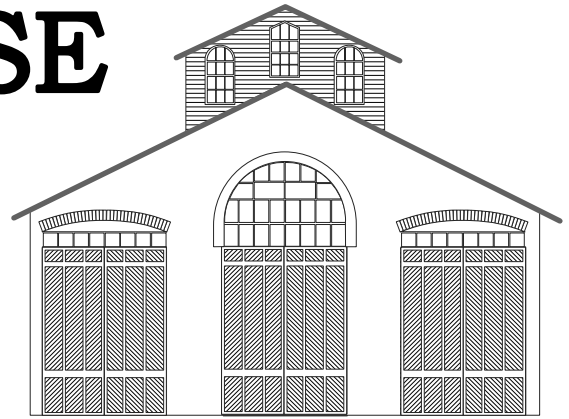
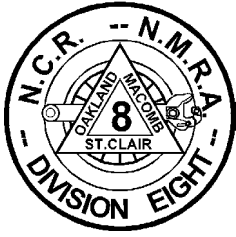


THE CAR HOUSE

The Monthly Newsletter of
Division 8 North Central
Region
National Model Railroad
Association
April 19, 2007
Website - <http://div8.ncr-nmra.org>



Call to Order

The April, 2007 meeting of Division 8 was called to order at 7:00 PM according to the clock in the majestic waiting room of the Pontiac Transpocenter. I counted 30 awake members. It's always that way at the beginning. We had one visitor this month, Rich Merryman of Clarkston.

Treasurer's Report

The current balance in the checking account is \$2622.17 in addition to two one thousand dollar CDs. Monthly mailing expenses for the Car House average \$23.00

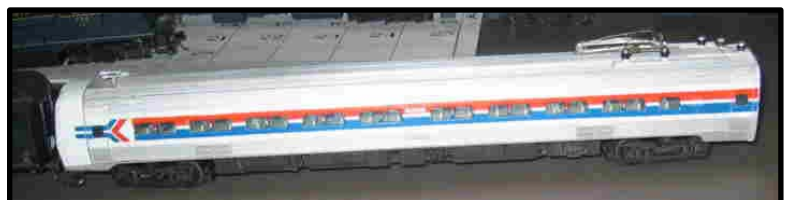
Old Business

There was a brief discussion of name tags for the membership, but no decision was made as to size and cost. Name tags are available from the NMRA but I don't know the current cost.



SHOW AND TELL FOR APRIL

This month's topic: passenger cars brought a mixed bag of varnish, old and new, also a variety of current projects. **Don Varney** brought in an Amtrak coach from that venerable equipment maker, Tyco. **Bill Gawthrop**, a B&O fan, showed off blue and grey passenger cars from the transition era. The consist is headed up by a Class P5 Pacific. This train could also be powered by a GP7 back in the day. **Fred Cosgrove** brought in some nice Amtrak electrics that he picked up at a recent train show. The pantographs need some repair work. He also rescued a Roundhouse wood combine at the show.



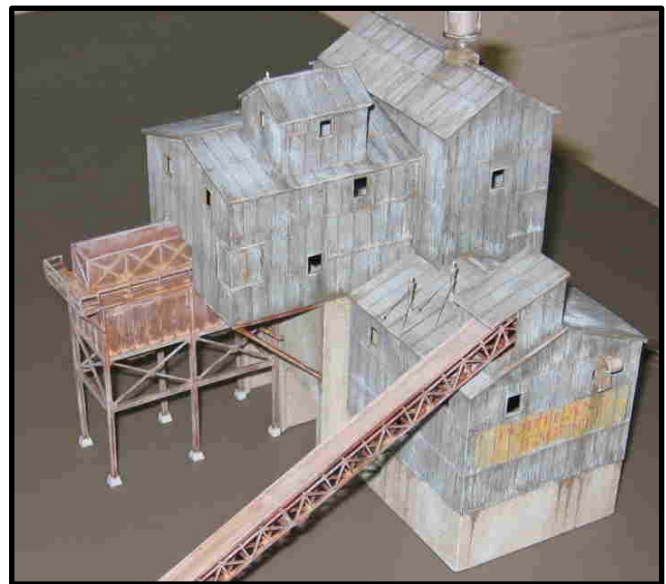
Show and Tell continued

Bill Moore brought in a model of the Budd Flying Yankee and briefly discussed its routes and history. In 1935, for example the train covered the heavily traveled route between Boston, Portland and Bangor, Maine. The consist was very light. The train operated also by the name "Mountaineer."

Gene Kome brought the book, "The Golden Age of Passenger Trains". Covered is the subject of shot welding as used in stainless steel car fabrication. The process allowed sheets of material to be welded with without any visible marks on the work. The result was a Budd carbody that weighed 1/2 as much as a heavy weight car. **Dave Thornton** showed off two B&O passenger books. In one he commented on a picture of a train that he may have actually been on when the picture was taken.



Mike Goldberg is working on the Bar Mills Raglin Road Series buildings along with dad, **Joel Goldberg**. **Rick Ware** brought in an Alaska RR coach. Rick had seen prototype cars during a trap to Alaska six years ago. **Jim Zinser** showed off a SOO Line passenger train. This is a three car set and a new release from Walthers. **Larry Wolohon** commented on a recent trip to Texas on the Texas Eagle. He bought a Missouri Pacific baggage/mail storage car that he is going to operate in his Fast Mail train. **President Jerry Shanek** discussed his trip on the Napa Valley Wine Train. The consist has a number of SP heritage cars including some heavyweights. As part of Show and Tell, **Dan Lewis** offered a five mini-clinic. He offered some hints on how to make a styrene plastic kit look like a concrete structure. One issue is how to get scribing to look real. He has had success using Rustoleum textured paint, color Desert Bisque. He also uses a mix of india ink and Poly Scale gray. See Dan for more details of his methods. Thanks to all participants in Show and Tell, whether or not your submission has been mentioned.



2007 NMRA Convention Update

Some of this information has been offered before, but it bears repeating. 94 days to go to the convention open. **Dave Thornton** said that of the 84 scheduled tours 29 are firm to go, 22 are questionable, and 20 are in jeopardy. The NS tour has been canceled. For the #1225 tour, 155 reservations have been taken. This number equals four bus loads. As of this month 676 NMRA members have registered for the convention. The clinic schedule is now up on the convention website but there will be no clinic book this year. Again, there is still a need for volunteers in all areas of the convention. Volunteers will receive free parking with a validated ticket. National Train Show announcements. 65% of the booth space has been sold. Also planned is 54,000 square feet of modular railroads. There will be hotel rooms available for convention volunteers, but these will be reserved for out of towners.



Layout Tour Announcements

Spring Layout Tour--May 27, 2007 1:00 to 5:00 PM (Sunday) These members will be hosting Open House:

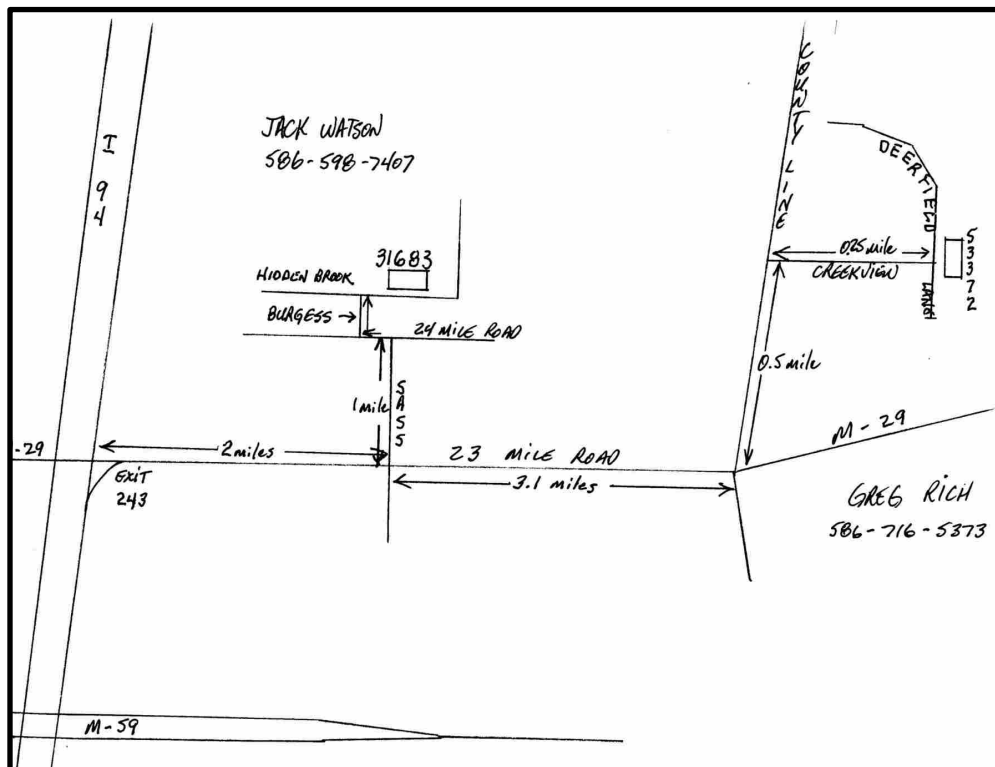
JACK WATSON (586)598-7407
31683 Hidden Brook
Chesterfield, MI 48047

The Boston & Maine, Connecticut River Line (HO scale)

- Western Massachusetts
- The line begins in Springfield and follows the river north to Deerfield
- Covers approximately 34 miles of mainline
- Mainline run is 175 feet, 77 turnouts, 3 diamonds, 4 crossings and 3 interchanges
- Era is Fall 1956
- Scenery mostly complete in cities (125 buildings)
- Control is *Easy DCC* wireless

GREG RICH (586)716-5373
53372 Deerfield Lane
New Baltimore, MI 48047
New Baltimore & Fair Haven RR

(Dan Lewis' comment) Because I have not myself seen Greg's layout, I can't tell you a lot about it. However, I can tell that Greg is an exquisite modeler. If his car ferry model, which won "Best of Show" at last year's regional convention in Grand Rapids, is any indication, you won't want to miss this one! It'll be a dandy, I'm sure.



Announcements

Late arriving **Tim Fisher** brought in a Santa Fe coach. Quizzed on the status of the NCR Hotbox, Tim said the newsletter needs a new editor. Editor apparent **Stu Sonta** has been out of the country on business. Anyone aspiring to the position would have to have knowledge of the Pagemaker program. Div. 8 secretary and editor of this publication **Saul Kalbfeld** insisted that he had none whatsoever.

Richard Merryman, mentioned earlier, has joined the division at this meeting. he is a freelancer in HO scale. The division also welcomes back long time member **Roger Austin**.



Live Presentation for April

Always interesting **Lou Hoyer** presented a lecture on his experiences as an executive with the Pennsylvania Railroad in the last days before merging with the NYC to form PennCentral. His particular area of expertise is passenger operations. He stressed that the Pennsy maintained a full passenger schedule up to and after the merger, when many trains on the schedule had lost ridership and were losing money. Lou also offered some background on electrified operations in the East, noting that maintaining the infrastructure, particularly catenary wires was very expensive. Beginning in 1971, Amtrak inherited a physical plant that had been second to none, and even today provides the basis of high speed Amtrak service in the Boston to Washington, D.C. corridor.



Upcoming Schedule

The next meeting of Division 8 of the NCR of the NMRA will be held at 7:00 PM on Thursday, May 17, 2007 at the Troy Christian Chapel located at 400 E. Long Long Lake Road in Troy on the south side of the street between Livernois Road and Rochester Road.

The Show and Tell subject for the meeting will be Snow Removal, Narrow Gauge, or a current project. The presentation will be videos, the subject TBA.

The April, 2007 meeting was adjourned at 9:30 with a trip to Big Boy Restaurant

Respectfully Submitted,
Saul Kalbfeld, Division 8, NCR-NMRA Secretary