

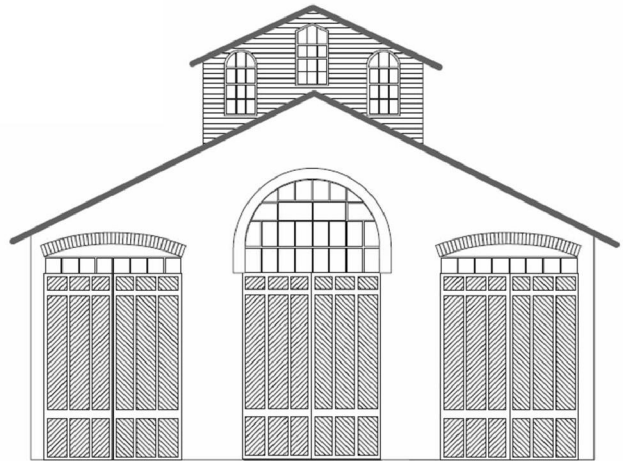
# CAR HOUSE



Website:  
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## The News

February 18, 2016

From the Super Troy, MI: Trains are late. That seems to be a common issue.

Back in the days of TT & TO (Time Table and Train Order) operation, trains were forbidden to leave a station prior to the departure time assigned for them on the official timetable. Back before modern communications, that made sense. If a train were *early*, it could collide with another train that should still have had several more minutes to get in the clear on down the line somewhere. So trains had to be either on time or late. On time takes a lot of stuff to go just right, so.....trains were late.

I hear a lot of stories of Amtrak riders between here and Chicago whose trains were late. In the "good ole days" freight trains got out of the way of passenger trains. Woe is to the dispatcher or train crew that held up a crack "name train"! Not now, I am told. Seems Amtrak waits for every high revenue freight train on the road. Add to that track condition issues. I heard one story of a local fellow who got into Ann Arbor 7 hours late on a trip from Chicago! I hope that was a rare occurrence, but that train, my friend, was LATE.

When my wife and I rode the Empire Builder from Portland to Minneapolis last September, we were supposed to arrive in Minnie about 6:00 am.

Instead, we pulled in about 9:00 am. I was very happy about that, however, because we got to eat breakfast on the train, rather than being dumped in the station without food – not to mention that our friends didn't have to drive into the city at 0 Dark Thirty to pick us up. I was happy about that fact, but that train was LATE.

I just read a lengthy article describing all the trains on the Santa Fe that passed a certain point in Arizona on May 23, 1996. A lot was written about how Santa Fe went to great lengths to provide excellent, fast service. The box score for that day was 59 trains, out of which 13 actually reached their destinations early, but 46 were late. Of these, 15 averaged less than 32 minutes late, which the railroad apparently considered just about as good as on time, but the rest were anywhere from 90 minutes to 5 hours late. Late is late.

So why am I bringing up the common occurrence of late trains? Well, my birthday just passed. Last August I ordered myself a cool birthday present, an RDC (I'm sure that with the possible exception of the most ardent steam nuts, you all know that means "Rail Diesel Car" – a cool direct drive creation of the Budd Company that saved railroads some money on required passenger service as ridership declined) which was advertised in full

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*From the Super – continued from Page 1*  
page back cover ads in all the major model railroad magazines with a delivery date of March, 2016! Just right for my birthday. March just passed. I don't have it. The manufacturer now says August. This is getting personal when MY train is LATE.

*Phil Doolittle*

## Show & Tell

This Month's Theme was anything From Your Layout

**Dave Thornton** offered three B&O mill gondolas in O scale. Dave rescued these models which were originally built from Lobaugh kits. He purchased the models at O scale shows. Dave replaced the trucks and wheels, added Kadee #740 couplers, added weight and steel beam loads.



**Steve Akers** displayed a 150 ton cooling tower in HO scale. He built the model from a Sheepscoot kit and added various types of roofing types.



**John Gavasso** brought in an HO scale Santa Fe #3283 Mikado in heavily weathered condition.



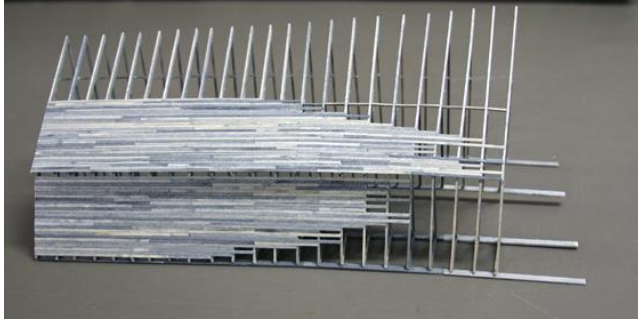
Greg Rich offered a passenger car in HO scale. Greg bought the LaBelle wooden car at a flea market. He rebuilt and detailed it including interior detail.



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**Dan Lewis** displayed a snow shed under construction. The model is in N scale.



**Bill Gawthrop** offered a Barnhart log loader letter for the Three Fork Boom & Lumber Company. The loader is on a flat car containing rails for the loader to move from car to car. The models are in HO scale.



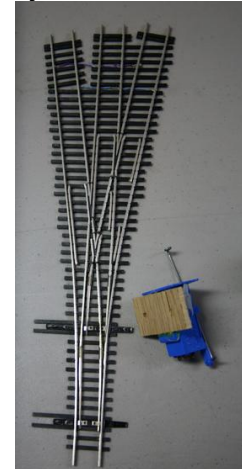
**Richard Kubeck** brought in a servo to operate a train order signal.



**John Jackson** is converting from Digitrax to NCE DCC for his layout. He brought in a NCE Power Cab.



John also brought in a DCC-friendly 3-way switch and Blue Point switch machine which he will install on his layout.



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**Phil Doolittle** brought in his latest project, locomotives to serve industries on his Wheatland Junction free-mo module. Phil repainted the two locomotives and patch-painted the transfer caboose for the Wheatland Industrial Railroad. The models are in HO scale.



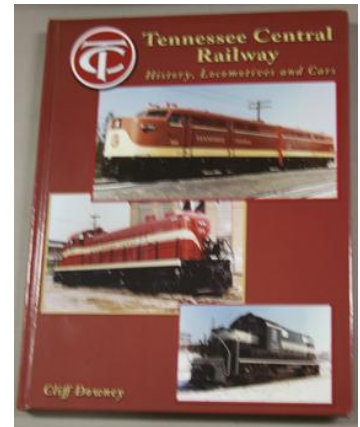
**George Anderson** offered a Mason Bogey in On3 scale. This brass locomotive is lettered for the Boston, Revere Beach and Lynn Commuter Railroad.



**Mark Mincek** displayed Floyd's Barber Shop in HO scale. Mark built the structure from a DPM kit adding details from SS Limited.



**Larry Wolohon** brought in a book, The Tennessee Central which his wife bought for him on a recent trip to Tennessee.



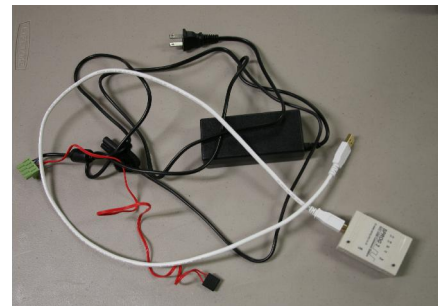
Larry also offered an O scale box car lettered for the New Haven.



**Paul Ryan** offered photos of his current project, the addition of a passenger terminal extension to his layout. The track and dwarf signals are in. Still to come are the painting and ballasting of the track.



**Thierry Lach** offered a SPROG III DCC controller which can be used to program mobile decoders using the JMRI software.



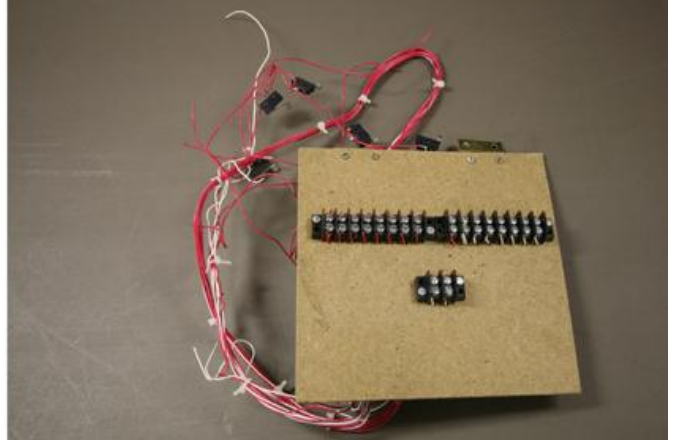
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**George Van Duyn** offered bridge abutments and bridge girders in HO scale. George built up the abutments from photo mounting board and painted them a concrete color. The girders are built from styrene sheet and strips.

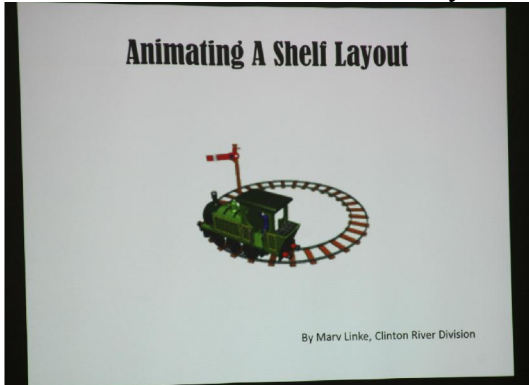


**Jim Zinser** brought in a board containing wiring and micro switches which he tore out of his layout. The wiring had been used to control a “drawer slide” staging yard.



## March Clinic

Marv Linke gave a clinic on Tom Dart’s Number One Gauge shelf layout. Marv described how he automated the layout..



Tom Dart’s Gauge 1 featuring  
SP Cab Forward & Work Train Rail Truck



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Upcoming Events	April Clinic
<p>➤ <b>Apr. 9 &amp; 10:</b> Detroit Model Railroad Club Open House, <a href="http://www.dmrcc.org">www.dmrcc.org</a></p>	<p>The April clinic will be an open forum focused on hints and tips and a general discussion of electronics and DCC in model railroading.</p>
Division 8 Board of Directors	Next Meeting's Show and Tell
<p>Superintendent: Phil Doolittle <a href="mailto:doolittle@comcast.net">doolittle@comcast.net</a></p> <p>Treasurer: Paul Runyan <a href="mailto:prrdi61@gmail.com">prrdi61@gmail.com</a></p> <p>Secretary: Bill Gawthrop <a href="mailto:wegawthrop@aol.com">wegawthrop@aol.com</a></p> <p>Director: John Gavasso John Jackson <a href="mailto:jdsmjackson@sbcglobal.net">jdsmjackson@sbcglobal.net</a></p>	<p>The topic for Show and Tell is:</p> <ol style="list-style-type: none"><li>1. Anything DCC or electronics for model railroads</li></ol> <p>Or</p> <ol style="list-style-type: none"><li>2. Your current favorite project</li></ol>