have for you....

Origami – learn how to do this ancient art form (not confirmed yet); **Jeweler** – local jeweler will be talking about jewelry in general. In addition, he's willing to look at 1 or 2 pieces of jewelry brought by each attendee and tell them if it's "Fabulous or Faux"; **Entertainer** – will sing and entertain for an hour; **Financial Planning for Women** – a financial advisor will be speaking on the subject; **Painting Demonstration** – a talented artist and model railroader will demonstrate basic techniques for the amateur painter; **Bingo** – only cost will be for cards and daubers, paid on site; Speaker from Project Linus - (not confirmed yet) a speaker from the local chapter will be available.

We also have available, anytime in our dedicated room - Playing cards, standard and pinochle; Jigsaw puzzles; Adult coloring books; Project Linus Blankets - Fleece blankets that will need to be knotted will be set out for anyone to work on; Book Exchange – bring a book, take a book. A table will be available where participants may drop off a book and take one that might interest them.



PROTOTYPE TOURS Scott Kremer, MMR

The Detroit River Cruise should sell the 145, the Ford factory tour should be a minimum of two buses, or 110, and both the Greenfield Village and Henry Ford tours will be one bus at 50 people or perhaps two. For now, tours are looking good. If we succeed in getting the 1,100 attendees we hope some of these tours will be larger. There are two tours that remain to be arranged. I am working on a tour that starts at the Ford Piquette Plant Museum and then to the Motown Museum. We would then drive through downtown Detroit allowing people to look across the river and see Canada and end with a drive by of the Michigan Central Station. I'd love to have some of our attendees see how great our city looks. The other trip we are working on is a day long ride behind SRI engine 1225! An early start by bus to Owasso, then a ride behind 1225 to Mt Pleasant. A little time there and then a return, with the train being pulled by a diesel, bus back to the hotel. A full day but potentially a great day. We have a commitment to try to make this happen. My guess right now is that we have a 60% probability that this will happen. Everyone is committed to doing their best it is just a matter of a lot of details that have to work. We will know more soon.



STATION No. VI 2025 NMRA CONVENTION!

NCR NEWS

LAYOUT TOURS Jay Qualman, Brook Qualman, MMR

We are excited to announce that the Layout Tours section of our website has been updated! Nearly 80% of our planned 55+ tours are now available for a sneak peek. You can find pictures, descriptions, and details about the days, locations, and areas where these tours will be open. WOW! What other convention has provided such comprehensive information so early? Station No. VI is committed to keeping YOU informed so that you can have the best – and possibly the greatest – convention experience ever! Visit our website at www.nmra2025.com and check out the LAYOUT TOURS section to explore all the amazing layouts you'll be able to visit!



OPERATION SESSIONS Ken Chick, MMR

At this time, we already have commitments for 25 layouts to host one or more operating sessions on their railroads. Taking into account the number of sessions and the maximum number of guests that the host will have for each session, the total number of operator slots available is at 342! All of this will be posted on the website in March, when individuals will be allowed to select the sessions they would like to participate in. The layouts for OP sessions range in scale from N, HO, S, O, On3 and 1:72 and use DC and DCC power.



BANQUET & PIZZA PARTY Scott Kremer, MMR

Like most conventions, STATION No. VI will be hosting a event ending banquet on Saturday night at the HQ hotel. Our (new) Guest Speaker will be talking about the renovation of the Michigan Central Depot. With the last Amtrak train departing Michigan Central Station in 1988, the historic structure stood abandoned for 30 years before Ford Motor Company purchased the building in 2018. Preservation architect **Angela Wyrembelski** will discuss the Station's extraordinary transformation process and how adaptive reuse of the historic station connects Detroit's past to its promising future. Based on what we have now, our banquet should sell out at 300. That is good not only for the banquet but tells us that a lot of people will stay at the convention through Saturday. The other big "eating" event is our Friday Night Pizza Party! Based on our attendance target, the Friday night party will have over 200. This will also be at the HQ Hotel, in the model display room and we'll give out the People's Choice Awards during this fun gathering.



VOLUNTEERS Scott Kremer, MMR

We have many people already working to put this convention together and we have many others who have already made a commitment to help. We have 58 layouts that will be involved. Guessing the layout owner has 2-3 helpers, the 58 layouts represent over 140 people involved. We have 25 layouts open for 40 operating sessions. Guessing there are 4 people at each session to help and that is near another 100 people of volunteers. So, where does that leave us. Well, we will still need a lot of help and that is where all NCR members come in. We'll need a lot of people to make the whole thing run. Registration, clinics, bus tours, the yard sale, the People's Choice Contest and many other activities will need additional help. Most often we will be asking you for a few hours of your time, not the whole week! I have asked each leader to find their own volunteers. This lets them form their own team. However, some will still need additional help. After the first of the year will begin to aggressively find the help we need. Bill McMillan, from Division 6, and Mark Mincek, from Division 8, are tasked with working with our leaders in finding the help they need. If you are approached by them, we hope your reaction will be *"What can I do for you."* We have all loved this hobby for many years. We believe in giving back to something that has been so much fun. We hope you will join in giving back and get involved and volunteer to help us make this best convention in a long time. A "Convention like no other".

THE INTERURBAN ERA

The interurban era began in 1893 with a line in Oregon and one in Northern Ohio. This was two years before Henry Ford built his first horseless carriage, the Model T wasn't even on the drawing board yet. By 1917 there were over 18,000 miles of intercity electric railways in virtually every state of the Union. And then, after only three decades of usefulness, traction as it was known vanished - a victim of the Model T and the paved highway. In the horse & buggy days, a traction line, ushered in an era of cheap, fast, clean, frequent transportation that broke the isolation of the farm, proved a boon to the salesman and created suburbia.

CHEAP. Most of us today are very willing to drive many miles out of our way to buy gas @.95 pg rather than buy gas at the local station @1.00 pg. A difference of a penny per mile between steam and traction fare made even more difference in 1893.

FAST. The horse & buggy couldn't get a farmer into town at a mile a minute. A steam railroad could, but the steam railroad wouldn't stop at your farm or a nearby road. The electric line always went into the center of town, not the outer edge of town.

CLEAN. The steam locomotive was magnificent, powerful, wonderful machine, but there was no way that it could compete with traction when it comes to cleanliness.

FREQUENT. All interurbans offered far more passenger service than a competing steam railroad.



I took a look at my 1916 Railroad Guide and found a steam railroad (Cincinnati, Hamilton & Dayton) now a part of CSX, that ran in direct competition between Lima, Ohio and Toledo, Ohio with an interurban line (Ohio Electric) . The station stops

were almost identical, but the miles listed were 70 for steam and 72 for electric.

There were 4 daily trains in each direction on the steam line and 17 stations. 3 of the 4 trains were limiteds and only stopped at a few stations. There was only one local train in each direction and the time required was 2 hrs & 23 min.



There were 12 daily trains in each direction on the interurban line and 15 stations. 4 of the 12 trains were limiteds, but they only bypassed 5 small towns. There was very little difference in time between the limiteds and the locals. The time required for the local trains was 2 hrs & 48 min. With that kind of service offered by the Ohio Electric, you not only could afford to ride the Ohio Electric, but you could go to somewhere to a town between Toledo and Lima and get back home on the same day. You couldn't make that kind of a journey in a horse & buggy, and even if you were able to make such a trip, you had to pay someone to care for and feed the horse while you took care of business.

By 1916, as a traction car entered any town on a city street, there were almost as many automobiles as horses and buggies and in many of these bigger towns was a court house in the center of town that occupied a square block and was surrounded by a paved street. In most cases, the law required that the interurban company pave its right-of-way so that automobiles could share the street with the interurban. That was an expense that the traction companies had never anticipated when the line was built. This was a wake up call to most traction companies. When the interurbans were built in the horse & buggy days each traction line wanted to lay track down the main street of a town to make it easier for passengers to board the interurban rather than a steam train.

Continued next page → →

Now, almost overnight, that such a good idea, when the line was built, had turned into a costly, time consuming, monumental error.

Most traction companies did not immediately throw in the towel, but quickly turned to seeking freight traffic and from 1916 until 1926 there was plenty of freight traffic to be had. Some traction companies built freight only lines to bypass certain cities. As automobiles became more popular, some companies moved their passenger stations from the downtown area to a private right-of way place on the edge of town. At one time the traction lines even tried moving live stock by rail and copied the design for such equipment from the steam railroads. But live stock are not house broken and a live stock freight train waiting for a traffic signal to turn green on a busy downtown street on a hot summer day immediately resulted in embarrassing complaints and the revenue wasn't worth the resulting bad public image.



In the horse & buggy era, most steam railroads treated the traction lines as bitter enemies and many steam lines threw legal road blocks into the path of a new interurban line. One steam line in Illinois refused to let a new interurban line cross the steam line at grade or by bridge. For years the passengers on that traction line had to get off the interurban car, walk across the steam railroad

tracks and board another traction car and continue their journey. Finally the case came to court and the judge allowed the traction company to build a bridge over the steam line. The traction company started to build a wooden bridge over the steam railroad, so the steam railroad went to court insisting that the traction company build a steel bridge. Once again the traction company won the case and was able to complete the wooden trestle. All this legal maneuvering required years of time and expense. By the time the bridge was built the automobile and the paved road were here to stay and in spite of the time saving bridge, the traction company went out of business.

Most steam railroads soon discovered that the interurbans brought in more passenger and freight business to the steam railroads than they lost to the interurban lines, so most steam lines soon stopped their original opposition.



By 1931, most of the traction companies were gone, because the automobile had killed the passenger business and the great depression had killed the freight business. Although perhaps 70% of the total number of traction systems were gone, probably 50% of the Interurban trackage was left and these were some of the giant traction lines. The states of Ohio, Indiana, Michigan, Illinois & Wisconsin occupied a little more than 40% of the U.S. total interurban railway mileage.

By the time Dec 7th 1941 arrived, very few Interurban Systems were left. The reason these few remained in operation were two fold: they each handled a big volume of freight business and very little street sharing with automobiles.

The few interurban lines that were still in operation at the beginning of WWII, suddenly found themselves with passenger & freight business again. The gas rationing and the conversion of automobile manufacturing to war work forced most all workers to use public transportation. Most factories were converted from peace time work to war work and most all manufactured work had to be shipped by rail (including interurbans) to both east and west coast shipping centers to go overseas.

Although WWII officially ended in 1945, peacetime production did not return to normal until 1950. By then the few remaining interurban lines were really in trouble. Everybody (including his brother & sister) was at work or overseas during WWII. By now automobiles were again available and gasoline and passenger traffic on the interurbans was gone and the heavy freight traffic had diminished.

By 1956, the Illinois Terminal System that served central Illinois and St. Louis, MO. had to throw in the towel. Oddly enough, the Illinois Central railroad bought most of the right-of-way for the freight business. Also, in 1956, the Chicago, Aurora & Elgin lost its entrance and passenger business into Chicago due to construction of the Eisenhower expressway.

To the best of my knowledge, the only interurban survivor is the South Shore Line that runs between Chicago & South Bend, Indiana.



D.U.R. Depot - Farmington, MI

Alan Loftis Collection

I would like to close this Interurban Era history lesson with an ironic story that illustrates so well how the system that brought the Interurban to life, so quickly brought it to death.

This story was told to me by Forest Durham, a former member of Div.6. In 1910 his Dad was newly married and needed a better job. He had 2 job offers, but lived in Farmington, MI. The first offer was with the Pere Marquette steam railroad, which did not operate through Farmington. The other job offer was with the Detroit United Electric Line which did operate through Farmington and other nearby suburbs. In 1910 there were no paved streets and the interurban was the coming thing, so Forest's Dad became a motorman on the Detroit United. In 1931, only 21 years later, that job that seemed so promising in 1910, came to an end. The Pere Marquette job offer of 1910, mayor may not have been a better job for Forest's Dad, but at any rate, the Pere Marquette Railroad is still alive, although it is called by a new name, CSX.

Don Watson 05/May/1999

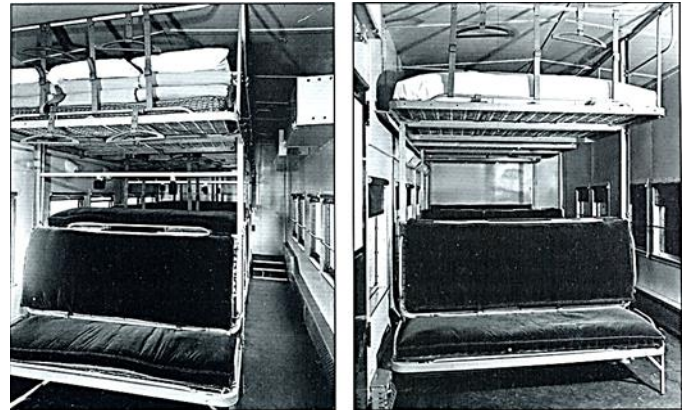


By the 1961, most of the giant expressway system that spanned the U.S. was in place and that brought down the remaining giant interurban systems, the Pacific Electric in California & the North Shore Line in Chicago.

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

World War II put an enormous strain on the nation's railroads. Railroads saw increases in raw materials, finished goods and men and equipment. Between the end of 1941 and June 1945 approximately 44 million service men and women were transported by American railroads. In the final years of the war there were nearly 2,500 troop trains in the United States monthly. To help handle this increased traffic railroads started rehabilitating steam engines that had been sidelined due to dieselization. After Pearl Harbor railroads started receiving orders to move troops and their equipment from bases all over the country for training and moving them to ports for departure. At the same time the railroads still had to provide service to the travelling public.

To accommodate the movement of millions of Army, Navy and Marine personnel hundreds of surplus tourist heavyweight Pullman sleeping cars were pressed into troop train service. These cars primarily had twelve open sections and one drawing room. These cars could handle up to thirty-nine passengers. One slept in the upper berth while two could sleep in the lower berth. For some reason the Navy only allowed one man per berth. To feed the troops baggage cars were converted into kitchens by the addition of a field stove and ice boxes. These were loaded at the departure point and unloaded at the arrival point. As the war progressed there were not enough of these cars to keep up with demand. However, these cars continued to be used in troop trains throughout the war along with the Pullman troop sleepers. These photos show the 3 tiers of beds in a Pullman troop sleeping car made up in the night sleeping position.

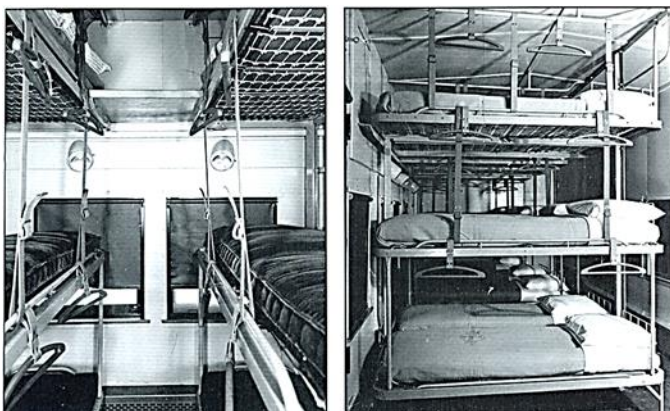


The Pennsylvania Railroad experimented with cutting porthole windows in the sides of some round-roof boxcars and added some hard riding bunks. Also, some X29 boxcars were apparently made into kitchen cars. Neither of these were solutions to the growing problem.

The government, through the U.S. Office of Defense Transportation, contracted for the new construction of 2,400 troop sleepers, 800 kitchen cars and 40 hospital cars. These cars were government owned but operated by the Pullman Co. in their standard pool. The design of these cars was built to the standards of A.A.R standard 50'6" boxcar. The 2,400 troop sleepers were built at the Pullman-Standard plant in Michigan City in two lots. The first, car numbers 7000 to 8199 from October 1943 through March 1944 (Lot 6704). The second lot, car numbers 8300 to 8499 and 9000 to 9999 from October 1945 through May 1946 (Lot 6753).



The two lots differed slightly. The first lot had trap doors and step wells at the side doors. In the second lot the last 1,000 cars built the side door did not have step wells just simple flat steel steps. These cars were equipped with a 150-gallon water tank and batteries for the electric lights.



These photos show the beds in the day seating position.

There were two restrooms, one at each end of the car with two wash basins and one enclosed toilet. The cars had lightweight ends with heavy collision posts and passenger style doors without vestibules. The steel underframe, sides and roof followed the A.A.R. design for boxcars. The end framing with end door openings followed the A.A.R. design for passenger cars. A steel nonskid ramp was provided at each side door to accommodate the difference between the floor height and the height of the platforms. Ventilation was provided by eight ventilators on the roof and inlet ventilators on the sides near the eaves. A low-pressure steam vapor heating system with fins were installed in the cars.

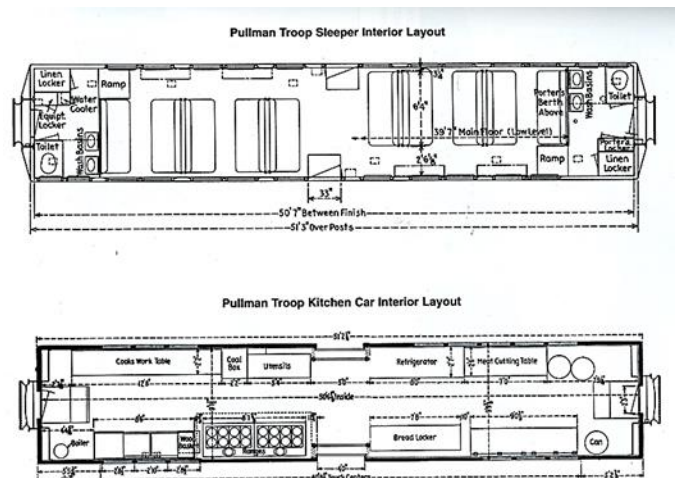


When made up for sleeping the bottom two bunks were made from the seats, the third or top bunk was permanently fixed and was used for storage of blankets and pillows during the day. There were also weapon racks provided for each set of bunks. There were two washbasins at each end plus toilets and a water cooler. The porter's bunk was enclosed and was at the rear of the car. The beds had curtains that were used when female service people were transported, or they were used in general passenger service.



The troop kitchen cars were built by American Car and Foundry in two lots and two different locations.

Lot number 2635, car numbers K-100 to K499, were built at the Chicago plant between October 1943 and March 1944. Lot 2852, car numbers K-600 to K-999, were built at the Berwick plant between October 1945 and January 1946. The steel framing for the underframe, sides and roof closely followed the A.A.R. standard box car design. The end framing with end door opening was designed to meet the A.A.R. requirements for passenger train equipment. These cars also had eight floor drains with hinged flush covers so that the car could be washed out with a hose. These cars had nine pivoted ventilating openings with flush outside screens were installed in the sides of the cars close to the side plates and eleven galvanized-steel exhaust ventilators were installed on the roof with screened openings on the outside and adjustable shutters inside.



The kitchen cars were equipped with two U.S. Army coal stoves connected in tandem. Each range was equipped with a back full of water and was connected to a shared positive-exhaust smokejack. The stoves were located on one side of the car adjacent to the side door. A coal box of half-ton capacity was located opposite of the range and had a roof hatch for loading coal. An expanded metal bin was next to the stove for wood. The cars also had worktables, an ice box and a bread locker. The cars were also equipped with a shower in one corner with a pre-cast concrete base. The cars were equipped with a 6-volt battery lighting system with twelve light fixtures and a night light at each end. The batteries lasted about six months under normal use.

The troop kitchen cars were normally located toward the middle of the train to permit dispensing food from each end. Each car could provide meals for 250 troops. The cars were stocked with food and utensils by unit mess sergeants, each unit provided their own cook and mess crew. The men were issued paper plates and cups. Bread and butter were served from paper cartons and the entrée was carried in large stock pots by two men, with a third following behind serving. Coffee and dessert were served in a similar fashion. At the end of the meal a kitchen police crew gathered up the any remaining leftovers and trash which was burned at the first opportunity. In another source it was stated that the personnel used their mess kits and passed through the kitchen cars. It may have been based on individual units.

The forty hospital kitchen cars were built by AC&F in its Chicago plant. They were built under Lot 2654, numbered 8731 to 8770. They were built between February 1944 through March 1944. They were built to be used with the hospital ward cars that were converted by AC&F at their St. Charles, Mo. Plant. These kitchen cars were basically identical to the troop kitchen cars except that they had a 32-volt axle generator with storage batteries and suitable fixtures were used for lighting.

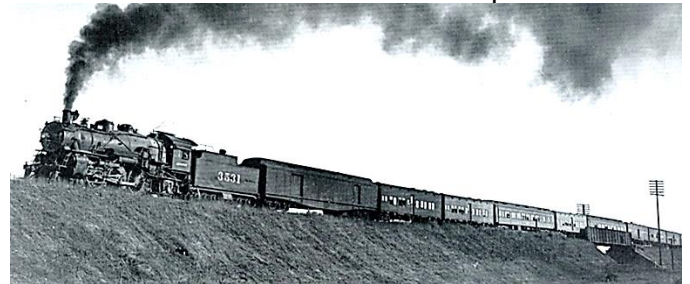
This 20-car troop train on the Santa Fe is near Richmond, California on August 21, 1946. It had two 4-6-2 locos on point. Cars included a std baggage car, 9 troop sleepers, 2 kitchen cars and 8 Pullman 12-section tourist sleepers.



The troop trains normally operated as extra's or as following sections of normally scheduled passenger trains to conceal their movements. Most troop trains would include one or two Pullmans that the officers travelled in. They were powered by available steam engines as the diesels were reserved for the railroads named passenger trains.

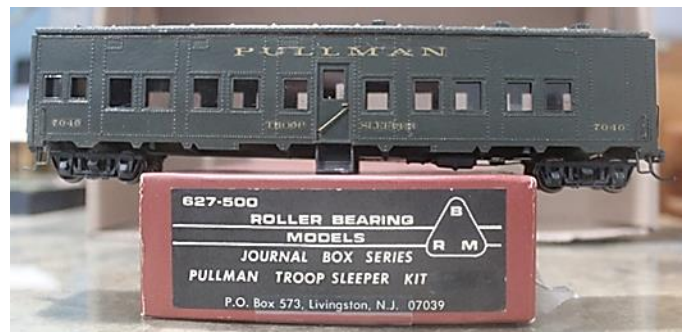
Between December 7, 1941, and VJ day there were 113,891 troop train movements hauling almost 44,000,000 personnel. This averaged out to approximately 1 million troops per month and approximately 2.500 troop trains monthly. In the early years of the war men and equipment were moved from bases to training areas before being shipped to their final destination.

This 12-car troop train on the Santa Fe is also near Richmond, California on August 20, 1946. It had a 4-6-2 loco, Santa Fe class 3500. Cars included a std baggage car, 6 troop sleepers, 1 kitchen car and 2 Pullman 12-section tourist sleepers.



After the war, starting in 1947, the government declared these cars as surplus and offered them for sale to the various railroads. Many railroads bought up these cars. Some were used as bunk cars for Maintenance of Way trains. Others were converted into express cars or regular box cars. Many of the railroads replaced the Allied trucks with their own set of trucks.

Modeling these cars today will take some searching as to my knowledge there is no company currently producing models of these cars. In the past there were three companies that produced models of these cars. The first was a company called Roller Bearing Models that were in kit form, minus trucks and couplers.



WWII TROOP TRAINS

by Matt Letts, Div 6

NCR MODELING

Also, the modeler needed to add the appropriate handrails. These were produced possibly in the 60's or 70's as no record of the company can be found on the web. No decals were included in the kits.

The second company was Cannonball Car Shops. These were also in kit form. The early runs did not include trucks, wheels, couplers or decals. The later kits did include these items. They were available in the late 80's and early 90's. Cannonball also made kits that could be adapted to later use as work train units. These kits were molded in a tan color, whereas the others were molded in a dark green to represent Pullman green.



Both the Roller Bearing and Cannonball kits are nicely detailed but do take some patience to assemble.

Walther's does have available the Allied Cushioned trucks available in their catalog. All of these kits are HO scale. In the 2000's Walthers offered for sale both the troop sleeper and the troop kitchen car in

both HO and O scale. These cars were ready to run. However, they are no longer in stock according to their website. Maybe they will come back at some point.



These trains would add interest and additional operations to a 1940's era pike. There are some examples still surviving. The Illinois Railway Museum in Union, Ill. has several examples, both in as built and in later life when they were in private use. Also a troop kitchen car is at the Port Sanilac depot museum. There are at least three videos available on YouTube that cover troop movements and the war years. They are Loaded for War, Troop Train and Army Train. The last one is about the Railway Engineering Battalions that played a crucial role during World War II.

The majority of this article came from Railway Prototype Cyclopedia #5 published in 2000 and personal searches on the web. Some pictures are from the Smithsonian Institution, NMAH/Transportation, Haskell and Baker Collection, Negatives 4861,3942, 3938, 4860.



The **NCR and SE Michigan** will be your host for the 2025 NMRA National Convention! This will be like no other convention you have ever attended!

Convention Highlights –

- ✓ One low price for everyone! includes layout tours & OPS!
- ✓ 90+ clinics - 65+ layout tours - 30+ OPS sessions
- ✓ 2 day National Train Show - 5 day Yard Sale Room
- ✓ RPM modeling displays - Full NMRA modeling Contest
- ✓ People Choice Voting w/awards - Saturday night banquet

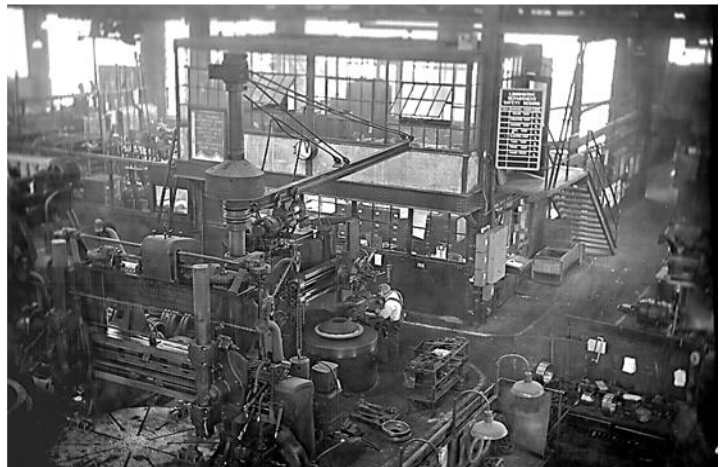
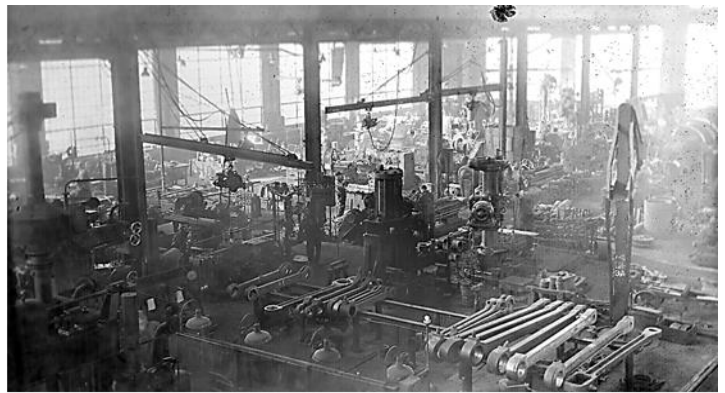
....and **MUCH MORE!!**

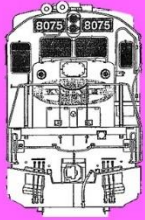
July 14-19, 2025

<https://nmra2025.com/>

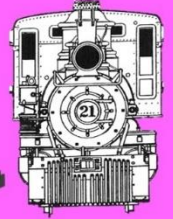


Here's something we've had in the HotBox archives for some time.... Somebody donated books to the Elgin County Railway Museum (St.Thomas) recently, and there was an amazing find between the pages. There were about 25 negatives taken in and around the Michigan Central RR in St.Thomas in 1952. These are only scans of the negatives, so the quality isn't the greatest, but here are some of the best.





4th Annual MODEL RAILROAD SALE!



Hosted by Division 6

North Central Region - National Model Railroad Association

SATURDAY – JANUARY 25, 2025
10am - 3pm



2142 Community Center

7526 Grand River Ave, Brighton, MI 48114

**NEW Location!!
MORE Tables!!**

189 Tables of model railroad items - ALL scales!
Door Prizes Awarded every 45 minutes! (must be present to win)
Food available – FREE parking

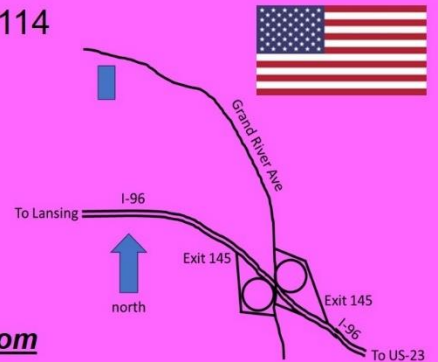
Admission –

\$5 per person over 18 years old (spouses/children under 18 = FREE!)

\$10 per person Early Bird entry at 9am

VETERANS AND ACTIVE DUTY SERVICE MEMBERS FREE (WITH ID)

Information – Barry 734-649-3056 (6pm-9pm) div6trainshow@gmail.com



4th Annual MODEL RAILROAD SALE!

Hosted by Division 6

North Central Region - National Model Railroad Association

SATURDAY – JANUARY 25, 2025
10am - 3pm

2142 Community Center

7526 Grand River Ave, Brighton, MI 48114

VENDOR INFORMATION..... HELLO!! Welcome to the 3rd Annual MODEL RAILROAD SALE, hosted by Division 6 of the NCR/NMRA.

Here is the info you need to be a vendor at our event....

- * Vendor tables are \$25 each. Tables size is 30" x 8' long. There is no limit to how many tables you can buy. **We now have 189 tables!!**
- * Tables are assigned locations on a first registered-first get system. Please note any special requests below and we will do our best to accommodate you.
- * Set-up will start at 7:15am on Saturday, January 25, 2025. * All vendors will sell from behind your table.
- * There will be one chair per table. Extra chairs may be available. * There will be FREE donuts and coffee for vendors only, from 7:30am-9:30am
- * We are doing an Early-Bird sale at 9am-10am for the public. You are free to sell at that time, or not. Doors open to the rest of the public at 10am-3pm.
- * **NEW!!!** – Vendors are **NOT** allowed to have **ANY food** at their tables!! Food must be consumed at tables just off to the side of the sales area. Water is OK. This new policy will be **STRICTLY** enforced. Violation will result in not being allowed to return to this event!!
You are still allowed to bring your own food, but you **CANNOT** eat at your table!!!
- * There is a café/deli on the upper floor of the building for food purchases.
- * Cancellations for table fee refunds must be given by Wednesday, January 15, 2025. No refunds if notified after that date, unless we can resell your tables.

Please send this form with your payment, check or US Postal money order.

Make out to – **DIV 6 NCR NMRA** Send to – **Div 6 Model Railroad Sale 43642 Lotus Dr Canton, MI 48188**

EXHIBITOR AGREEMENT – Vendors will be responsible for any injuries or loss to themselves or their property. They expressly release DIVISION 6 and it's members from any liability and agree to indemnify and hold DIVISION 6 and it's members harmless. Signing this agreement means you have read all of the facts above and agree to them. If for any reason the SALE is cancelled, refunds will be issued asap. Electricity yes no

SIGNED- _____ Date _____

Name/Company _____

Address _____

Email _____ Phone _____

SPECIAL REQUESTS



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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



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



Mon-Fri 10am-8pm
Sat 10am-6pm (Flt)
Sat 10am-7pm (GR)
Sun 12pm-5pm

2061 S. Linden Rd Flint, MI 48532
810-720-2500

2055 28th Street SE Grand Rapids, MI
49508 616-247-9933

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 - Trains and Things Hobbies, Traverse City, MI
Please visit your local hobby shop!

HOBBY SHOP NEWS – If you have a favorite hobby shop in the NCR boundaries that you would like to see listed on this page, please let us know!!

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 AUTUMN (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.ncrnmra.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 3rd Saturday of each month. We'll be gathering on Dec 14th (Rich Mahaney clinic), Jan 18th (Rolling stock weathering with Pan Pastels), Feb 15th and March 15th. 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!!

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-Sunday, Dec. 7–8, Dec. 14-15, 2024 and Jan. 11-12, Jan. 25-26, Mar, 1-2, Mar. 15-16, 2025

Detroit Model Railroad Club Open House 104 North Saginaw St. Holly, MI 48442 Noon - 5PM Adults - \$5, Seniors (65+) - \$4, Children (5-18) - \$2, Children under 5 – Free See several O scale trains in operation, over a 350 foot double track mainline and several branch lines. Info: 248-634-5811 webmaster@dmrrc.org

Saturday's – Dec 14, 28, 2024; Jan 11, 25; Feb 8, 22; March 8, 22; April 12, 26, 2025 – Redford Model RR Club Open House 27316 Michigan Ave Inkster, MI 11am–5pm FREE – donations accepted Accepting new members! HO scale 56'x26' layout, DCC, single and double track mainlines info: www.redfordmrrc.org

Saturday & Sunday – Dec. 14-15, 2024, Jan. 18-19; Feb. 22-23; Mar. 15-16; Apr. 19-20, 2025 -

Blissfield Model RR Club Open House 109 E Adrian St, Blissfield, MI 49228 517-486-0404
<https://bmrr.org> 10am-3pm both days LARGE HO scale layout!! admission FREE (donations welcomed)

December - 2*, 9, 10, 16, 17, 23, 27, 28, 29 & 30** - Stoney Creek Model RR Layout Display Rochester Hills Museum at Van Hoosen Farm 1005 Van Hoosen Rd, Rochester Hills, MI \$5 Adults, \$3 Children and Seniors Museum Members - Free! *Visitors must pre-register to see Santa and Mrs. Claus **Old-Fashioned Christmas Day - \$10 for non-members, \$8 for members Info – www.scmrrc.org www.rochesterhills.org/museum/

Sunday, December 1, 2024 - 27th annual Rails on Wheels' Annual Southeast Michigan Model Train Show and Sale. Washtenaw Farm Council Grounds, 5055 Ann Arbor-Saline Road Ann Arbor, MI 10 AM to 3 PM \$5, children under age 12 free with an adult. Early Bird - \$10/person (8–10 AM) A family-friendly event featuring operating train layouts, a Lego layout display, plus a train kids can run. Over 100 tables of scale and tinplate model trains, railroading and train-related books, videos and photo for sale, too. Food available and free parking. Contact Info: John Young 517-449-063 or cdihyoung@yahoo.com

Saturday, December 7, 2024 - Gratiot Valley Railroad Club Open House

Gratiot Valley Railroad Club 281 North Avenue Mt. Clemens, MI 10am-3pm Contact Info - William Jacobs wjacobsir@gmail.com 586-770-4422 Website: www.facebook.com/profile.php?id=100075512602838

Saturday, December 7, 2024 - Warsaw Model Train & Toy Show

Kosciusko County Fairgrounds 1400 E Smith Street Warsaw, IN This is the 13th year for this show. We will have vendors with model trains from N gauge to G gauge, including O gauge train parts. If you would like tables they are \$15 apiece. Food available. Contact Info - Gabe Fit fitzql01@gmail.com 574-527-8554

Saturday, December 14, 2024 - Lima Train Show & Swap Meet hosted by HO Model Railroaders of Lima Allen County Fairgrounds, 2750 Harding Highway, Lima, OH 10am-3pm \$5 adults, under 12 free New/used trains all gauges, antique and collectable trains, buildings, kits, scenery, RR books, Photos, videos, handicap accessible, food service, free parking Contact info – Bob Hammell 419-225-8144 rhammell@woh.rr.com

Saturday, January 4, 2025 - The GRMRHS Train Sale

American Legion Post 179 2327 Wilson Ave SW Grand Rapids, MI Doing it again The Grand Rapids Model Railroad Historical Society. Train sale Contact Info - Mark Baldwin baldwinmw82@gmail.com 616-258-0110 Website: <https://www.grmrhs.org/>

Sunday, Jan 12, Feb 9, Mar 15, 2025 - Taylor Town Train Show

Taylor Town Trade Center 22525 Ecorse Rd Taylor, MI 100+ vendors. All gauges. 10am Early bird (\$10 entry), 11am - 4pm \$5 entry kids under 14 free. Vendors: \$25 first table. \$20 for each additional table. Contact Info - Mike Leland via text or call 313-955-5523

NCR TIMETABLE EVENTS!

NCR AREA EVENTS

Saturday-Sunday, January 18-19, 2025 - Model RR Exhibit, RR Memorabilia, Toy Train Show and Sale
Suburban Collection Showplace 46100 Grand River Avenue Novi, MI 48374 parking \$5
10am - 4pm Adults \$7 (\$2 more if purchased on-site) Kids 11 and under are Free Wheelchair Accessible
Contact Info - Great Train Show 630-608-4988 Website - <http://GreatTrainShow.com>

Saturday, January 25, 2025 - Division 6 4th annual MODEL RAILROAD SALE
2142 Church Community Building 7526 Grand River Ave Brighton, MI 189 tables big - new-used all trains
sale - NEW location!! 10am-3pm early bird at 9am \$10 adults \$5, under 17 free Veterans & active duty
service persons free with ID, food available, free parking Contact Info - Barry Hensel 734-649-3056
Div6trainshow@gmail.com Website: <https://div6-ncr-nmra.com/index.html>

Saturday, February 1, 2025 - OLE TOY TRAIN SHOW
Monaghan Banquet Hall. K of C 19801 Farmington Rd Livonia, MI Tables are \$20. Make checks out to
Monaghan Banquet Hall. Set up 7am Show hours 11am to 3pm food available
Contact Info - Brian Klotzer K432098@aol.com 313-806-4433

Saturday-Sunday, February 15-16, 2025 – 55th Annual Train Show and Sale Saline Middle School
7190 N. Maple Road Saline, MI 48176 Saturday 10am-4pm, Sunday 10am-3pm Adults \$7 Under 10, Free
with paid Adult Ann Arbor Model Railroad Club and the Huron Valley Railroad Historical Society are hosts.
300+ tables of merchandise and displays, Food service will be available. Wheelchair Accessible
Contact Info: Ann Arbor Model Railroad Club 3487 Broad Street Dexter, MI 48103 <http://a2trainshow.com>
Phone: 734-426-5100-Wed Evenings 734-426-0829-Answering Machine info@a2trainshow.com

Sunday, March 9, 2025 - Greater Toledo Toy & Train Show Owens Community College 30335 Oregon
Rd., Perrysburg, OH 11am-3pm Randy Ramsey 419-215-4181 Toledotoymasters@gmail.com

Sunday, March 23, 2025 - Mid Michigan Model Train Show
Comfort Inn and suites Hotel and conference center 2414 south Mission Mount Pleasant, MI
Over 120 Vendor tables One large room Free parking Timed basket raffles Vendor dollar giveaways
Contact Info - Mason Weisenberger Saginawrivervalleymodelrailroa@gmail.com 989-971-6020
Website: <https://www.srvmodelrailroad.org/>

Sunday, March 24, 2024 - Flag City Train Show - Northwest Ohio Railroad Preservation, Inc
12505 County Road 99, Findlay, OH 10am-3pm \$5 and 12 and under free Food service, free parking,
handicap accessible Info: Mike Schroeder 419-348-1303 papasfurniture@gmail.com www.nworrrp.org

Saturday, March 29, 2025 - Lincoln Park Train Club's Train Show (Buy & Swap)
J.F.K. Memorial Building 3240 Ferris Lincoln Park, MI Train Show (Buy & Swap) Early Bird \$10 starting at
10 AM. Regular Admission \$5 11 AM to 3 PM. Tables \$20 prior to March 1, 2025. \$25 thereafter.
Contact Info - Bob Adler 734-675-5712

Saturday, April 05, 2025 - 2024 Spring Swap Meet Kalamazoo, MI Kalamazoo County Fairgrounds Expo
South 10am-3pm \$5 admission, under 10 free David Hayes-Moats 269-344-0906 kaltrainshow@kalnet.net

Saturday, April 12, 2025 – 39th annual Train Show & Swap Meet Bucyrus Model RR Assoc. Crawford Co.
Fairgrounds 610 Whetstone St Bucyrus, OH 10am-3pm \$5 admission, 12 and under – free
Contact Info – Jon Cooper 419-569-7374 cooperj12@yahoo.com

April – May – June – July 2025 – ALL BRASS model railroad Sale SE Michigan area
Here is a possible event in the near future.... We are gauging interest! Event being organized by two guys
many of you know! If you are interested in being a vendor or just want to be on our email list, please email -
BrassRRsale@gmail.com

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New Members Welcome

For information Contact
info@socmrrc.org
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- A size 28
- B size 36
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2025 NMRA CONVENTION NEWS!**



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