

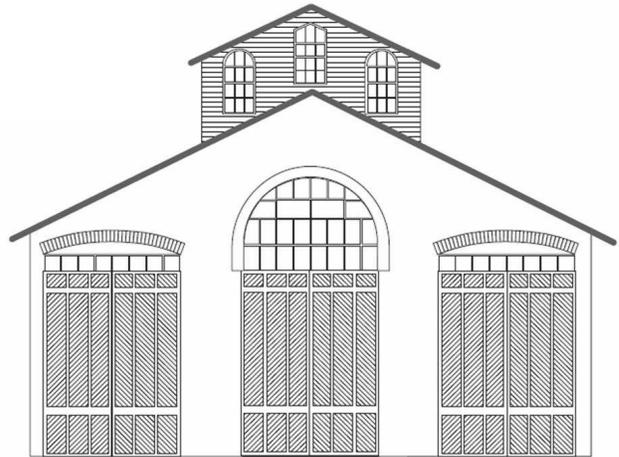
CAR HOUSE



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The News

November 17, 2016

From the Super

Troy, MI:

What makes a beautiful locomotive? Can something a utilitarian, as grungy, oily, and sooty as a locomotive really *be* beautiful? Well lots of model railroaders and railfans think so, but since “beauty is in the eye of the beholder” their ideas of beauty can be pretty diverse, and not at all obvious!

We had our locomotive beauty contest at the Clinton River Division meeting in November, and the entries were varied and interesting...with quite a few obvious entries missing. If there is a next time we do this, we'll try to make sure everyone understands they can submit entries in as many categories as they like, not just one.

In the category of non-streamlined steam, for instance, no one nominated a 4-4-0 from the days when they were true painted ladies, complete with pin striping, multiple colors none of which were black, antlers above the headlamp, and lots of varnish and polished brass! The engines that were nominated were all twentieth century models, some small and cute, some large and purposeful, although color was evident. There was B&O Blue, UP Gray, and Southern Green but the winner was plain old black. It was a Rutland USRA Light Mikado nominated by Bill Moore, and represented by a fine brass model which he had super-detailed.

[continued from column at left]

Now I personally happen to think a similar boiler looks better proportionally atop a large drivered 4-6-2 wheel arrangement rather than the 2-8-2, but I lost and a close cousin won. Here however there could be no argument that Bill's model was beautifully executed, and therefore very deserving.

The streamlined steam category included some obvious entries, like the SP Daylight, the Raymond Lowery designed PRR T1, and the NYC streamlined Hudson. Also nominated was the “home road” GTW streamlined Northern. I'll get in trouble if I voice my true feelings about this sheet metal job, so I'll just say it was good to have the GTW represented. The winner was the Milwaukee Hiawatha, nominated by Marv Linke. With its striking paint and curvaceous form, who could argue?

The car-body diesel category had EMD E and F units in a few different schemes, but no one entered the one I thought would be a shoe-in, the Alco PA, probably in Santa Fe war-bonnet livery. The winner was pretty close, however. It was the Santa Fe E-6 with the extended “shovel nose” and the red and silver war bonnet. Nice. Tim Fisher brought the representative model.

The poor electric and traction category was

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<p><i>[continued from previous page]</i> woefully under represented. No one nominated the famous GG1! The winning DUR traction car Fred Cosgrove nominated with a fine model was indeed beautiful. Fine lines, nice but subdued color palate, beautiful detail.</p> <p>The category of diesel switcher or road switcher, designated as “open walkway diesel” had some unusual entries, such as a C&O BL2. The lowly SW1 was nominated and I can fully understand its functional beauty, although I rather like its great-great-grandson the MP15. The winner, however was a beautiful model of an odd-ball little early diesel project, submitted by Jim Zinser. According to Jim, in the early days of dieselization, a shop crew decided that rather than rebuild the boiler of an old 0-4-0 steam switcher,</p>	<p><i>[continued from column on left]</i> they could scrap the boiler and cylinders, mount a diesel engine in its place and drive one axle with a chain drive. The old steamer’s side rods were left in place to drive the other axle, hence an “0-4-0 Diesel”! Jim built a beautiful (and well weathered) model of this unusual engine as part of his quest for the Motive Power Certificate. Even more beautiful is the way this model got Jim out of having to scratch-build truck side frames (required for a scratch-built diesel engine) because this engine did not have them! The rules did not require that the steam engine linkage be scratch-built. Nice going Jim. Beautiful.</p> <p>Phil</p>
<p>November Layout Tour Troy, MI: Sunday, November 27 is the date for the Division Layout Tour. Larry Burk’s Laurium, Mohawk and Brockway Railway in On30 layout is the feature. Larry’s address is 895 Hidden Pines Trail, Holly, MI 48442.</p>	<p>Division Logo Troy, MI: Ken Scherer has offered another idea for a new logo design for the Clinton River Division. His sketch is shown on the right.</p> 
<p>Recruiting Troy, MI: Ken Scherer reports he passed out about 20 NMRA applications to interested people at the recent Gratiot Valley Show. Ken and bother Bob will man the recruiting booth at the upcoming A-Train Show in January.</p>	<p>Printed Roster Troy, MI: Paul Runyan made available printed versions of the Division roster at tonight’s meeting.</p>
<p>Donation Troy, MI: The membership voted to donate \$500 to the Troy Christian Chapel for use of the chapel’s meeting room.</p>	
<p>TIP Troy, MI Bill Moore uses “Gator Board” to mount structures on prior to mounting the structures on his layout.</p>	

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Show & Tell

This Month's Theme was a Locomotive "Beauty Contest"

The rules for the "Beauty Contest" are as follows:

You may nominate a locomotive that you believe is attractive, for whatever reason it appeals to you, design, proportion, paint, whatever, in any of the following categories:

1. Streamlined steam
2. Non-streamlined steam
3. Car-body diesel (no side walkways, like an F7)
4. Open walkway diesel (switchers, modern road locos, etc.)
5. Electrics including freight motors, street cars, etc.

You may submit your nominees via a model (functional or not) or a photo (your own, or in a book, etc. No videos, please.)

Note the Car House implied that the car-body diesels are limited to "first generation." That is not the case. If you want to nominate something newer like an FP40 or Acela, you may.

You may submit as many as five entries, but only one in each category.

How it will work:

Show and Tell will be the time you introduce your nominees. We will list the nominees on a flip chart, white board, or some such.

During the break, everyone may review the nominees.

After the break we will conduct a show-of-hands vote. We might give everyone more than one vote - TBD!

No prizes, but maybe we'll publish an article in the Hot Box identifying the winners (loco and nominator).

All Show & Tell Items are described below. Those Items which were entered in the Beauty Contest are Identified.

John Gavasso offered a Union Pacific Class MT73 4-8-2 locomotive in two-tone gray. The model is in HO scale. (contest entry)



Phil Kenyon brought in a two-truck shay in On30. . (contest entry)



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Dave Thornton displayed an O scale B&O Class P7e Pacific #5314. The prototype was built in 1927 and modernized in 1948 with cast, one-piece engine bed, roller bearings, boxpok drivers, and longer tender. The engine was painted royal blue to match passenger rolling stock. The locomotive was used in freight service as a pusher in late 1956 before retirement and scrapping. (contest entry)

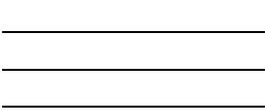


Marv Linke displayed:

1. An N scale Milwaukee Road Class F7 Hudson used to power the Hiawatha (contest entry)
2. An N scale NYC Hudson (contest entry)
3. A current project, an operating switch stand lantern for a On3 turnout.



Rick Laird brought in a picture of SP 4449 taken in California in the late 1980's, early 1990's by an engineer he worked with at Lockheed. When Rick saw the picture, he had to have one.



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Warren Yohe offered a Duluth South Shore & Atlantic RS-1 in HO scale. The prototype was one of the first diesels on the DSS&A (1945). It was based in Marquette, MI and moved freight trains between Sault Ste. Marie or Houghton and copper country. This DSS&A locomotive was bought by the Soo Line Historical Society in 2003 and kept at the Lake Superior Railroad Museum in Duluth. It now has the green, yellow and red paint scheme. (contest entry)



Larry Wolohon offered an O scale Great Northern FT diesel A-B set. The prototype put out 2700 hp as an A-B lash-up which was the common mode on GN. (contest entry)



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Jim Zinser offered two HO scale models as contest entries.

1. A diesel switcher representing a locomotive that started as an 0-4-0 steam switcher and later converted to diesel.
2. A Soo Line 2-8-2



Tom Hoermann displayed a Portland Forney type locomotive, KCRR #3 built for the Maine two-footers in the late 1891. The prototype was built for the Sandy River Railroad along with sister #4 and served the Wiscasset Waterville & Farmington until 1933. #3 was restored to operating condition in 1995 by the WW&F Museum. (contest entry)



Steve Akers brought in the "Dorothy" inspection locomotive of the Leigh Valley RR. Steve scratchbuilt the locomotive over a CP Huntington unicycle type locomotive, 4-2-2.



Bill Moore displayed a USRA Mikado in HO scale. Bill started with an Athearn Genesis mike and custom detailed the model to represent a Rutland Railroad prototype. (contest entry)



Bob Scherer offered a C&O BL2 in HO scale. (contest entry)

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Ken Scherer displayed photos of his favorite GTW streamlined locomotives.



Dan Lewis offered an N scale Milwaukee Road Class I-5 0-6-0. Dan modified the Bachmann locomotive:

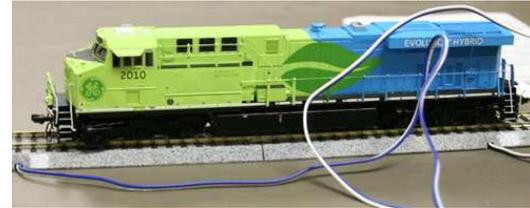
1. New paint
2. New walkways
3. New piping
4. New handrails
5. New curtains (contest entry)



Tim Fisher brought in an HO scale Santa Fe #11 class E5A and B "Shovelnose." The prototype was built in 1939 through 1941. #11 was an E3. The #11 class had EMC 567 engines replacing the original Winton 201A power plants. (contest entry)



Richard Kubeck offered an HO scale GE ES44 GEVO demonstrator. (contest entry)



Fred Cosgrove brought in five HO scale locomotives (contest entries):

1. SP #4449 in Daylight paint
2. PM 1225 2-8-4
3. ATSF F3 in "war bonnet" paint
4. AA RS-1
5. Eastern Mich. Rwy. Electric



Bill Gawthrop brought in Moore Keppel 2-truck Climax #3 in HO scale. The prototype served the central W. Va. railroad from the early 1900's through the WW-II era. Bill photographed the prototype in Middle Fork RR livery in 1963 in Ellamore, W. Va. Today the locomotive has been restored and operates on the Durbin & Greenbrier RR in southeastern W. Va. (contest entry)



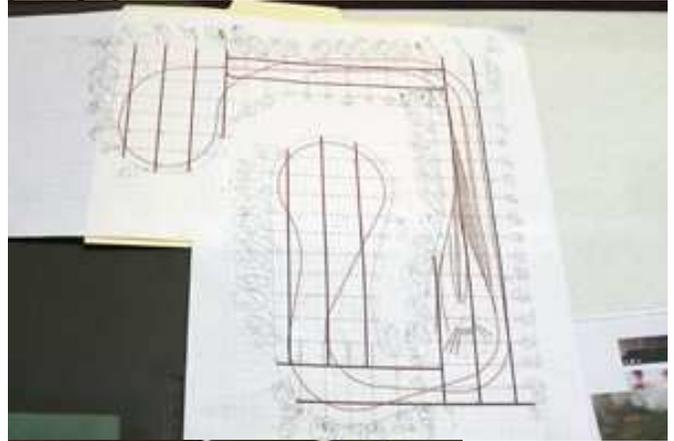
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Phil Doolittle displayed photographs of his entries in the locomotive beauty contest including Pennsy T-1, CN Pacific, and GTW Pacific. (contest entries):



Mark Minz offered plans for his new layout and a photograph of early construction.



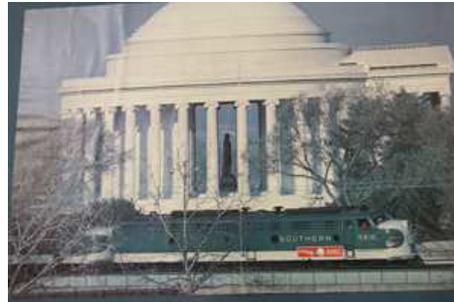
Paul Runyan offered two entries for the beauty contest:

1. HO scale Pennsylvania RR T-1 Duplex
2. HO scale Baldwin BF-16 "Sharknose" A&B units in Pennsy paint.



John Jackson brought in an HO scale SW1500 by BLI lettered for Southern and two photos:

1. Crescent Limited Bicentennial unit with Jefferson Memorial in background
2. Southern excursion train near Winchester, Va.



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December Clinic	December Show & Tell
The December clini will be a video originally used to promote the 1990 North Central Region Convention.	The December Show & Tell is anything from a model railroad convention or your current favorite project.
Upcoming Events	
<ul style="list-style-type: none"> ➤ October – December: Steam Railroad Institute, Owosso, MI, Fall Schedule of events; http://michigansteamtrain.com/schedule ➤ October – December: Redford Model RR Club, Inkster, MI, Open House Schedule: http://www.redfordmodelrailroadclub.com/ ➤ November – December: Detroit Model RR Club, Holly, MI, Open House Schedule: http://www.dmrcc.org/ ➤ Nov. 25 – 26 & Weekends in December: Stoney Creek Model RR Club will be operating the Club’s modular layout at the Rochester Hills Van Hoosen Museum. Rochester, MI 	
Division 8 Board of Directors	
Superintendent: Phil Doolittle doolittlep@comcast.net Treasurer: Paul Runyan prrdi61@gmail.com Secretary: Bill Gawthrop wegawthrop@aol.com	Directors: John Gavasso John Jackson jdsmjackson@sbcglobal.net

Car House Editor: Bill Gawthrop