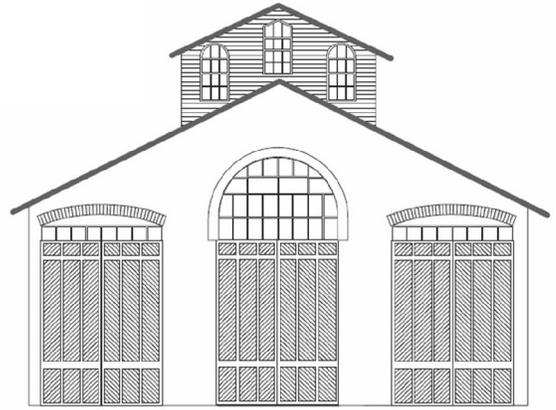


THE CAR HOUSE

Monthly Newsletter of
Division 8 North Central Region
National Model Railroad Association



Website:
<http://div8.ncr-nmra.org>



July 21, 2011

The News

National News

Troy, MI: Dave Thornton reports news from National:

- Canada is separated from the Central District.
- Carpet cutting for NMRA museum took place in Sacramento at the Convention
- Fund raiser kicked off to raise \$750K for the new NMRA Museum. The initial phase of the Museum will open in 2012 with various displays.
- There will be a dues increase effective Jan. 1, 2012. Dues will increase by \$5 while the subscription price for the NMRA Magazine will increase by \$3.

Division 8 To Host 2013 NCR Convention

Troy, MI: Division 8 will host the NCR convention in 2013. Line up to volunteer, please. A meeting will be held in August to begin planning for this convention.

Hot Box Rescheduled

A new publication schedule is being implemented for the *Hot Box* per Barry Hensel (editor). The new schedule is:

- Spring, March 1
- Summer, June 1
- Autumn, September 1
- Winter, December 1

Model of the Third Quarter

Troy, MI: The model of the quarter for the third



quarter of 2011 will focus on weathering rolling stock. Full details will be presented are presented in a flyer accompanying this newsletter.



Models will be judged at the September meeting of Division 8

Division 8 Fall Layout Tour

Troy, MI: Keep October 9th open on your calendar for the Division 8 Fall layout Tour (in Oakland Township)

Lansing Legacies

Don't forget to mark your calendars for November 3 – 6, 2011 for the NCR Convention, "Lansing Legacies." Information is available on the website: <http://lansinglegacies2011.webs.com/>

Show & Tell

Stock Car or your favorite current project

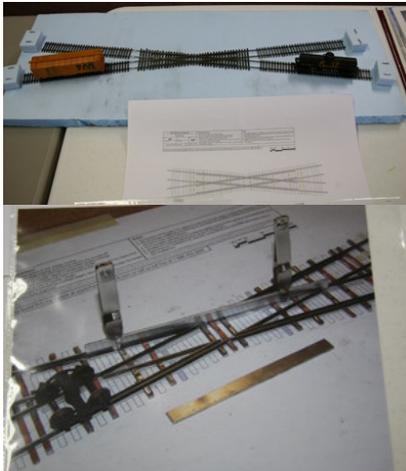
Ed Black brought in a scratchbuilt drop-bottom gondola in HO scale. The only commercial parts that Ed used were wheels, brake wheel and Kadee couplers. The brakes work and the hopper doors operate.



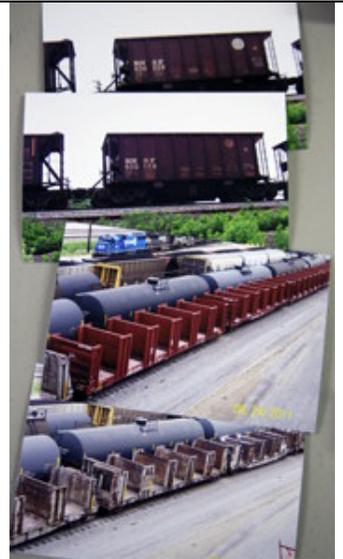
Ron King offered two SD7's in HO scale Numbered 6951 and 6950 for the Pennsy, Ron super-detailed these Life Like P2K models with hoses, sunshades, speed recorders, MV lenses and fuel tank mounts. Ron also did the weathering. Ron stated that these were the only two SD7's that the PRR owned. The prototypes served the Madison Hill in Indiana beginning in 1953.



Bill More brought in a current project, a scratchbuilt 14-degree crossing in HO scale using code 70 rail.



Gene Kome offered two photos of BNSF ore cars taken in Galesburg, IL. He also showed two photos of BNSF tie cars.



John Jackson brought in two 23-foot ore cars, one lettered for the Lake Superior & Ishpeming and one for Bessemer. John also brought in a 33-foot triple hopper car lettered for Detroit & Mackinac. All of the HO scale models were custom painted.



Paul Runyan brought in an HO scale PRR Class T-1 duplex locomotive (4-4-4-4), a model by Broadway Limited. Paul explained the evolution of the Pennsy's duplexes from Class S-1 to T-1. 50 of these T-1's were built starting in the 1950's and all were out of service by the early 1950's.



Larry Wolohon brought in an O scale PRR X-29 box car and the book entitled The Post-War Freight Car Fleet with pictures of an X-29.



Rad Jones displayed four versions of Pennsylvania Railroad passenger cars in N scale.



Jim Zinser shared his scratch-built static grass applicator. Jim built the device from a plastic dish, window screen, PVC pipe, switch, cord, and ozone generator module. Total cost was approximately \$20.



Dave Thornton shared a number of O scale Pennsy rolling stock and books.



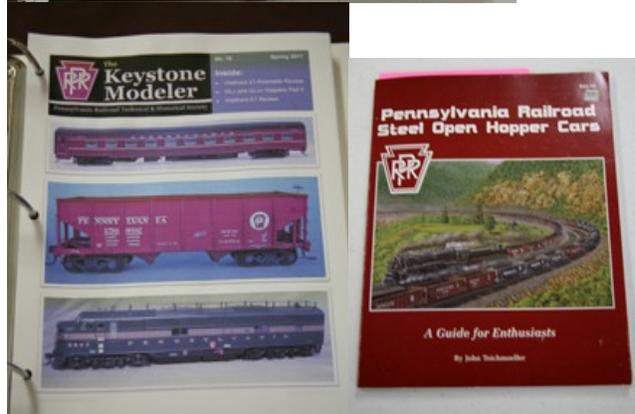
Bill Gawthrop brought in two HO scale Pennsy X-31f, "turtleback" automobile box cars. Bill weathered the two Bowser models to represent typical cars seen in and around Detroit in the 40's and 50's.



Bill also brought in Railway Prototype Cyclopedia, Vol. 22 which featured the Pennsy's round-top automobile cars.



Dave Regittko brought in 5 PRR hopper cars in HO scale. Dave displayed hopper cars representing classes H21, H21a, H22, H22a, and GLa. Dave also offered a PRR gondola.



John Gavasso brought in an HO scale Pennsy Class L-1, 2-10-0. The model is by Bowser.



Phil Kenyon offered 3 Z scale cars decorated for the Pennsy, a flat car, box car, and caboose.



George Anderson offered an On3 copper ore car whose prototype is the Hancock & Calumet Railroad. George scratchbuilt the model from photos showing its sway-back condition typical of cars in service. So, he built in the sway back when he built the model. Pretty impressive!



Jim Clements brought in 3 variations of Gil Pans ore cars in HO scale. Jim built the models from Clear Creek offerings. The largest ore car is kit-bashed.



Fred Cosgrove brought in two Pennsy GG1's in HO scale. One GG1 is a model by AHM with tires on all drivers for extra traction. The other GG1 by Pemco has traction tires on half of the wheels.



Dan Lewis displayed a scratchbuilt feed mill in N scale. This model is a work-in-progress (~50% complete). The prototype is in northern Indiana.



Jerry Shanek offered 2 ore cars in G scale.



Tim Fisher brought in a Pennsy X-29 box car in HO scale.



Thomas C. Pella brought in ore cars in Z scale. The models are from Shapely.



Please forward any and all erratta to Bill Gawthrop, Car House editor at wegawthrop@aol.com. Virtual tomatoes are also welcome..... it's part of our quality improvement.....

Modeling Hints

GOOD BALLASTING

Submitted By

R. B. Trombley, Ph.D., MMR

A good prototypical ballasting job enhances any model railroad looks as we all know. One trick I've found that works quite well is a combination of laying good ballast and then coloring the ballast between the rails. First, you should select a ballast color that is typical and appropriate for your railroad setting. That is, simply do not see jet black ballast on a mainline running through the desert. Nor do you see "pure white" ballast. Most ballast colors range from very light tan or a "dirty white" to about medium to dark gray. If possible, you might visit the area you are modeling or look at some color photographs of the trackage in the area and try to determine the ballast color grade. Once this is done, I've found that dry mixing about 3 parts of ballast to 1 ballast cement works quite well. First, lay ballasting along the track and "groom" it with an artist's brush so that the ballast falls away from the track edges to the ground level at the outside rails (see Fig. 1) and ballast is level with the ties (so the tie tops show) on the inside of the track rails.

Once grooming is done, spray with water from a spray bottle so as to just moisten, not soak, the ballast laid.

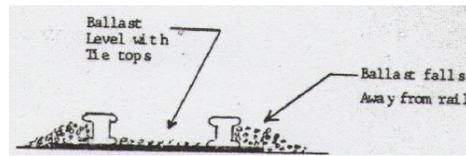


Fig. 1. Ballasting Cross view

For a finishing touch, I've used a 50/50 mixture of India ink and water to apply with an eyedropper or syringe or even a brush, between the rails to simulate accumulated oil droppings, etc. You can vary the application or concentration of the India ink to water to get a lighter or darker effect. You'll want apply more (make darker) on those places where heavier color would be expected, e.g., yards, spurs, roundhouse trackage, etc. and lighter on other areas, e.g., mainlines.

After all this is done, let the entire ballasting job dry for at least 24 hours (see Fig. 2). The resulting effect will surely do you proud of your track laying job!!



Fig. 2. A track section ballasted and stained.

This Month's Clinic	
<p>Dave Thornton presented a clinic on the Pennsylvania Railroad. Dave presented a number of resources as a part of Show & Tell, then he also presented a PowerPoint slide presentation detailing a number of distinctive Pennsylvania Railroad practices as illustrated in various photos of locomotives and freight rolling stock.</p>	<p>Dave then presented a DVD on Pennsylvania Railroad Train 390 by Clarence Weaver. This ore train traveled from Northumberland to Mt. Carmel on the Shamokin Branch of the Pennsy in northeast Pennsylvania.</p>

Upcoming Events	August "Clinic"
<ul style="list-style-type: none"> ➤ October 9, 2011; Division 8 Fall Layout Tour, Oakland Twp. ➤ October 17, 2011; Trainorama by Redford MRC, Costick Center, Farmington Hills. 	<p>The clinic for August is how to sell your "excess" model railroad stuff. The successful flea marketeer takes \$\$\$\$.</p>

Division 8 Board of Directors	Next Meeting's Show and Tell
<p>Superintendent: John Jackson jdsmjackson@sbcglobal.net</p> <p>Treasurer: Gene Kome marjgenekome@comcast.net</p> <p>Secretary: Bill Gawthrop wegawthrop@aol.com</p> <p>Director: Saul Kalbfeld fjgbus@comcast.net</p> <p>Director: Jerry Shanek Jerry_shanek@yahoo.com</p>	<p>The topic for next month's (August 18th) Show and Tell is your portion of the Division 8 Flea Market.</p>