

# ***THE CAR HOUSE***

August 17, 2000

**THE MONTHLY NEWSLETTER OF DIVISION 8  
NORTH CENTRAL REGION – NATIONAL MODEL RAILROAD ASSOCIATION  
August 2000 MEETING MINUTES**

Substitute superintendent **Gene Kome** called to order the August 17th, 2000 meeting of Division 8, North Central Region of the National Model Railroad Association at 7:05 PM. The meeting was held at the Troy Christian Chapel. Twenty-eight people were in attendance.

## **Visitors**

We had 2 visitors, **Steve Fountain** (who models in HO) and **Gordon Michaels** (who models in S).

## **Show and Tell**

The show and tell featured weathered cars, and most of the major scales were represented, including LGB, O, HO, HO<sub>n</sub>3 and N. Weathered cars included log bunks, flat cars, a rotary plow, gons, stock cars and boxcars. Also of special interest, one member brought a car built by the late Irv Schulz.

## **Summer Layout Tour**

Maps were distributed for the August 25<sup>th</sup> layout tour, which will include the layouts of **Ken Sanborn** (open at 5:30 PM), **Gene Kome** (open at 6:30 PM) and the **South Oakland County Model Railroad Club** (open at 7:30 PM).

## **Summer Operations Trip**

In the absence of **Dave Thornton** (who is recuperating from a tonsillectomy), **Dan Lewis** reported that the best date for the operations trip would be the last weekend in October. A large Milwaukee Road layout will be one of the sites, and probably one other layout as well. About eight Division 8 members indicated their interest in going.

## **Minutes Approval**

**Terry Bossick** moved approval of the July minutes, seconded by **Rick Ware**, and the motion passed.

## **Paymaster's Report**

**Gene Kome** reported the following balances:

Checking: \$640.97

Savings and CD: \$3800.17

## NCR/NMRA Report

**Jim Zinser** reported on the National Board meeting held at the recent NMRA convention in San Jose, CA. Of special interest was the recommendation to consider some revamping of the national infrastructure to reduce the number of Trustees, to assist in globalization, and to provide better support regionally and divisionally. Implementation would be over several years. Three new departments are already part of this revamping: Education, Development and Marketing/Advertising/Promotion, the latter of which will be directed by Jim himself. Also, a new program is under development called "Clinic in a Box". It is an Adult Education program for model railroading with certified instructors. Jim also reported that the city of Cincinnati was approved for the 2005 national convention.

## Clinic

Guest **Richard Borsos**, who spent 48 years with the New York Central and other railroads, gave a delightful clinic on weathering rolling stock. Besides providing first hand information from his extensive experience, his presentation was peppered with colorful anecdotes from the railroads going back to the steam era. Highlights of the presentation included the following:

- Hoppers were not painted inside; hence, the insides were usually rusty
- Roof walks should extend 8" to 10" beyond the end of the cars (leaving a space of only about 20" between the roof walks of coupled cars)
- Reefers of whatever color usually had black-painted hardware and a black-painted rectangle beneath the doors to aid the engineer in spotting the car efficiently.
- Wheels, springs and couplers were not painted; hence, they were subject to considerable rust.
- Until the early 1950s, journal boxes were oiled individually, so spillage was minimal. After the early 1950s, hump oiling was implemented which caused significant spillage. Also, journal oil from the back of the journal box was thrown to the outside face of the wheels.
- Airbrake reservoirs and brake cylinders were usually painted boxcar red or black.
- Many factors cause weathering on rolling stock: ultraviolet rays causing fading (especially boxcar red), brake shoe dust from cast iron shoes, journal oil, rust, general wear, stains from loaded commodities (i.e., oil, chemicals, etc.), and physical damage (collisions, loading cranes, etc.).
- In general, reefers, since they often served as "billboards" for the railroad, were kept in good shape and repainted about every five years.
- Frozen coal in hoppers was loosened by building a fire under the car, thus causing burned paint and the potential for rust.

- Tank cars had more brake shoe dust than most others due to the open frame between the car body and the wheels.
- The decks of flat cars were highly distressed because of their various loads, especially the ends of the decking boards (which were often banged during loading).
- The lower slats on stock car sides often were nearly devoid of paint due to the constant contact with animal urine.
- Passenger equipment was washed regularly, so it was comparatively clean (as opposed to freight equipment).

### **Hints and Tips**

No hints or tips for this meeting.

### **Upcoming Clinic and Show & Tell**

The September meeting will feature a clinic on Passenger Trains by Bob Chapman. Show & Tell will be passenger train equipment.

### **Schedule**

The next Division 8 meeting will be held at 7:00 PM, Thursday, September 21, 2000 at the Troy Christian Chapel, 400 E. Long Lake Road, Troy, MI (south side of street between Livernois and Rochester Roads).

### **Website**

Division 8 Online: [http://www.tripod.com/ncr\\_division8](http://www.tripod.com/ncr_division8)

The meeting was adjourned at 9:23 PM.

Respectfully submitted,  
Dan Lewis, secretary pro tem